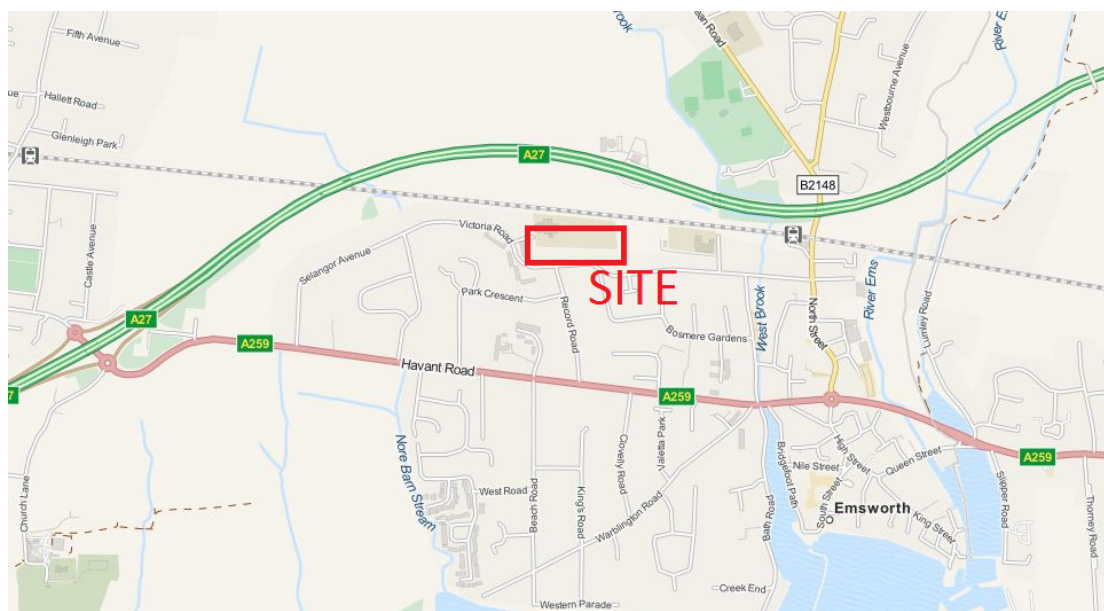


Design and Access Statement for Shared Use Cycle Pedestrian Path at Emsworth Primary School

Introduction

This Design and Access Statement has been prepared in support of the planning permission application to construct a shared cycle / pedestrian path to adoptable standard at Emsworth Primary School to create a direct route ultimately between Victoria Road and Washington Road in order to provide access from both east and west to the cycle parking facilities within the School grounds.



Site location plan

Existing

Pedestrian access to the School is available from both east and west.

From the east, this is from Washington Road using an unmade track locally known as 'Occupation Lane' which forms the access to the Washington Road Allotment site. A 2.5m wide shared status surfaced cycle track then runs along the southern boundary of the Allotments to access the School grounds in the south east corner. After passing through a low gate, the surfaced path continues at a reduced width along the southern edge of the School's playing field (isolated from the field by 2.1m high security fencing) before entering the secure part of the School campus through a gate in the security fence.

From the west, access for pedestrians is via the School's gated entrance in Victoria Road. There is a footway alongside the carriageway which is used by

with staff vehicles gaining access to the on-site staff car park. There is no general access for parents to access the site by car, and so there is considerable congestion in Victoria Road in the vicinity of the access at School opening and closing times.

Access for cyclists is available by both routes as above, although the route from Washington Road via 'Occupation Lane' is less suitable in wet weather due to the short unmade section of track. However it is a preferable route to the alternative, which is to continue south along Washington Road and then use Victoria Road which is a narrow, sinuous route between Washington Road and the School access, with extensive on-street parking and poor visibility in places, together with the peak time congestion referred to above. Once within the School grounds cyclists have access to a cycle shelter to leave their cycle under cover, this is in the southern part of the School grounds and remote from the 'desire line' of travel both from the east and west access points.

The School's Travel Plan identifies the upgrading of the route from Washington Road as a key deliverable in order to reduce the high numbers of pupils taken to School by private car, with benefits to both those walking and cycling. Part of the reason for this high number is the perceived lack of a quality alternative 'quiet road' / off road route.

The School site generally has hedged boundaries with properties in Victoria Road. The fence erected across the southern end of the playing fields at the eastern end of the site in 2011 was done so as to isolate the main bulk of the fields from public use, and the resulting issues being caused by dog walking. The gate in this fencing allows full control over the access to the school. This ability to lock down the area occupied by the School buildings excludes the route being used as a public access at present.

Proposal

The proposal is to construct a 2.5m wide shared use cycle/pedestrian track across the School site between the Allotment access in the south-east corner, along the southern and south-western boundary and linking to the School access road from Victoria Road. This route would be isolated from the School by a 2.1m high security fence of the same design as to that erected in 2011.

The existing path from the south-east corner of the site to the existing gate will be rebuilt to the wider specification. The existing gate would be removed since it is redundant. Signage would be erected at this point to advise the boundary of the HCC owned land.

The new track (and its associated security fencing) will skirt the southern boundary, keeping the existing vegetation as a boundary feature between the route and the properties in Victoria Road. The route skirts the staff car park and connects with the School's access road, terminating in a new dropped crossing west of the existing gates. The width of the track here is constrained

by fencing to reduce the possibility of vehicles accessing the track itself from this point. Non-illuminated bollards will also be used to constrain and direct users.

At a tight bend in the corner of the car park, the path will widen to 3.0m over a short distance to provide additional passing space.

An additional access gate will be provided in the new fencing to allow direct access from the new track to the cycle shelter.

The route will not be lit, since the School grounds are lit to assist access by pupils in the winter and there will be enough light spillage to use the path safely.

Landscaping

It is not proposed to undertake any additional landscaping. There is the opportunity to maintain some of the existing trees and scrub along the route and this will be undertaken at the same time as the construction. It is not proposed to fell any trees. Construction within the tree canopy areas will be carried out using hand dig methods to the approval of the Council's Arborist.

Appearance

The track is proposed to run tight to the existing or new security fencing on its northern side, and with a vegetated strip on its south side, forming the boundary to nearby properties. Margins will be grassed as existing, except where the track is tight against the fence where there will be no room to maintain a grassed margin and a narrow strip of concrete will be placed in the small gap between fence and track (less than 100mm wide).

The track will be constructed to adopted highway standard although it will be taken forward as a permissive route. This is to avoid the loss of the area of the track to the School, and would allow redevelopment of the School at a later date without the constraint of the track being adopted highway. However it should be noted that (a) there are no current plans for such a redevelopment and (b) in the case of such an event, the east-west link having been created as a result of this application would be retained, albeit perhaps on a new route.

Transport Links

Provision of the track will allow pupils from the north and east to access the School site without having to use Victoria Road. It is expected that with the removal of the perceived danger associated with Victoria Road, this will encourage more children to cycle and walk and will result in less congestion in peak times in Victoria Road. It will allow children to directly access the cycle

shelter from both east and west, whilst allowing the school to remain secure at all times whilst providing a path for the pupils.

The track would be available for general public use under permissive rights granted by HCC. The School have agreed to be responsible for locking the gates between the track and the School grounds.

Inclusive Access

The track will be designed be suitable for cyclists and pedestrians. It will be constructed to an adoptable standard of 2.5m wide (3.0m on corners) with no main changes in levels and no gradients greater than 1:20.

The track will therefore be suitable for cyclists, pedestrian, pushchairs, wheelchairs and mobility scooters. The design is as direct as possible to help with visibility and to restrict hiding places or locations where people feel they could get trapped. The fencing chosen is itself of an open design with visibility through it being possible.

The canopies of the trees will need to be raised to ensure that they are above head height for both pedestrians and cyclists but this has been taken into account with the design.

