

## Active Travel Strategy

### CONSULTATION RESPONSES (CLOSED 3 OCT 2011)

Consultation was open from 23<sup>rd</sup> May to 16<sup>th</sup> September 2011. Late responses were accepted until 3<sup>rd</sup> October 2011.

Paragraph numbers referenced herein refer to the numbers in the document upon which consultation was carried out; these may be different (or may not appear at all) in the final version of the document.

Ref	Date	Form #	Ref Para	Consultation Comment	HBC Response
1	29/05/2011	15912	Gen	Cycling is my usual form of transport and I use the Hayling Billy Trail frequently. When the New Lane railway crossing gates are closed, vehicles often wait over the point where the trail crosses New Lane and joins the station car-park section. Perhaps the pedestrian / cycle crossing point could be clearly marked.	Agreed. Will be addressed either separately or in conjunction with development of HCC owned land alongside the site.
2	29/05/2011	15912	Gen	" <i>Cut Pollution - Switch off Engine</i> " notices have seen at railway crossings. They are effective, as the lack of noise and exhaust fumes demonstrate when waiting, as a cyclist. Waiting at Bedhampton, New Lane or Warblington crossings, after finding my way to the front of the gassy queues, has made me wonder how much fuel a notice could save.	These signs are non-standard and require individual Department for Transport authorisation at each site (at cost). Empirical evidence suggests that such signs are ineffective since they are only visible to a limited number of drivers close to the signs, not the entire queue.

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3	30/05/2011	15914	9.2	No mention here of a new safe leisure bridge crossing of Langstone Harbour from the mainland to Hayling Island. This has been part of Havant's strategy for some years and has support from Councillors and the community. The problem has been the opposition from HCC, on grounds of cost (always grossly exaggerated) and from the former County Councillor, who expressed his anti-cyclist views on many occasions. The unimaginably beneficial opportunity to be a leading landmark beneficiary of the successful Sustrans 'Connect2' £50m Lottery bid was spurned by HCC, to their eternal shame.	No current proposals for separate bridge - existing arrangements meet current guidance in light of levels of non-motorised usage. The Connect2 bid referred to was rejected by Sustrans on the grounds of undeliverability within the programme's timescales – the perceived lack of support was based on accurate reporting of the likelihood of the various statutory, financial and environmental processes which needed to be successfully negotiated.
4	30/05/2011	15914	10.1.1	The 'cyclable' section of the bridge is unsafe. It is 2m wide, at best, not taking into account the lifebelt positions. HCC's minimum requirement for an unprotected cycle path alongside a major carriageway is 2.5m. There is also little hope for the 'cycle path' extensions at the north and south sections of the bridge to be constructed, largely because they would be impractical and over costly. Sustrans recommends that cyclists do not cycle over the bridge, using the 'cycle path', as it is unsafe. The decision to widen the footpath at the time of the strengthening of the bridge and call this a 'cycle path' was a	The bridge met standards (LTN2/86) at the time work was carried out, given that the low pedestrian flows reduce the likelihood of pedestrian / cyclist conflict. Funding for north approach is available for partial implementation in 2011/12; southern approach will be addressed in conjunction with future Environment Agency flood protection scheme. The 'piecemeal' approach, whilst not ideal, delivers incremental improvements within the finances and other resources available.

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				cynical and political 'fudge', which has done no-one any favours.	
5	30/05/2011	15914	11.8	The laudable objective of encouraging access for cyclists to the countryside and for improvements to cycle paths in the Borough are severely let down by the poor state of the surface of the Billy Trail. Whilst the sections of the trail on the mainland are excellent for all weather/all bike type cycling, the section on the Island is not. It is not suitable for road bikes in general and impassable for all bikes in sustained wet weather conditions, particularly at the southern end.	Hampshire CC own the Billy Trail and maintain it to a standard appropriate for a permissive bridleway.
6	30/05/2011	15914	App D	We are encouraged by the support for the safe routes to schools project on the Island and look forward to its completion. Please note the comments re the Billy Trail above. However, I note with interest the connection between Mill Rythe and Copse Lane. What proposals are there for a safe route between these two locations?	Developer contributions may bring forward an off-road route similar to that already provided for horses
7	30/05/2011	15914	Gen	Until HBC's 'Vision' for safe and accessible cycling in the borough includes the provision of a safe crossing over Langstone Bridge and a proper surface for the Island section of the	See 5, 6 above.

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				Billy Trail, it will be fatally flawed. The implementation of the above two projects would provide an immeasurable boost for Havant and Hayling Island as a visitor destination.	
8	30/05/2011	15915	Gen	In conversation with one of your staff at the 'Havant Goes Greener' fair, he told me that about 55-60% of your cycling network will meet the DfT's width guidelines (in LTN 2/08). To me that means over a third of the network will be sub-standard, which makes it less than usable and confuses motorists who don't understand why cyclists don't use it. I have the same problem in my home town of Guildford. If you fail to build at the recommended width then I believe: you have failed to follow Best Practice; the infrastructure will not significantly increase cycle use; new cyclists will be confused and put off; experienced cyclists will stay on the carriageway; etc. We currently have the situation where Bikeability has to teach new cyclists to doubt the validity of infrastructure ( <a href="http://www.dft.gov.uk/bikeability/delivering-bikeability/course-manuals/">http://www.dft.gov.uk/bikeability/delivering-bikeability/course-manuals/</a> ), so if you continue to build new facilities sub-standard then we'll never achieve the desired levels of cycle use. In closing I must cite a specific	LTNs are guidelines, not standards. The guidelines clearly state that whilst 2.5m widths (for example) are ideal there are situations where these are not realistic. Depending upon shared pedestrian flows, it may be appropriate to maintain a 2m width (or less) on certain sections and for them to function perfectly safely (e.g. Hayling Bridge). The surface finishes are appropriate to the environment – it is unacceptable to lay tarmac everywhere.

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				example local to me - Clay Lane, Jacobs Well is part of NR 223 and includes a shared-use footway barely wider than a metre - looks good to have a route on a map, but is absolute rubbish to cycle along.	
9	31/05/2011	15919	Gen	I live and work on Hayling and my daughter also goes to school on Hayling. My comment is that Hayling is not a very cycle friendly town. Limited cycle ways and narrow main roads. I would love my daughter to cycle to school with her friends but the lack of any cycle ways (other than the Billy track on the west side of the Island, which does not link up to any schools) and very busy and dangerous roads makes this is a non starter. The schools are keen that pupils cycle but again they are worried about the safety. There are a few paths that could be converted to cycle ways to help, but this would need agreement.	Agreed regarding need for agreement with owners where paths are proposed for upgrading.
10	06/06/2011	15929	2.3.2	Add Lovedean. Pedestrian access from north is not good. Also some of surrounding streets are the steepest in Borough.	In the context of distances to town centres, Lovedean is not generally so defined. Agreed re topography.
11	06/06/2011	15929	2.5.14 & 9.5.15	Waterlooville MDA has good proposed internal pedestrian and cycle network but has no easy access to Waterlooville Centre or to the north. Without a split level access for pedestrians & cyclists car use will almost certainly be very high.	Current proposals for this route are for a controlled crossing. Segregation of pedestrians / cycles from other vehicles can be achieved either in space (i.e. vertically) or time (i.e. controlled crossings). Current national

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					practice prefers the latter (depending on traffic flows).
12	06/06/2011	15929	4.9.1 & 11.9.1	In many locations frequent hedge cutting is not necessary. Where possible they should only be cut once every 2 years to improve wild life corridors and to increase the bird population.	Noted but county wide standards apply on the highway.
13	06/06/2011	15929	4.9.2 & 11.9.2	Many verges would be improved if they were not cut so often and if wild flower planting was used to improve wild life corridors and to brighten up the area. Nettle planting as in Elmleigh Road is not usually the best way.	Noted but county wide standards apply on the highway.
14	06/06/2011	15929	8.5	I'm not sure if the statement on decreasing cycle travel is correct. The statements I have previously seen say, "Static mileage but increasing in the demonstrator towns".	The statement accurately reflects the situation for Havant.
15	06/06/2011	15929	11.2.2	On A3 Bus Corridor a few stops have Sheffield stands but most don't. This needs looking at.	Noted.
16	06/06/2011	15929	11.4.4	Following the A3 Bus Corridor work there was a problem as the PCSO's also did not understand what was meant and were cycling in pedestrian only areas.	Noted.
17	06/06/2011	15929	12.1	Why not have a target to reduce cycle theft? I understand it's higher in the wider Portsmouth area than in most of the country.	Target included.
18	06/06/2011	15929	App B	Scheme 60: This is a major junction on cycle routes across South East Hampshire and is a	Current works will provide safer crossings in context of signalised

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				major restraint on increasing cycle use in the area. As a minimum it needs split level transit by both pedestrians & cyclists keeping them away from motorised traffic.	junction.
19	06/06/2011	15929	App B	Scheme 16: I agree first point that is referenced to me.	Noted.
20	06/06/2011	15929	App B	Also in this area consideration should be given to improving surface on Havant Bridleway 22 and Horndean Bridleway 24 to give a good off road cycle route into Horndean from Park Lane area.	Sheepwash Lane is a lower priority since it involves directly crossing A3M junction 2 (Dell Piece).
21	06/06/2011	15929	App B	Scheme 12: Under delivery status add "EHDC Cycle Plan as safe route to Horndean TC".	Noted.
22	06/06/2011	15929	App B	Scheme 53: This should be a dual use bridge for cycles & pedestrians to link into the Elmleigh Road cycle route.	Land for ramped structure unavailable - only a stepped structure can be accommodated on this site, but will be provided with a 'cycle gutter'.
23	06/06/2011	15929	App B	Scheme 11: In delivery column add "In EHDC cycle plan as a safe route to Horndean TC". The route is in Winchester District as Denmead Bridleway 41. It is an extension of Havant Bridleway 1.	Linked to development of Woodcroft Farm site
24	06/06/2011	15929	Gen	Mixture of units: both kilometres and miles are used.	Noted and amended.
25	06/06/2011	15929	Gen	Cycle Parking: There are a lot of 'Sheffield' stands in the borough that are good for short term parking of up to 2 hours but not for day long parking. Box type secure cycle parking	Noted. South West Trains is a delivery partner

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				has been introduced at Petersfield station and for staff at Morrisons in Horndean. Day long storage at Havant station is not so good.	
26	06/06/2011	15929	Gen	Cycle access to Waterlooville is poor - and dreadful from the north from Beaconsfield Road south. This is a major disincentive to cycling and is not addressed in the plan. Cycling into South Downs College and Oaklands School is poor from the north but is not addressed in this document. Again this is a substantial disincentive to cycling in the borough.	Proposals for permitting cycling through the Precinct area will improve the directness of the route.
27	07/06/2011	15931	App B	I am disappointed that there is no mention of allowing cyclists to use the bus lanes through the centre of Waterlooville, there is no way for cyclists (at present) to cycle from the old A3 north of the town centre to the old A3 south of the town	Route through centre of Waterlooville is currently under review (see 26).
28	07/06/2011	15931	App B	The shared cycle / pedestrian lane alongside Purbrook Way from the Wallmart end to the top, (on the northern side of the road) ends with a no cycling notice almost at the brow of a hill on a busy motorway feeder route. To dismount and cross the road at this point is nothing less than dangerous - please allow cycling along the remainder to the Stakes Hill roundabout - as the road is very wide at the top - perhaps the pavement could be widened	Off-road facility to be extended to Stakes Road / Crookhorn Lane / Purbrook Way / Stakes Hill Road junction as part of MDA developer contribution.

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				to accommodate both cyclists and pedestrians.	
29	07/06/2011	15931	App B	I applaud the proposed removal of the no cycling sign on the railway footbridge at the end of Third Avenue, can this be done as a matter of urgency?	Legal process in hand.
30	07/06/2011	15931	App B	Could you please add removal of the no cycling sign on the short stretch of path between Andrew Crescent and Hambledon Road (Waterlooville)? This would allow cyclists to get from Soake Road to the town centre (via Esher Grove, Charlesworth Drive) without using any main / busy roads.	Rejected. Main facilities in this area are concentrated on Hambledon Road and Milton Road. Milton Road is off-road throughout, Hambledon Road will be developed as a calmed street as part of MDA.
31	07/06/2011	15931	App B	In the borough where there are cycle lanes separated by bollards these do not seem ever to have been cleaned, and are full of debris dirt, rubbish etc, consequently, cyclists often rejoin the main carriageway rendering the bollards ineffective. - Havant Road, A3 Cowplain, Middle Park Way roundabout et al.	Noted - maintenance issue
32	07/06/2011	15931	Gen	I applaud the work of HBC in this area and suggest you liaise with the local CTC Portsmouth group who have many members living in the borough who would be delighted to cycle around with you and point out some of the many problems we (cyclists) encounter. - Keep up the good work!	Noted.

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33	10/06/2011	15934	8.6	Number of barriers, referred to in C1.5 and C1.12. A major barrier to north-south walking and cycling is the railway. Crossings are either by the busy main road or level crossings with waits of up to 20 minutes being common. The alternative footbridges are either unsuitable for shared foot/cycle, or cycling is forbidden (£30.00 fine) That does not stop children and postmen riding over the station footbridge. A replacement bridge at the level crossing with cycle/ mobility scooter access would ease sustainable travel into town.	Bridges are responsibility of Network Rail and none are programmed for replacement in the Borough except for a possible new crossing at Southleigh Road at Warblington Station.
34	10/06/2011	15934	Gen	Spelling errors: Compliment instead of Complement throughout document, Appx B 136 use of There instead of Their	Noted - corrected
35	13/06/2011	15937	9.2.2	The inference in this paragraph is to provide alternative places and routes for cyclists. Experience in places like Copenhagen has shown that cyclists and motorised traffic can safely share the routes, but cyclists and motorists must both understand the 'rules' of traffic. Children, in particular, can behave irrationally, but there is no excuse for over 18s to ride erratically and training should be available to improve this situation.	Training programmes available in schools through 'Bikeability'
36	13/06/2011	15937	9.2.6	Safety concerns are another item of perceived risk. As your table shows the risks are	Agreed

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				reducing, but the rarity of incidents means that they receive disproportionately prominent publicity.	
37	13/06/2011	15937	9.3.2	Fig 5 does not appear but I suspect that it will have trouble dealing with delays of up to 20 mins at level crossings for the passage of just three trains.	Network Rail manages crossings to national rail safety standards. Final version does not include Figure quoted.
38	13/06/2011	15937	9.4.7	Cyclist friendly road crossings. This should also be extended to include RAIL crossings. To get from the north of the borough into Havant Town Centre involves crossing the railway and there is only 1 crossing where cycling is possible or allowed, and that is the busy main road [Park Road North]. The station footbridge is too narrow for shared use and cycling is not allowed, although many postmen and others do so. The footbridge at the level crossing is a staircase unsuitable for cyclists, old people and people in mobility scooters. The bridge is probably 100 years old and is rusty (unless that is brown paint). If it could be replaced with a 'folded' ramp wide enough for shared use as the road bridges at Chichester are, that would benefit many classes of users, and probably get the cyclists out of the way of motorists waiting impatiently at the crossing.	Hampshire CC are investigating the replacement of the Havant Station 'public' bridge with a DDA-compliant structure. This may not however be open to shared cycle / pedestrian use. New Lane bridge is structurally sound so no need to replace it on aesthetic grounds (i.e. that it is 'rusty'). Possible new footbridge at Warblington Station.

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39	13/06/2011	15937	11.5.3	It is significant that when I cycle to a meeting at the council's temporary offices at Broadmarsh there are no cycle racks, and I chain my machine to the railings	Noted.
40	13/06/2011	15937	Gen	In various parts of the document you refer to traffic restraint. It is important that steps are taken to prevent motorists getting the idea that they are being 'punished' in order to make the cyclists lives easier. There is a certain amount of hostility towards cyclists in some sectors already.	Agreed.
41	19/06/2011	15945	2.2.6, 9.2.6	What are the supporting statistics on this statement? E.g. What is the proportion of A&E admissions attributed to walking or cycling. What about the admissions attributed to lack of exercise or travelling by car? This gives the impression that these activities are inherently dangerous, whereas they are more likely overall to reduce visits to hospitals and prolong life. Highlighting causality rates which are not justified only gives people an excuse for declining to try cycling and walking. Additionally other studies suggest that the more people walk or cycle the safer it becomes due to numbers and improved driver awareness.	Statement is included as an illustration of the perception of cycle safety. Agreed that training and awareness of all road users is necessary.
42	19/06/2011	15945	9.2.7	The drop of cycle related accidents could also be because of the drop in cycle journeys as	Agreed.

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				stated in 9.2.11	
43	19/06/2011	15945	9.2.11	The other reason for a drop in cycling is the general rise in affluence. Likewise economic downturns and the rising cost of motoring will tend to increase cycling	Agreed.
44	19/06/2011	15945	11.9.4	Why are Cycleways, byways and Bridleways not included in Table 2?	This reflects the standards published by the Highway Authority.
45	19/06/2011	15945	Gen	Why no mention of or discussion on 20mph limit to residential roads? Why no mention of bidding for a share of the government's Sustainable Transport Fund as a source of funding? Cycling Safety could be improved by better car and lorry awareness - HCC/HBC could ensure training and literature is available for car and lorry drivers. (e.g. at Driver Awareness Courses).	Most of this is an HCC responsibility and is covered within the remit of the Local Transport Plan. Few roads across Havant meet criteria for 20mph operation as in Portsmouth, although there are of course EU-wide proposals for the adoption of 20mph urban zones. The STF was required to be a county-wide submission covering county-wide themes, and on this basis covers smartcards and a menu of general 'typical' interventions (i.e. not site specific)
46	27/06/2011	15960	11.8.7	There is no mention of the state of the surface of this trail on Hayling Island. The two sections on the mainland have been upgraded to an all-weather surface suitable for all types of bikes. The Island section is not satisfactory in this regard, being subject to flooding, mud and the likelihood of punctures for road bikes. I am a regular cyclist, often	See 5 above.

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				cycling off the Island, but will not use the Billy Trail, for this reason. I do use the mainland sections of the Billy Trail. What is HBC demanding of HCC in this regard?	
47	27/06/2011	15960	Gen	Re the 'cycle paths' on Langstone Bridge. Mention was made of the recent strengthening of the bridge, which allowed the creation of two sections of 'cycle path' of 2m wide. This is below the legal minimum of 2.5 m alongside a major carriageway and therefore dangerous. Mention was also made of the lack of connections for this 'cycle path' north and south of the bridge. Recent policy recommendations of HBC on the issue of a safe crossing of Langstone Bridge envisaged a parallel 'leisure bridge'. What has become of this proposal?	See 4 above.
48	18/07/2011	15993	Gen	I caught sight of an editorial piece in the Chichester Observer a couple of weeks ago which said that a couple of dedicated footpaths (cut-throughs) in Emsworth were going to be shared access between pedestrian and cyclist. I'm in full support of sharing such routes but curious to learn why shared access of the harbour wall between Slipper and Emsworth Sailing Clubs doesn't appear to be on any agenda ?	Were the council to be seen to actively endorse cycling along the promenade we would have to ensure it was safe to do so; this would mean the installation of railings both sides of the path to keep people from cycling off the wall into the water either side, and this would of course fundamentally change the character of the whole area. The existing pedestrian provision needs no such allowance for railings. since the

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					access is by historic right; the change of status to shared cycleway would trigger the requirement for railings.
49	23/07/2011	Email	Gen	The Access Group and the Waterlooville Blind Association are very much against any cycle route going through the Waterlooville shopping precinct. Personally, I think it is dangerous and quite unnecessary as cyclists can use the route from Hulbert Road, through the Waitrose Carpark. At the far end they have the choice of the back road past Wickes, then on to Purbrook or turn right into Hambledon Road. Cyclist shoppers would have to get off their bikes anyway. To go from Hulbert Road towards Aston Road or Milton Road, there are many other routes close by without having to go near the shopping centre.	Similar schemes work satisfactorily elsewhere in busier areas. The directness of cycle routes is a key influence in modal change. Accessibility criteria (such as already being progressed in the use of new 'shared space' design techniques) mean that concerns such as this can be addressed through careful design.
50	25/07/2011	16007	App B	Scheme 123: Circular Island Route would serve two vital purposes: boost island tourism and create a safe cycle link between north and south of island, particularly for school children and commuters. Currently residents in the north of the island cannot easily access facilities in the south by bike, while residents in the south do not have a good route for commuting off the island.	Noted.

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51	25/07/2011	16007	C1.8	<p>Access to coast: I believe far more of the coast on the eastern side of Hayling Island should be accessible to the public. It is currently very limited. Some stretches are nature reserves, but there are long stretches where it is landowner reluctance that appears to restrict access e.g. Verner Common, Tournerbury Woods. Some footpaths linking the coastal stretches, where it is impossible to walk directly beside the water, should be created. In addition, disabled access to Sandy Point and the area near the Lifeboat Station is no longer possible, because Hayling Island Sailing Club no longer allows access by car to this area by non-members, and there is no parking nearby. This is a really beautiful area that should be accessible to all, not restricted to a few club members. Improved access to the coast would not only improve life for Havant Borough residents but would also promote tourism on the island.</p>	Noted. Landowner issues affect many sites but the national programme to gain access to the coast is under way.
52	25/07/2011	16007	Gen	<p>Safe cycling and walking routes will not only improve people's lives and health, but will also boost economic activity in the area. In particular, Hayling Island could become a real attraction for cyclists and walkers thanks to its flat terrain and lovely views. Currently it is only possible to walk very short lengths of</p>	Noted

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				Chichester Harbour along the eastern shore of the island. Access should be opened up in accordance with the national coastal access scheme. Leisure cycling is also limited to the Hayling Billy Trail, while a cycle route around the island would attract numerous tourists without the congestion arising from motorists.	
53	12/08/2011	16033	Gen	Generally, Sustrans fully supports the document and we look forward to working further with Havant Borough Council in delivering the policies outlined in the document	Noted
54	13/08/2011	16036	App B	Scheme 53: I fully support the construction of a footbridge over the railway at Warblington Station on Southleigh Road. This will significantly improve access between Havant Town Centre and the Warblington / Denvilles areas of the Borough. In addition, I support the inclusion of a cycle wheel gully into the design to assist cyclists in crossing during the long periods that the crossing is closed.	Network Rail GRIP 3 (option selection) stage. Not mentioned in new South East RUS (2011) but would be fully dependent upon new developments in the area proceeding.
55	13/08/2011	16036	App B	Scheme 59: I fully support the removal of the no cycling order on the footbridge between Third Avenue and Eastern Road. This will significantly improve access between Havant Town Centre and the Warblington/Denvilles areas of the Borough.	Legal process in hand.

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56	13/08/2011	16036	App B	Scheme 71: I fully support the construction of the Southleigh Road to Hayling Billy Trail Cycle path. This will significantly improve access between Havant Town Centre and the Warblington/Denvilles areas of the Borough. Thought should be given as part of the scheme to incorporate and/or amend the existing (extremely short and ineffective) cycle pathway outside Warblington School on the corner of Southleigh Road and St Georges Avenue.	Planning permission granted - awaiting funding.
57	13/08/2011	16036	4.8.7, 11.8.7	As a frequent cycle user of the Hayling Billy Trail, I am extremely concerned about the lack of control exercised by dog walkers along this route. It is a shared route and pedestrians and cyclists seem to coexist happily. However, when you introduce dogs into the equation things begin to get very dangerous indeed, particularly on the well-used section between the Spring Arts Centre and Langstone Road. It is the practice of dog walkers to let their animals run loose under little or no control for this part of the trail. On many occasions I have had close calls with unrestrained dogs running at my bicycle. It is only a matter of time before one of them causes me to crash, and I am sure there have already been accidents in this way for other	This section of the Trail is public highway and subject to the usual 'keeps dogs on lead' requirements thereof. No signs in place but this is due to the Trail being public highway. Highway Authority to be requested to consider erecting additional signs.

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				cyclists. This is an extremely dangerous situation and could easily be remedied by a requirement for dogs to be kept on leads in this section by use of an enforceable control order or similar. Simply asking dog walkers to keep their dogs under 'close control' is never enough - significantly enough dog walkers do not understand that this means more than 'shouting at your dog repeatedly and it ignoring you'. Without such a control order it is possible that the council could find itself under legal action following personal injury. In addition, such an order is likely to increase the attractiveness of this route for cyclists and pedestrians alike.	
58	16/08/2011	16041	App B	Scheme 48: Crossing A27 via FP30 – this route is already used by cycles and would be a great addition to the cycle network.	Noted.
59	16/08/2011	16041	App B	Scheme 59: Recent proposals to remove “No cycling” order from the railway bridge appear to have opposition. This is a strategic link in the cycle network, already heavily used by cyclists, and needs to be implemented urgently.	Legal process in hand.
60	16/08/2011	16041	App B	FP88/102 (page 64). Again, this would be a great addition to the cycle network.	Noted.
61	16/08/2011	16041	App B	Scheme 66: Bosmere School. It is hoped that this will be available to the general public,	Access issues different from Emsworth case cited - intended that path should

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				unlike a similar scheme in Emsworth.	be fully publicly accessible.
62	16/08/2011	16041	App B	Langstone Bridge (page 70) – the southern and northern approaches to the bridge should be sorted out to avoid cycles using the (very busy) road.	Funding for north approach is available for partial implementation in 2011/12; southern approach will be addressed in conjunction with Environment Agency flood protection scheme.
63	16/08/2011	16041	App B	Scheme 82: Signposting of the cycleway bordering Xyratex is long overdue – visitors just do not know of its existence. Recent attempts give erroneous indications	Noted.
64	16/08/2011	16041	Gen	Crossing Havant from West to East (or vice versa) is difficult for cyclists. This is the major omission of the travel strategy. Currently, Park Road south is difficult to cross. Suggest a route is established through the Parchment to Solent Road, and the pedestrian crossing is upgraded to a Toucan. Coldharbour Farm Road, Emsworth – the short connection between it and the new Horndean Road Recreation Ground cycle way needs to be surfaced. This link is heavily used as a connection between New Brighton road and Havant direction. Langstone - FP51 south from its junction with FP50 needs to be upgraded to a cycleway. This would allow cyclists riding east from FP50 to access the Hayling Billy trail (via Southbrook Road).	Havant town centre - route currently identified is via Boys Brigade Gardens, Central Retail Park, Havant Park to station., although an alternative via West Street is being considered. Coldharbour Farm Road - land not in public ownership. FP51 - limited access widths would make upgrade of FP51 along lines suggested difficult. Emsworth Road - noted, issue for HCC.

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				Emsworth Road, Havant – the surface on the south side of the road is dangerously bumpy for cycles and has many sunken manhole covers. This road will continue to be a commuting route, even after the Warblington school cycleway is built, so should be made safe.	
65	16/08/2011	16041	Gen	The Havant Cycle map is in error – the bridleway through Southleigh Forest is wrongly shown as along Emsworth Common Road – it actually follows a HBC permissive bridleway (not on the road).	Noted, but the route is not that of the bridleway but of the Sussex Border Path. The route on the Cycle Map is taken directly from Ordnance Survey mapping of the SBP route.
66	16/08/2011	16042	Gen	I endorse the idea of walking and cycling, I do both, frequently. Many of the cycle paths in the Borough are rough and uncomfortable to ride on. They need better, smoother surfaces, as many roads already have, hence I prefer to ride on the road.	Maintenance issue for highway authority (HCC) where on public highway.
67	16/08/2011	16042	Gen	I am amazed that it has taken a NINETY PAGE report to say, "Walking and cycling are good for you, and they both help to cut pollution." I wonder how many person hours it took to prepare, and how much it has cost me and other payers of Council Tax!	The document is required to provide the necessary policy focus and structure to justify developer contributions being levied, which in turn part fund the network construction. There have been instances of contribution requests being successfully appealed in the absence of a document such as this. The only costs incurred by the Council in

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					producing the document were related to printing consumables.
68	17/08/2011	16043	Gen	I commend the aims/objectives of this document and as a walker and cyclist myself will be delighted to have more cycle paths available.	Noted.
69	17/08/2011	16043	Intro	I do not think that the following statement is useful in this or any document because 'avoidance' will only lead to more and more people not travelling anywhere by any means and is itself unhealthy. As more companies encourage employees to work from home and more services are available via the internet there is less incentive for people to leave home and this is contradictory to the needs for people to get out and exercise for the sake of their health: "Of course, one oft overlooked sustainable travel mode is 'avoidance', namely the provision of services and supplies in such a way as to avoid the need to travel at all (e.g. provision of government services via the internet)."	This statement reflects government policy in the broader context of 'sustainable' (rather than just 'active') travel.
70	18/08/2011	16046	2.1.3	Specific reference should be made to the needs and benefits of those who are unable to walk due to disability but who wish to travel under their own control by mobility scooter (or similar) or be pushed by others in a wheelchair.	Improvements to infrastructure will benefit all users.

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71	18/08/2011	16046	2.2.5	Reference should be made to the Street Audit report produced by Emsworth Community Boards which highlighted many physical constraints to walking and cycling in Emsworth.	This will be included when tidying up references to [now defunct] Community Boards etc.
72	18/08/2011	16046	2.2.11	Specific mention should be made to the policy of HCC of replacing footpath signs in urban areas with tiny symbols whose meaning is unknown to the majority of people. There are several footpaths in Emsworth which are generally unknown because of this negative policy. The HCC policy should be reversed.	National sign design (for signs erected on the public highway) is laid down by statute and cannot be arbitrarily changed. This is an education / user awareness issue which is covered elsewhere in the Strategy.
73	18/08/2011	16046	4.4.2	The LDF should also address the need to provide local shops and community facilities with all significant new development sites.	All major developments (e.g. MDA) include such provision where this is likely to be sustainable.
74	18/08/2011	16046	4.5.1	Workplace Travel Plans should also make reference to the need for shower and changing facilities for employees.	Model guidance for Travel Plans encourages such provision but it is for individual organisations to produce plans which are most applicable to them. 'One size does not fit all' and it would be wrong to require such provision where a company may be unable to provide the facility due to issues at its place of business.
75	18/08/2011	16046	4.7.2	Reference should be made to the need for seats at strategic points on recreational walks. People with complaints such as arthritis and heart disease need resting places in order to	Agreed, but needs to be balanced by location of such seats - in some cases this has led to reports of antisocial behaviour and the subsequent removal

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				make recreational walks a feasible proposition. The lack of seating acts as a barrier to those who could most benefit from recreational walking. Staunton Park provides a good example of where such seating is woefully lacking.	of the seat. Include as part of street audit activity on a site by site basis.
76	18/08/2011	16046	4.8.5	Local areas without parish councils are not properly represented at county level in consultations regarding rights of way and countryside access plans, the local borough council is simply too large to detailed local issues. HCC should recognise local organisations such as Residents Associations and Community Boards as consultation channels in places having no parish council.	Issue for HCC to address - CRoW Act places a duty to consult upon the County.
77	18/08/2011	16046	4.9.4	HCC should encourage local community organisations to perform inspections on behalf of their communities.	Agreed - 'big society' model.
78	18/08/2011	16046	6.1.1	Now that the Emsworth Community Board has been disbanded, The Emsworth Residents Association should be recognised as providing local input to the Havant Borough active transport schemes.	Agreed and in place.
79	18/08/2011	16046	6.1.2	The HATs and Havant Borough should adopt a formal obligation to respond to, and incorporate improvements to, access problems identified by Street Audits performed by local community bodies.	HATS to be replaced by new structure. However agree that reports of access problems should always be responded to; however incorporating improvements implies a duty to

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					implement what has been suggested and this will not always be appropriate or possible.
80	18/08/2011	16046	6.2.3	As above; the HTAP should adopt a formal obligation to respond to, and incorporate improvements to, access problems identified by Street Audits performed by local community bodies.	As 79 above.
81	18/08/2011	16046	6.3.4	The Emsworth Residents Association should be recognised as the formal consultation and action partner in the absence of an Emsworth Community Board. (applies elsewhere in the strategy document)	As 78 above.
82	18/08/2011	16046	9.1.2	The aim of replacing car journeys of up to five miles by cycling should be extended to include the replacement of longer car journeys by a combination of cycling and public transport where cycles can be carried on that public transport. There is some provision for carrying cycles on trains and this should be increased and promoted as far as possible. In addition, buses on intermediate journey routes should be adapted to carry cycles, as is common practice in many North American cities (see, for example, <a href="http://youtu.be/DypIMLpoOB8">http://youtu.be/DypIMLpoOB8</a> ).	The suggestion of cycle carriers would be the responsibility of the commercial bus operators to implement. Where this has been implemented (i.e. New Forest Tour) this has been a contracted service to HCC who specified such an arrangement for that specific route which was identified as a heavy draw for tourist traffic. Unlikely a commercial case could be made for general implementation.
83	18/08/2011	16046	9.2.12	Somewhere within the borough council's strategies and information provisions,	Noted, agreed.

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				reference should be made to the role of electrically-assisted bicycles in making cycling feasible for those with moderate health problems.	
84	18/08/2011	16046	9.5.12	The HCC Local Transport Plan should identify and promote opportunities for carrying cycles on public transport so as to replace additional classes of car journeys – see comments on 9.1.2 above.	See 82 above. LTP is now closed to further changes.
85	18/08/2011	16046	11.2.2	We must encourage bus companies to install 'easy mount' cycle racks on buses serving intermediate and longer distance bus routes. Such facilities could significantly encourage cycling and the use of public transport in place of the car. See earlier comments on 9.1.2 above.	See 82 above.
86	18/08/2011	16046	11.4.3	ERA should be recognised in this activity in place of the non-existent Emsworth Community Board.	As 78 above.
87	18/08/2011	16046	11.5.1	Workplace Travel Plans should also make reference to the need for shower and changing facilities for employees.	As 74 above.
88	18/08/2011	16046	11.5.2	HBC should also make companies aware of the governments 'Bike 2 work scheme' ( <a href="http://www.bike2workscheme.co.uk/">www.bike2workscheme.co.uk/</a> ) which provides financial assistance to employees wishing to buy cycles for travelling to work.	As 74 above.

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89	18/08/2011	16046	11.7.1	HCC and HBC promotional material should include reference electrically-assisted bicycles which can make cycling feasible for those with moderate health problems.	Noted, agreed. See 83 above.
90	18/08/2011	16046	11.9.4	HCC inspections should specifically examine on-road cycleways to ensure (i) they are properly cleaned (road sweepers sometimes sweep debris from the road surface onto the cycleway making them dangerous for cyclists); and (ii) specially coloured surfacing is not breaking up due to lack of resurfacing. Table 2 should surely refer to cycling routes and not pedestrian routes.	Table is the standard recorded by HCC - no separate standards for other types of route as suggested. Issue for HCC.
91	18/08/2011	16046	App A	The Action Plan should incorporate my suggestions made in respect of 2.2.11, 4.7.2, 9.1.2 and 11.5.2	Noted, as applicable (72, 75, 82, 88 above).
92	18/08/2011	16046	App F	The suggestions for improving facilities for carrying cycles on public transport should be incorporated into this appendix.	See 82 above.
93	18/08/2011	16046	Gen	As a Havant Borough resident I welcome this strategy document and the ideas it incorporates. This document is very thorough although, perhaps, too verbose. This is a pity because its length might discourage reading.	Noted.
94	19/08/2011	16047	App B	Scheme 59: I applaud the intention to increase shared use of foot/cycle paths. The recent episode of fining people for cycling over the 3rd Avenue / Eastern Road bridge	Noted.

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				seems perverse when there is a sensible plan in place to make it legal.	
95	19/08/2011	16047	Gen	The borough has a large number of horse riders. Nationally the number of horse riders is comparable with the number of anglers or football supporters. While horse riding is a leisure pursuit rather than a routine means of travel, it exists and should have a place in this plan. There is more than one mention of cyclists using unmade bridleways, and in at least one place there is a plan to upgrade the surface of a bridleway to make it more suitable for cyclists. Please be aware that a hard surface ideal for cycling may be dangerously slippery for a horse (as indeed are many roads where chippings are used to repair a tarmac surface). I hope that all paths which allow use by cyclists would also specifically allow horses (except, perhaps, where there is a manifest overriding safety objection). Where cyclists share tracks with horses, they often put themselves in danger by their silent approach from behind. Some education through advisory signage would be very welcome.	Strategy is specifically aimed at recognised active travel modes of walking and cycling but clearly where the reference is to bridleway use, the bridleway status is important and inclusion does not imply a conversion of the route to a 'tarmac' standard.
96	20/08/2011	16048	App B	Scheme 69: Some years ago, when the railings on Hayling Bridge were going to be replaced, I attended a public meeting on	See 4 above - no likelihood of such a bridge proceeding in foreseeable future. However, if a new structure

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				<p>Hayling Island. The subject of a cycle/pedestrian bridge attached to the road bridge was brought up. A senior engineer from HCC made it quite clear at that time that the road bridge <b>COULD NOT PHYSICALLY SUPPORT THIS KIND OF STRUCTURE</b>, yet Sustrans and others persist in asking for it. Such a bridge would also potentially further limit navigation at HW Springs under the bridge to the detriment of substantial numbers of users of both harbours (not just Langstone SC members) and would cause difficulties to sailing club members in a number of ways. It would not be possible for instance to reduce the width of the roadway alongside the clubhouse which is leased from HCC without limiting normal club activities and restricting members from the current uses and enjoyment of the freehold part of our land. Given the limited amount of cycle and pedestrian traffic over the bridge, there is no reason not to direct pedestrians to use the east pathway and cyclists to use the west. The cyclists who insist this isn't reasonable are the ones who want to cycle at speeds close to that of road traffic to the danger and detriment of slower users.</p>	<p>were to be provided along former railway route, Langstone Sailing Club would be provided with a means of access across it (including a new slipway) as part of the scheme, similar to the portage way across the A3023 which enables access to the slipway east of Havant Road – no need for a 'high level' or 'open-able' bridge structure. If funds become available, however, HCC will support the provision.</p>

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97	20/08/2011	16048	Gen	<p>Hayling Billy Trail and linked pathways through Langstone are not lit and are really scary after dark. Some kind of solar powered lighting could be installed, perhaps set into the edges of the pathway which would make it feel safer for pedestrians and cyclists. There is evidence that the Hayling Billy Trail between Langstone and Havant is being used for competitive cycling from time to time at speeds comparative to road traffic. I have been shouted and sworn at by competitors when cycling at more leisurely speeds to get out of the way. This is not acceptable. It is a danger to pedestrians, especially the very young and very old, to dogs and to slower cyclists. I see no improvement mentioned for the pathway underneath the A27 emerging by Tesco. A hardened pathway, linking with the access road into the Technology Park is needed. Currently cyclists have to use the pedestrian pathway which emerges alongside the slip road. As someone with arthritis in my knees who can just about cycle and walk with some difficulty, the over-the-A27 pathway is not a good alternative. I don't see any reference to 'mobility scooters' alongside user references to pedestrians and cycles. These are widely used in the Havant borough. Bus</p>	<p>Unlikely to be able to provide lights since this would (a) detract from rural nature of the path; (b) raise environmental concerns; and (c) raise maintenance costs. Billy Trail is a public highway subject to shared cycle use - usual rules of courtesy apply. Regarding unmade part of Footpath 51, this is an issue for HCC - no plans currently exist since alternative available via Langstone Road and / or Langstone Technology Park car park. Bus services are a commercial matter for operators, where no service exists HCC can choose to contract a service but previous instances of this being done have not resulted in sustainable levels of patronage.</p>

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				services need to connect to Hayling Ferry again, especially at peak times to service the needs of schoolchildren and commuters to and from Portsmouth. This would reduce the dependency on road use for these groups to reach jobs and school.	
98	21/08/2011	16053	Gen	The document is very comprehensive and includes many fine ideas. However it misses out on many concerns that affect cyclists. Without commenting on any actual paragraphs, I would like to make the following points.	Noted.
99	21/08/2011	16053	Gen	Cycling to places of public transport and to work or school requires the provision of secure storage. No one in their right mind would leave a bike at local bus stations or Havant train station. As for work, my experience of having a bike stolen from work (even though we provided CCTV info and the registration number of the van involved) was that the police couldn't care less. After that, I drove to work. Long past experience of my son cycling to school included regularly having his bike brakes vandalised. The school refused to take any responsibility for secure storage.	Agreed, additional CCTV possible in some locations but needs wider education as to personal security as well as better facilities.

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100	21/08/2011	16053	App C	<p>Your Barriers to Cycling miss some very important points. Fear of congestion is less of a problem than the constant threat from incompetent and aggressive drivers. Incompetence takes the form of the “Sorry mate, I didn’t see you” brigade, much 'loved' of motorcyclists and aggressive driving includes deliberate attempts to intimidate cyclists. This is a major problem in cycling and I am not exaggerating when I write that, on average, an “incident” of this type occurs at least once on every ride.</p>	<p>Agreed, and mentioned in Appendix C. Unfortunately beyond the solution of this Strategy.</p>
101	21/08/2011	16053	Gen	<p>The other problem that I do not see properly addressed is that of road surfaces. These are very bad in many locations in the Borough (and even worse in West Sussex). Poor road surfaces, potholes and endless applications of failed top-dressing, on top of even more failed top dressing make roads very dangerous. Cycleways too, where in place, are not much better. The Hayling Billy Trail on Hayling itself can only be safely tackled using a mountain bike or something similarly rugged and the extension just north of Langstone Sailing Club is so poorly surfaced with deep, loose gravel that it is positively dangerous. Cycle lanes alongside roads are often made using some form of red grit laid on top of the road surface</p>	<p>Noted, issue for HCC for maintenance regimes and specification of surfaces in future.</p>

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				which then breaks up (check out the Warblington to Emsworth stretch that passes the Brookfield Hotel). Constantly having to avoid poorly maintained surfaces, sunken drain covers, etc does nothing to encourage cycling.	
102	21/08/2011	16053	Gen	Finally cleaning of cycleways and road verges seems to have stopped altogether. A bit of cycleway/road sweeping to remove accumulations of grit, gravel and broken glass would help considerably.	See 101 above
103	23/08/2011	16072	F3.10	Service 700: The frequency was increased for some months from half-hourly to quarter-hourly and improved usage resulted. Now due to a cut in the bus support grant from central government, the operating frequency has again reduced. With a preponderance of elderly residents, the higher frequency would be beneficial for access, environmental and convenience reasons. It would also assist in increasing the walking mode by allowing passengers to travel to start points, without the need to use a car. An added benefit would be to contribute to improved health.	No commercial case for higher frequency, otherwise bus company would provide it.

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104	23/08/2011	16073	Gen	<p>No comments on specific paragraphs, but I would support all of the proposals outlined by Havant as these improvements can only be beneficial in promoting walking / cycling. I feel that reducing the number of vehicles involved in the school run is a priority as I believe most of these journeys are very short and simply not necessary. I also feel that the drive to work should be actively discouraged with the possibility of employers making a charge for the use of car parking spaces on a sliding scale depending on the journey involved. Unless there is a particularly good reason not to use public transport, walking or cycling then it should not be deemed acceptable to use the car - the excuse of convenience is no longer viable. I personally look forward to greater emphasis being placed on the promotion of walking and cycling and am fully supportive of your initiatives.</p>	<p>Noted. National transport policy recognises continuing role for private cars but encourages switches to active / sustainable modes where possible. Will continue to be a personal choice, but national government is considering measures to encourage the change (e.g. fuel price escalator already applying).</p>
105	23/08/2011	16074	Gen	<p>The Billy Line (Havant to Langstone) cycle track is 3 metres wide. Some cyclists travel at reckless speed with little regard for pedestrians. The width of the path allows them, without warning, to squeeze past. This often comes as a shock, and can be a hazard particularly for dog walkers. Would a narrower path oblige cyclists to temporarily reduce</p>	<p>Noted, see 57 above. This is a public highway for shared use. Narrowing the path defeats object of path being wide enough for cyclists and pedestrians to co-exist, and exceeds national guidance for such paths so should be no need to 'squeeze past'. Use of bell is not widespread, however; Police</p>

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				speed when passing pedestrians?	have 'Ring My Bell' campaign which could address the issue of sudden appearance of cyclists.
106	23/08/2011	16074	Gen	As a matter of urgency there is need for a properly marked cycle way on the footpath northwards from the Hayling Bridge. The cycle path should turn west onto the industrial estate road opposite Woodbury Avenue. After about 100 metres it should turn north by the stream, then continue through the subway under the A27 until it joins Solent Road. This would assist motor traffic at the A27/A3023 Langstone Road roundabout as well as providing a safer route for cyclists. This route is used, probably illegally by many cyclists already. (A neighbour of mine, recently riding on the above mentioned footpath, was reprimanded by a passer-by saying, 'There is a £20 fine for doing that'. The neighbour replied, 'That's a b... sight cheaper than a funeral')	Under consideration between Mill Lane and A27.
107	24/08/2011	16077	Gen	I cycle from home to Langstone. Because the Hulbert Road (under the trees section) is very narrow most cars are inches away from the handlebar. So I ride out of my way down Park Lane, via the Hermitage Stream, to Langstone. The Hulbert Road (under the trees section) desperately needs a cycle path.	Park Lane / Purbrook Way are preferred routes. Hulbert Road is a road of special character and is unlikely to be changed in the way suggested.

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108	24/08/2011	16080	Gen	Just like to say, I walk I ride and I also drive. I pay car tax, fuel and running costs. If I chose to jump in the car for a short journey that is my choice, I am paying for that option. Stop picking on the drivers, find something better to do with my council tax. Stop wasting my tax money and pointless schemes.	Strategy make it clear that it is seeking to follow national transport policy in rebalancing decades of investment aimed at use of the private car. All measures and policies are proposed in light of national policy.
109	24/08/2011	16082	2.2.10	The paragraph refers to overgrown vegetation as being a deterrent to walking. I don't like the idea that vegetation that might be a habitat for various species and improves the environment might be cut back because of a fear of muggers or rapists. It also implies that there maybe a reluctance to plant new trees or other vegetation in order to quench peoples irrational fears. A lot of fears are over blown or have always been there. Also the paragraph refers to community boards, which are being disbanded!	A sensible maintenance balance is required. Noted elsewhere about Community Boards.
110	24/08/2011	16082	2.2.11	I suggest using social media and other internet technology to encourage walking. Google maps has a route planner for walking. But there maybe a specialised planner. I also think it would be a good idea to have something like volunteer 'walking wardens' who have knowledge of different areas and can give advice and meet up regularly. Create a micro site or a completely separate site that	HBC already has links to the facility to plan walks or cycle journeys, and these exist as dedicated sites - WalkIt and CycleStreets are nationwide, single address resources which already operate more effectively than a local mini site would be expected to.

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				isn't directly related to HBC to promote walking.	
111	24/08/2011	16082	2.3.2	Overlay the access information onto a Google map and make it public so people can see how long it will take to walk. Do the same for cycling times. Maybe make it dynamic so that people can select the destination point of their journey and the code generates 'time' contours from that point, so that people can see how long any journey will take. Alternatively create the contours from the start point of a journey instead.	Existing features of WalkIt and CycleStreets (albeit not using Google Maps) - similar 'apps' exist using other map bases.
112	24/08/2011	16082	4.2.1	Re Havant Station. My preferred rail station is Cosham, because there are more buses from Waterlooville to Cosham.	Noted. Public transport operators provide a commercial network and this clearly recognises the greater footfall between Waterlooville and Portsmouth than between Waterlooville and Havant
113	24/08/2011	16082	4.2.2	Waterlooville shopping centre is progressively being obstructed by car parks and out of town retail parks. It is going to get worse when Sainsbury's is built. The walking and cycling route from the direction of Denmead has progressively got worse. These planning approvals by the council complete contradict this new strategy. So approving Sainsbury's is a negative step.	Developments such as those mentioned also provide contributions to enhance / provide active travel infrastructure in the vicinity. All new developments have to take account of providing (either directly or by contribution) improvements to active travel.

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114	24/08/2011	16082	9.2.4	I'll put a supportive comment here regarding anthropogenic climate change, mainly because I know that some replies will question why the council is bothering with all of this and that AGW is a 'hoax'. It certainly is not.	Noted. This is the only 'climate' comment though.
115	24/08/2011	16082	10.3	I would like to use this opportunity to point out that the cycling street furniture (stands) in Waterlooville are now well used compared with a few years ago when they were rarely used. The stands near the bus stops (outside Large and Large opticians) are often fully used. I think in the not to distant future it would be useful to increase the number of stands in Waterlooville. So that people can park their cycles securely.	Noted.
116	24/08/2011	16082	12.1	Crime--- The biggest issue with me (a cyclist) is safely locking my bike up at a given destination, this is probably the biggest deciding factor as to whether I 'risk' cycling. No place to put my cycle, then no cycling! If I'm not sure of a place, I might even do the first journey by walking or bus so that I can check out a destination for suitability for locking up the bike.	Noted.
117	24/08/2011	16082	Gen	Generally the strategy is a welcome step forward and long overdue. But I think some other council policies are in danger of	Noted. The Council endeavours to ensure that where strategies are adopted these are mutually supportive.

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				negating this strategy.	
118	25/08/2011	16085	2.2.6 / 2.4.7	Wider pavements - please be aware one of the main problems with this is pavements are all too often used as Car /Van parking places. Mengham is plagued by this and no enforcement exists to stop it .	Issue for HBC to address within parking enforcement powers.
119	25/08/2011	16086	9.5.6	There has to be a realisation that a local authority simply painting a cycle symbol on the road does NOT constitute a cycle way / path. The safety of cyclists for example on Staunton Road Hayling has NOT improved on this narrow but bus route by painting cycle symbols !	Route marking is also to provide assurance to visitors (especially in this location, users of the National Cycle Network) that they are following the correct route. Safety is a function of speed, flow and visibility.
120	25/08/2011	16086	Gen	All cyclists would appreciate a clarification of the law that made cycling on pavements except where specifically banned - PROVIDED it is accepted pedestrians have all the right of way and cycles give way to walkers - would be a major step forward. Many paths are unused and far safer than the narrow UK roads.	National law applies and no clarification necessary - cycling is not permitted on footways unless the footway status is specifically changed (through Highways Act or Cycle Track Act).
121	25/08/2011	16087	4.2	Southern supports the strategy for walking to public transport services, especially addressing the need for "direct, safe and attractive walking links with public transport" and giving pedestrians higher priority at signal controlled crossing the roads to give more reliable journey times to catch timetabled	Noted.

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				trains, and to reduce the objection of waiting in poor weather.	
122	25/08/2011	16087	6.2.6	Southern also supports the development of Rail Station travel plans for Havant and Emsworth stations.	Noted.
123	25/08/2011	16087	11.2	Southern supports Cycling to Public transport services, especially addressing the need for "direct, safe and attractive cycling links with public transport". Secure cycling is of great importance for the cycle strategy to succeed, as without cycle parking that cyclists can feel confident in using, cyclists will not use the "direct, safe attractive cycling links" and it is important to work together so that the whole strategy works.	Noted.
124	26/08/2011	16089	Gen	I have made comments on the Draft Active Travel Strategy mainly in respect of the omission of the difficulties experienced with the Rusty Cutter roundabout. [Separate letter supplied specifically relating to Rusty Cutter roundabout design issues]	Site specific issue relating to the design of the Rusty Cutter roundabout improvement scheme, at a level of detail beyond that appropriate for this strategy.
125	26/08/2011	16090	Gen	No mention of Horndean Road north of junction Southleigh Road - this is a very fast dangerous road (60mph), so cannot the footpath be made into a pedestrian/cycle way. From the cycle junction Southleigh Road to Bartons Road the pavement appears wide enough to enable this and the drop down	Road is a 'road of special character' and any provision requiring widening of paths unlikely to be acceptable (see comment re Hulbert Road in 107 above). Pedestrian flow will be surveyed to ascertain whether suggested improvement could be

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				kerbs are already in place at each end. The only outlay cost would be signage and to clear any over grown greenery. Thank you from an every day cyclist.	provided without physical works.
126	26/08/2011	Email	Gen	Paper from Hampshire County Council with detailed comments throughout, received by email	Many of the points raised relate to updates to LTP or other policies, names of consultee bodies etc., and have been adopted.
127	09/09/2011	16100	9.2	There has to be a better understanding between cyclists & particularly dog walkers. Many dog walkers seem to allow their animals to run uncontrolled which becomes a serious hazard to riders , something I myself have experienced cycling on the Billy trail.	See 57 above. Hayling Billy Trail is public highway and 'dogs on leads' requirement applies. Enforcement issue.
128	09/09/2011	16100	Gen	There has to be far more secure facilities for parking cycles when using train or bus stations or just shopping. I have first hand knowledge of this through my bike being stolen from Havant railway station, where they managed to destroy the CCTV tapes. However , I think this is a most comprehensive study, very well detailed. I look forward to seeing the results.	Noted re security.
129	09/09/2011	16103	App B	Scheme 59: a quick win would be to open the bridge to cyclists Third Avenue to Eastern Road. It would cost £1000 [in legal fees] and a letter to Network Rail and would be complete in 6 months (2 years ago) instead of	Legal change in progress.

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				the dangerous challenge of riding the Emsworth Road to Havant or is it more cost effective to sit two policemen on the bridge and too valuable to fine cyclists £30 for using this safe 3 metre wide route	
130	12/09/2011	Email	9.0	<p>We feel that a paragraph defining cycling as a means to generate economic activity should be added to this section. Cycle Tourism is popular and fast-growing. For example, people travel far and wide to use the Hayling Billy route which is flat, scenic and has a destination yet there are few facilities for cyclists along the route. Cyclists travel light and therefore tend to “buy as they go” so on or two good quality catering establishments would be successful along the route. There are opportunities for cycle hire, for example at Havant and Emsworth stations at these should be encouraged. Cycle cafes are popular in London and they provide a relaxed environment to take refreshment as well as providing bike repairs and maintenance. Havant is fortunate to have two National Cycle Network routes passing through it – NCN2 and NCN 22 - yet few people are aware of their existence. Better promotion is needed as well as full signage of the routes throughout the borough.</p>	Will include suitable wording regarding ‘Green Tourism’. Signposting of NCN is primarily responsibility of Sustrans local wardens. Tourism issues will be considered by relevant HBC team and a suitable wording adopted.

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131	12/09/2011	Email	9.2.9/9.2.10	The authorities need to look at cycle theft hot-spots with a view to eliminating them or reducing the level of crime. The relatively new cycle shed on the south side of Havant Station is a positive inhibitor to cycling as the level of cycle crime there is very high. Simply more adding CCTV cameras is not the answer. The cycle parking needs to be in constant public view and we suggest relocating it onto the westbound platform.	Noted. Management of Havant Station and associated facilities is a matter for South West Trains as franchise holder.
132	12/09/2011	Email	App B	Add scheme to TCP list: Havant Town Centre link. Define a cycling direct route linking Solent Road with West Street around Havant town centre. This is part of NCN2 yet is undefined. We suggest a new crossing point of Park Road South at the junction with Bulbeck Road with a cycle permitted on Homewell and leading into the non-pedestrianised part of West Street. Create a formal crossing point (preferably signal-controlled) on Solent Road, Havant crossing where the shared-use paths to the north and south cross. There is often a build-up of eastbound traffic queuing for the Park Road South lights but motorists frequently park on the crossing point. There are many pedestrians crossing between Tesco and the Solent retail park. Permit cycling in the	Scheme in outline development along the lines of this suggestion. Detail will be added to TCP list when design has matured.

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				pedestrianised section of West Street, Havant outside business hours (e.g before 9am and after 5.30pm daily). A similar set-up works well in Cosham High Street.	
133	12/09/2011	Email	App B	Permit cycling in the pedestrianised section of London Road, Waterlooville outside business hours (e.g before 9am and after 5.30pm daily). A similar set-up works well in Cosham High Street.	Legal process to vary cycle ban currently in progress.
134	12/09/2011	Email	App B	Introduce traffic calming measures including 30mph speed limit and signage on Ferry Road, Hayling Island for its entire length. This road is well used by cyclists but the speeding traffic is an inhibitor many, especially the young and less experienced cyclist.	Highway Authority (HCC) issue.
135	12/09/2011	Email	App B	Introduce traffic calming measures, including 30mph speed limit on the entire length of West Lane, Hayling Island. This should be a quiet byway and is ideal for those wishing to avoid the main route (Havant Road and Manor Road). Sadly it has become a "rat-run" and vehicle speeds are often in excess of 40mph.	Highway Authority (HCC) issue.
136	12/09/2011	Email	Gen	The strategies do not mention the fact that there are sometimes conflicting requirements for pedestrians and cyclists. Careful management, good design and education are essential components to ensure harmony	Agreed.

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				amongst the various groups. Footway and cycleway design needs to accommodate a variety of different users. Some configurations of barriers, usually to prevent unauthorised motorcycle use, also prevent or inhibit cyclists with trailers, tandems and sometimes riders of mobility scooters.	
137	14/09/2011	Email	Gen	Paper from Warblington & Denvilles Residents Association with detailed comments throughout, received by email.	The response covers a number of detailed points including support for schemes 50, 53, 59 and 71 in Appx B.
138	16/09/2011	Email	Gen	The proposed new footbridge at Warblington station [scheme 53] makes sense and is long overdue. As I recall there were queries in the past about whether there was room though some sort of bridge always looked workable in the space available. The removal of cycling restrictions on the Eastern Road to Third Avenue footbridge [scheme 59] is not such a good idea. In recent years my wife and I have walked that way into Havant Town Centre with either, or both, of our granddaughters, plus a pushchair, or pram. Someone riding down the slope on either side with pedestrians in the same area, let alone the extra equipment we have had, at times, does not seem like a good idea. I see no particular reason why cyclists cannot dismount for the span of the bridge, it would not be that great a	Scheme 53 is at GRIP stage 3 and may be funded by developer contributions. Scheme 59 is supported on balance and is shortly due to pass through the democratic process.

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				hardship.	
139	18/09/2011	16114	2.2.6 - 8	Langstone Residents Association would wish to be consulted on where or how walking safety could be improved.	Noted, agreed.
140	18/09/2011	16114	4.2 - 7	The Focus Areas covered in these sections are agreed.	Noted.
141	18/09/2011	16114	Sect 4	The Town Access Plans, Workplace and School Travel Plans and Community Street Audits proposed in section 4 sound entirely plausible, but are of dubious value unless there is a realistic chance of funding any proposed changes. In the present financial climate this is most unlikely, and HBC would be wasting public funds and staff time generating such plans.	Some plans are a requirement of statute, others are a requirement of planning process and are supplied by developers. Agree public funding should be used wisely.
142	18/09/2011	16114	Gen	The draft walking strategy has been examined in detail and is agreed in principle. The cycling strategy has not been examined. It is noted that nowhere in the strategy document is the effect of the weather mentioned. This is probably the most important factor in whether people walk/cycle - or drive instead.	Weather is not controllable and is taken as a set restraint (a 'given') in every level of national, regional and local policy. However it remains a personal choice as to effect of weather on travel choice.
143	22/09/2011	Email	Gen	On the document itself we felt that there was so much duplication it would be easier to present and read if the pedestrian and cycling sections were combined with the occasional splitting into a) and b) as required.	The documents are intended to be available as separate documents so inevitably there will be overlap.

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144	22/09/2011	Email	Gen	What is sustainable travel mode? It mentions that for development to be sustainable people must be within 5 minutes of a bus stop and 10 minutes from a railway station. On that basis most of the development on Hayling is not sustainable!	Sustainable modes (foot, cycling, bus, train) are different from sustainable locations which are a function of the Development Control process
145	22/09/2011	Email	Gen	There was no Town Access Plan shown on the allotted page. Publicity generally would be easier to comprehend for existing and proposed in clear plan form; one of the plans was so small even when enlarged on the screen it was not possible to read the 'key' words. It mentions community audits through the Community Board which is unfortunately now defunct.	TAPs are being replaced by District Statements; this amendment will be included in the final version. It is unlikely that the DS will appear as an Appendix in the Strategy since production and review timeframes will differ.
146	22/09/2011	Email	Gen	There were no time frames given for the proposed works: all of it seems urgent.	Timeframes will be subject to prioritisation process and availability of funding which will usually be linked to geographic areas (i.e. through developer contributions). Hence an unfunded high priority scheme on Hayling may be carried out after a lower priority but fully funded scheme in Emsworth for example.
147	22/09/2011	Email	Gen	Lastly one of the maps shows: Country View Activity Centre. There never has been a building by that name! It is the North Hayling Recreational Hall, and Country View were	Noted.

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				only one user of many, and they have now relocated anyway.	
148	22/09/2011	Email	App B	The pavements in Northney and Tye are intermittent and despite speed restrictions in some areas it can feel hazardous from the users point of view. We suggest that where possible pavements are extended even in the format of a line at the edge of the road, and some of the HBC/county land on the verge of peoples property is perhaps put into 'pavement' area. Along the shore line from the newly completed stretch from the bridge, to the Hotel in particular is dangerous and the suggested solution is a slightly raised boardwalk, (spanning the ditch and 'path') and in keeping with the marine environment, with a rail/barrier. The boardwalk should be of a suitable width to allow safe wheelchair/ cycling activities as well as walking.	Within the limitations of land available the marking of on road paths is worth consideration by the Highway Authority. Unfortunately a boardwalk structure along Northney Lane is unlikely to be supported since it presents significant problems as to exposure and maintenance.
149	22/09/2011	Email	App B	Cycling routes are very disjointed: especially across the Bridge. There seem to be two practical solutions: allow cycling with care, either with the use of bells to warn pedestrians, or to dismount) (common sense approach) over the whole bridge, or use one side for pedestrians and one for cyclists, with a crossing point near the garage. The obvious alternative is the much discussed 'cycle'	The Strategy seeks to develop a comprehensive and comprehensible network. As regards the Bridge, the arguments have been well rehearsed (see 4, 5 above) and suffice to say there is little possibility of this being constructed within the lifetime of the Strategy.

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				bridge.	
150	22/09/2011	Email	App B	The roads generally are not in a good state of repair near the edges, together with raised or lowered manholes covers etc all add to the hazards for cyclists and pedestrians where they have no pavements.	Highways Authority (HCC) issue.
151	22/09/2011	Email	Gen	It should be recognized that cyclists using the main roads can add to congestion, where they inhibit overtaking etc and traffic is reduced to their speed.	Agreed. Lower traffic speeds have been demonstrated to assist road safety.
152	22/09/2011	Email	Gen	We understand that Hayling Residents Association and others are working on the provision of cycles routes to Hayling schools from all parts of the Island. It is important that this is publicized at the appropriate time.	Agreed.
153	22/09/2011	Email	App F	As the bus service does not extend round Northney maybe cycles / cars could be used in conjunction with buses especially if there was a small car park / cycle storage area nearby, perhaps in conjunction with the garage, or extending the area on the north side of the road, with one or two smaller gravelled areas, into the brambled area (small areas prevent lorries from parking up). There is a car park at Stoke, which is however always full in the day time. We suggest this could be extended, with bike racks and a safe crossing point. (It can take up to 10 minutes to	Taxi-share operates to Northney, but the idea of having a cycle parking area to encourage bus travel for part of journey is worth further consideration. Stoke car park is at maximum available size at present without encroachment onto private land.

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				cross the main road at times).	
154	22/09/2011	Email	App F	Railways: Free car parking for train users, and a secure cycle store (not the open one existing with half the front wheels missing) would encourage more train users.	Station parking is a commercial matter for train operating companies. Cycle security has been raised many times and will be strengthened in final version of Strategy.
155	22/09/2011	Email	App F	Hayling Ferry. This is well used at peak times, and it would improve things without the need for a bus to this area, if there was free car parking in the vicinity. The HBC car park is chargeable till October and now presumably all year round in the pub car park, which all adds to the cost when weighing up alternatives.	Parking charges allow use of the car park to be regulated to the benefit of all users; charges are likely to apply at many destinations in Portsmouth so their presence at the Ferry should not detract from modal choice (especially when factoring in fuel costs).
156	22/09/2011	Email	App F	The bus pass system is good for the retired to encourage the use of buses but the two or three mile hike to and from the nearest stop could be too far hence the suggestion for parking nearby. The other aspect we discussed is the free pass, we felt that perhaps a reduced charge would still encourage use, but a nominal charge would either help the bus companies see the system in a better light, or produce some income towards these improvements.	The nature of bus journeys makes the provision of car parking at bus stops unlikely to attract modal shift. The concessionary travel scheme is a national scheme and the suggested change is beyond the remit of the Strategy.
157	10/08/2011	Email	App B	Paper received from 'Cycle Hayling' with proposals for various routes on the Island	Schemes will be considered and where not already included in the Transport Schemes List (Appendix B) will be

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					assessed and verified on a case by case basis.