
Gosport SPD Supporting Information and examples of good practice_Azo.docx;
Gosport Waterfront Town Centre SPD Consultation response_Azo.docx; Gosport
Cycling Rates.pdf

357

From: Kathy Azopardi [REDACTED]
Sent: 02 October 2017 04:04
To: Planning Policy Internet
Subject: SPD Consultation response

Hello,

I spoke to Jason G on Friday about submitting a response to the SPD Consultation as I was finding the process quite difficult. Jason said it would be OK to submit it in time for Monday morning.

Please find attached three documents relating to the SPD Consultation - my response, supporting examples of good (and bad) practice and cycle statistics for the areas to highlight the case for greater emphasis on improving cycling as well as walking routes and trails.

I had tried to annotate a map although it hasn't worked electronically, I will try to print and drop it into GBC tomorrow if possible.

I would be grateful if you could confirm receipt of this email please.

Many Thanks,

Kathy

Please consider the environment before printing this email.



Cycling in Gosport - Facts & Figures



2011 Census Analysis - Cycling to Work England and Wales (Census 2001 & 2011 ONS)

Table 9: Local authorities with the highest proportions of workers cycling to work

Local Authority	^a 2001 %	^a 2011 %	Percentage point change
Cambridge	25.9	29.0	3.1
Oxford	14.9	17.1	2.2
Isles of Scilly	12.0	14.2	2.2
Hackney	6.2	13.8	7.6
York	12.0	11.2	-0.8
Gosport	10.7	10.7	0.0
Islington	4.7	9.1	4.4
Norwich	8.8	8.8	0.0
Kingston upon Hull, City of	11.7	8.1	-3.6
Lambeth	4.1	7.8	3.6

Table 11: Local Authorities with highest rates of cycling for workers commuting < 5km¹

Local Authority	^a 2001 %	^b 2011 %	Percentage point change
Cambridge	37.0	42.8	5.8
Oxford	22.5	26.1	3.6
South Cambridgeshire	17.4	20.0	2.6
York	18.9	17.4	-1.5
Hackney	8.2	17.3	9.1
Gosport	16.3	17.0	0.6
Vale of White Horse	16.5	15.4	-1.1
Boston	18.2	12.9	-5.3
Waveney	15.7	12.0	-3.7
Norwich	11.6	12.0	0.5

Table 12: Local Authorities with highest rates of cycling for workers commuting 5-10km

Local Authority	^a 2001 %	^b 2011 %	Percentage point change
Cambridge	14.6	21.9	7.3
Hackney	6.9	17.1	10.2
Oxford	7.9	11.7	3.9
Islington	4.5	10.8	6.3
South Cambridgeshire	6.4	10.5	4.1
Gosport	7.1	9.8	2.6
Lambeth	4.5	9.7	5.2
York	7.6	9.5	1.9
Southwark	4.5	9.3	4.8

1 Distance calculated as straight line distance between enumeration and workplace postcode.

a The 2001 figures are for workers aged 16 to 74.

b The 2001 figures are for workers aged 16 and over.

There is also some interesting analysis on demographics of who cycles but this is not broken down by Local Authority area. Also there is no figure given for people commuting over 10km by bike which would be interesting to see.

The reasoning given for high cycle rates in this report is fairly simplistic: "Gosport is a peninsula on the west side of Portsmouth Harbour. One reason for the high rate of cycling may be the cycle path along part of what used to be the Fareham to Gosport railway line. Gosport also has a cycle path that leads to the ferry to Portsmouth."

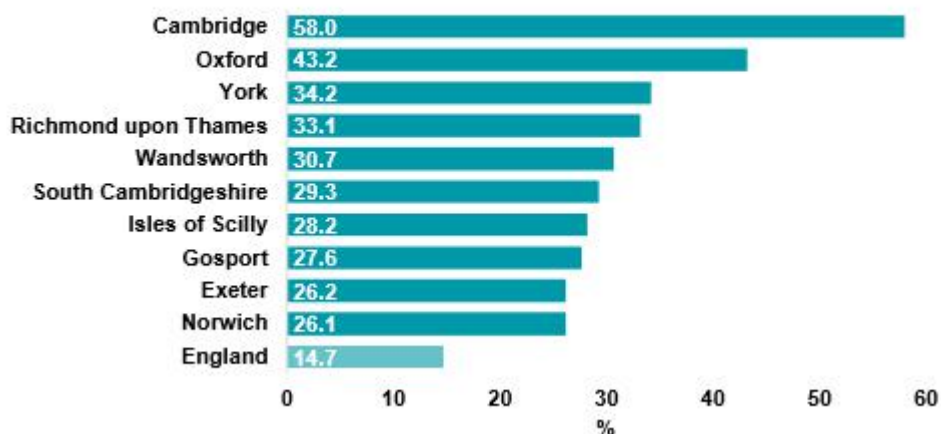
<http://webarchive.nationalarchives.gov.uk/20160105224307/http://www.ons.gov.uk/ons/rel/census/2011-census-analysis/cycling-to-work/2011-census-analysis---cycling-to-work.html>

Other data links/reports

Several other reports are based on the annual Sport England - Active People Survey.

Local Area Walking and Cycling Statistics: England, 2014/15

Chart 7: Percentage of adults cycling at least once a month: top 10 local authorities, England, 2014/15 (table [CW0104](#))



It has been suggested that Gosport has amongst the highest rates of utility cycling nationally however this report only gives an overview of the breakdown between utility and leisure cycling and references Gosport briefly but does not provide specific local authority area.

Interestingly Gosport has also seen a big increase in walking rates since 2013/14 Sport England Active People Survey.

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/536822/local-area-walking-and-cycling-in-england-2015.pdf

<http://www.cyclinguk.org/press-release/2012-08-30/new-figures-on-local-cycle-use-are-powerful-tool-for-measuring-progress>

<http://road.cc/content/news/81356-cambridge-still-top-place-cycling-england-bicycle-usage-really-decline>

Gosport Waterfront Town Centre SPD Consultation

Response by Kathy Azopardi: local resident and former GBC Neighbourhood Management Project Officer, Community Project Officer (Groundwork Solent) and Sustainable Transport Officer (Sustrans, HCC, Southdowns National Park Authority). Background in Countryside Management and Recreation.

1	<p>Do you have any comments regarding the vision?</p> <ul style="list-style-type: none"> - A generally positive vision, good to see enhancement of access to heritage sites. - Gosport has a largely blank canvas and great opportunity to re-imagine itself and decide how it wants to be seen in the future. The vision could be bolder and braver in it's aspirations and build on the towns existing strengths and geographical/climatic advantages. - Truly champion sustainable development and put it at the heart of the SPD i.e. encourage green building design (including solar, water and energy efficiency), waste and recycling and green and tourism. Lead the way to create a healthy active and thriving town for current and future generations through low impact living and working and playing. - Coastal communities stand to face worst impacts of sea level rise and climate change and the marine environment is susceptible to pollution and impact of plastic waste. Promote initiatives such as RYA's The Green Blue and encourage/attract circular economy based businesses (approach championed by Ellen MacArthur Foundation) as well as green building accreditations and standards. - Take pride in being a cycling town and promote it as one of the towns key unique selling points! Cycling could play a much greater role than highlighted in this document and along with walking should be at it's core. (See document on Good Practice examples) - Protect cycle spaces by the ferry. It could be re-laid out and improved but is needed and protecting the space will allow for cycle passenger increase and diversification e.g. public bike hire. Portsmouth MP Penny Mordaunt recently suggested that a Boris Bike style system for Portsmouth and Southampton has just introduced the Yo Bike Scheme. Cross Water system could work South Hants well - Gosport, Portsmouth, Fareham, available both sides not taken on ferry. - Be proactive - design the walking/cycling infrastructure needed first then promote development sites around it. A lot of land like the carparks and highways are GBC/HCC owned. - Adopt higher standards for cycling. Engage with experts outside Hampshire - European and other UK's towns and cities that have grown cycling and walking put in good new infrastructure. Work with community groups to raise funding to bring in this expertise - get some positive publicity. Even promoting the fact that the town wants to improve tells cyclists that they are welcome and valued as a contributor to the local economy. The negative publicity and anti-cycling feeling generated by high profile case or New Forest sabotage attacks against can deter cyclists from visiting. - Theme E/F: The local plan talks about Ease of Movement for all users including cyclists as well as pedestrians. For many people with mobility issues walking is difficult but cycling is still possible. More could be done to enhance SPD proposals for cyclist. The Green Infrastructure Strategy and Solent Countryside Access Plans acknowledge the need for more cycle friendly green infrastructure as it can help get more less confident cyclist, families and older people cycling away from the road. <p>*Portsmouth CC are going to take this approach with the Northern Quarter development - design the infrastructure first then advertise development sites after. The downside with Portsmouth is that they are trying to dual Hope Street route out of the city to bring two way dual carriage way through to Queen Street Junction and beyond. They plan to improve the currently dangerous walking/cycling route from Queen Street which links via Hope Street to Trafalgar Gate, Continental Ferry Port, Whale Island and major employers like IBM and Queen Alexandra's Hospital. A lot of people using this route are Gosport (and Fareham) residents trying to get to work as it is quicker than driving out of Gosport or using the bus. However, the potential for a great, convenient and direct route for pedestrians and cyclists is likely to be compromised in order to fit the additional lanes for cars. The Council under estimates the potential for the route to remove cars from the highway and reduce demand for road space. The traffic will just be bottle necked further down which, its it is considerably quicker to cycle. Like Mumby Road, Haslar Bridge and South Street, there is a high volume of people using this route even though it is intimidating and unpleasant to use - think how many more people would use it if there was a convenient direct safe route. INPUT FROM GBC HIGHWAYS REP WOULD BE GOOD AS GETTING PEOPLE TO GOSPORT FROM PORTSMOUTH & FAREHAM IS KEY TO MAKING A SUCCESS OF CURRENT AND FUTURE DEVELOPMENTS. SIMILAR GOSPORT & FAREHAM RESIDENTS CONTRIBUTE HUGELY TO PORTSMOUTH'S TRAFFIC PROBLEMS.</p>
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2	<p>Do you have any comments regarding the STRENGTHS identified?</p>
	<ul style="list-style-type: none"> - In agreement with a lot of the strengths identified. - The architecture of the high street and other heritage building as could be enhanced further. - Tourism: views of Portsmouth Waterfront and Royal Naval Dockyard are an attraction, the new carrier in itself has become a draw to visitors and the best views are from Gosport. - There is a massive under-estimation of the value of cycling to Gosport, both existing rates and potential, it cuts across all themes and has a place in helping to achieve the aspirations of the vision. - There is an excellent cycleway network, particularly the old railway cycle route and Stokes Bay-Lee route. - Transport Interchange - Direct rail services from Portsmouth also link to Gatwick Airport and the the South Downs National Park. Bus services are regular through the day but not after 6pm -many routes are slow and indirect. Scope for improvement. - Cycle parking, taxi-rank and drop-off areas integrated with ferry/ bus interchange BUT road safety issues with access to it and over-capacity at peak times. Narrow car parking spaces hard to access especially if transporting people with mobility issues/children. Needs improving. For pedestrians, cyclists and users of pick-up drop off areas. - People and Community of Gosport are one of it's key strengths. It is a friendly and proud town with a strong sense of community values and spirit. Build on and do more to recognise this. - Community Spaces & Access - the Discovery Centre and Town Hall are referenced as community buildings. Include the Gosport Gallery who have lots of good free exhibitions and the Naval Studies Centre. The Town Hall is under-utilised as a community resource, apart from collecting benefits, complaining about a problem, looking at Planning applications or attending a committee meeting what else would people use it for? Perhaps look at Portsmouth Guildhall for ideas how spaces could be better used. The views from the top floor are stunning - Portsmouth CC have a staff cafe and meetings space on their top floor - similar approach with public access as a meeting space for community groups and more welcoming informal setting for council interactions could work perhaps. Martin Snape House Gosport GVA has cramped meeting rooms and lack of space. Utilising the Town Hall and creating community spaces and social enterprises as part of the bus station and waterfront developments to make people feel connected to it's past heritage, present and future. - Lots of Council run events - e.g. Zap cats etc. More could be focussed on Harbour front.
3	<p>Do you have any comments regarding the WEAKNESSES identified?</p>

	<p>Agree with the majority of points.</p> <p>Transport: High cost and disjointed public transport gives perception of little alternative to private car and fuels the A32 gridlock. Routes don't serve key routes or reflect journeys people want to make e.g. A27 workplace corridors Portsmouth/Havant/Segensworth and centre to centre journeys from Gosport to Portsmouth and Southampton are long and expensive. Tourist areas such as Stokes Bay/Alver Valley not well served by buses. Bus season tickets don't take account of flexible working/ part-time working patterns.</p> <ul style="list-style-type: none"> - The bus station is an important hub although services could be a lot better, poor off peak frequency after 6pm and poor connections between bus, ferry, rail services. - Cycling as a mode of transport cycling could get more cars off the roads and encourage more visitor trips. A32/ Newgate Lane and Stubbington Road from Fareham perceived as dangerous for cycling may deter people wanting to cycle from Fareham/ Southampton/ Whiteley/ Wickham. <p>Missing links in network and dangerous sections including Mumby Road, Stoke Road and South Street need improving.</p> <ul style="list-style-type: none"> - Some people don't feel safe cycling to the town centre and ferry, from areas with poor routes/ links e.g. Rowner, Brockhurst Road and Forton, Privett, Military Road, Alverstoke, Haslar area. - Increase in residential developments with no major improvements in Transport infrastructure including bus services, footways and cycleways. many of the developments lack good cycle parking facilities for residents. - Harbour Waterfront and Millennium Promenade is disconnected - it feels like members of the public are not really welcome at Endeavour Quay and it's hard to follow the blue lamp trail. Needs to be made clearer and have an alternative route when boat lifting is happening. The promenade is very narrow and close to people's apartments which is less welcoming than areas like Clarence Yard and Priddy's Hard where there is a wide frontage to walk and cycle along and enjoy the views. <p>Shopping: Town Centre market layout is cramped and crowded and could be improved for a better customer experience - hard to walk through lots of old people, mobility scooters and buggy's. Market stalls block access to cycle parking so vital to maintain ferry area cycle parking.</p> <p>Heritage: Perception that heritage is being sold off and that only wealthy property investors will benefit. Restricted public access to Haslar, old railway station and St.George's Barracks which could be part of a heritage trail with more bars/restaurants and community facilities. The Fort Gilkicker development and public outcry at loss of access highlights this. Loss of opportunity.</p>
4	<p>Do you have any comments on the Opportunities identified?</p>

	<p><u>Agree - create a vibrant, healthy and active town.</u></p> <p>Turn the negatives into positives - a lot of people who will be buying future properties may not need to work full-time or out-commute any more. Higher quality of life when you don't HAVE to drive in peak time traffic and can use alternatives or work locally, walking or cycling to work.</p> <p><u>Cycling:</u> Design cycle routes and associated infrastructure such as cycle parking for people aged 8-80yrs+, something that can be done through all stages of life.</p> <p>Many opportunities to encourage visitors and promote tourism growth through cycling. Good design of roads and supporting infrastructure such as cycle parking and shower facilities for employers could encourage ore people to cycle to work.</p> <ul style="list-style-type: none"> - Design new buildings and residential developments with better cycle parking facilities to encourage and allow residents and employees to life a more active lifestyle. - Grow businesses without growing traffic. Many locals are tired of sitting in queues of traffic and would prefer not to have to. - Many of the marine businesses have a high proportion of people who cycle to work already, build on this, put the infrastructure in place, encourage it, promote it. Sir Robin Knox-Johnstone is often seen cycling along Mumby Road from the Gosport Ferry to Clipper Ventures at Royal Clarence Yard. <p>Cycle Friendly Business 'Cyclists Welcome' Scheme. Encourage cycling businesses: Courier services cross harbour could get deliveries off the A32.</p> <p>Growing market and evolving industry using much of the same technology and skills as the marine, defence and aviation industries which are being encouraged. Massive growth in electric bike market - this will enable people to make longer journeys, even in bad weather and could get more cars off the road. Encourage new designers and brands to base themselves in Gosport.</p> <p>BE GREEN - Solar, energy/water efficient buildings, public water fountains to reduce plastic bottle use, Recycling bins in public spaces etc.</p> <p>Dog Friendly Tourism!!</p> <p>Extend Harbourside trails up the creeks where possible - aspiration for a board walk or cantilivered walkway from Royal Clarence Yard and around Forton Creek to Priddy's Hard. The footway/cycle way which would give an extension to habourside paths and a safer route for residents of Parham Road and other Forton cul-de-sacs who have to use busy stretches of Mumby Road to access Harbourside. The Shipwrights Way in Bordon has just opened a section of boardwalk over an environmentally sensitive area of Longmoor Ranges which can take horses. This would also work for Haslar Creek - great vantage points and leisure routes which could give safer routes for other journeys too.</p>
5	Do you have any comments on the CHALLENGES identified?

<p>Transport: Bus service cuts. - Neglect of highways and loss of maintenance budgets mean many footways and cycleways are overgrown making it less safe and less pleasant for cyclist and pedestrians and at it's worst increasing conflict fit traffic. Poor quality of highways re-surfacing for cycling - loss of space.</p> <p>Promotion: Due to negative perceptions of Gosport developers barely mention Gosport and use language which almost suggests that people are buying a property in Portsmouth - this exacerbates the situation. If people develop in Gosport they need to give something back and help to raise it's profile and change it's identity. Not doing so adds to people's scepticism and frustration.</p> <p>Community frustration, disappoint and scepticism about about current and future developments. New developments need to bring out the passion and pride the local community feel and reverse some of the negative trends.</p> <p>MIND THE GAP - A risk of increasing gap between wealth of communities and increasing resentment and despondency as well as exacerbating issues particularly those living in areas of deprivation. Ensure developments are publicly accessible and seek to encourage engagement from local community as well as visitors e.g. not too many posh waterfront bars and restaurants, do not encourage gated residential communities. Do not copy Portsmouth's model of focussing on 'premiere' market.</p> <p>Haslar could be the jewel in the crown for Gosport -it's had many documentaries made on it and is a key part of the naval heritage that thousands of people come to the Portsmouth area to see. A gated community guarded by passive aggressive *security staff for a development that is pretending that it is located in Portsmouth is doing nothing to help the town. Whilst it is great that there is access for the charity Shore Leave it is short-sighted to not encourage more freely available public access. Scope should be given how some of these issues can be addressed - e.g. a public access viewing area and re-location of guard house to inner area nearer residential access point. What about using this existing guard house as a display area for Haslar.</p> <p>* Recent Heritage Open Day Walk and Ride events stopped outside Haslar, treated with suspicion despite it being pre-arranged. The Military Guard Service treat people with a greta deal more respect and humour than the Haslar Gate staff.</p>
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BECOME A CYCLING CENTRE OF EXCELLENCE

Gosport BMX Track upgrade to international standard
Gosport cycle track in the park - look at re-instating.
Daedalus used to be used for cycle road racing, could it once again?
Alver valley cycle route upgrades - Moors Valley Country Park off-road trails.

As well as being good for visitors and locals alike it could help develop future sporting talent.

Update Cycle Strategy - last updated 1998. Hampshire's eleven district / borough councils have responsibility for local planning and housing growth, which includes a key role in developing local cycle networks, providing facilities for cyclists and encouraging more cycling. Hampshire County Council will support the district councils in developing or updating local cycle strategy. •

http://www.cyclinguk.org/sites/default/files/hampshire_county_council_cycling_strategy_1.pdf

GREEN INFRASTRUCTURE: Use this opportunity to create more green cycleways as well as walking routes. Solent Countryside Access Plan 2008-13 Plan identified that the Solent area has only 9.5km bridleway/byway out of 160km total Rights of Way. P18 Cycling - fragmented, disjointed routes with poor signing and the 2015-2025 Plan highlighted a growth in demand for cycling routes, particularly family-friendly trails. It also acknowledged a recognition that circular routes from villages and urban centres are often the most important to people and similarly that, for many people, long distance routes perhaps have greater significance as a series of short sections which form part of circular routes.

<http://www.hants.gov.uk/rh/countryside/access/solent.pdf><http://documents.hants.gov.uk/countryside/HampshireCountrysideAccessPlan2015-2025.pdf>

There may be additional funding available through HCC in relation to delivering this Countryside Access Plan.

Taken from Solent CAP: Studies have shown an association between walking and a reduction in early deaths from all causes, ranging from 19–30% depending on the frequency and length of walking activities; A large study in Copenhagen similarly showed that, over a 14 year period, those who did not cycle regularly experienced a 39% higher mortality rate than those who did. Source: 'Guidance on the economic appraisal of health effects related to walking and cycling' World Health Org (2007)

MY JOURNEY LSTF PROJECTS FUNDED A GOSPORT FERRY INTERCHANGE TRAVEL PLAN 2013

Transport Consultants set-up working groups with interested user groups - pedestrians, cyclists, Disability forum, bus and ferry users etc to identify problems and suggested solutions. Please refer to this document and endeavour to address the issues raised. Portsmouth Hard Interchange also had one of these working groups to establish a Travel Plan but the issues were not fully considered during design phase of the new interchange which is now experiencing problems in use.

GOSPORT FERRY CYCLE PARKING AREA

Maintain the existing FERRY cycle parking - it sends the message that cyclists are welcome in Gosport. It could be improved and the layout changed to increase capacity and enhance visual appearance with additional CCTV. On market days the High Street cycle parking stands are largely inaccessible and the ferry cycle parking area is key. Cycle parking could use more creative designs perhaps. Portsmouth City Council/University cycle rack design project which came up with good maritime themed ideas.

- This area could also be used as a hub for a public bike hire scheme.
- Motorcycle Parking area also important to retain and potentially expand.

Portsmouth's Hard Interchange redevelopment has reduced space for cyclists and motor cyclists and increased conflict by creating a shared space area instead of segregated cycle and pedestrian routes (see separate document). The proposal for a cycle hub is a concern as they are often located out of sight and not in direct view of passing activity which is of key importance for security. No evidence to show reduction in cycle theft.

The two tier racks themselves are not attractive and as many people do not like using it. Locating cycle parking around the back and out of prominent sight of developments suggests that cyclists aren't really welcome.

TWO TIER CYCLE PARKING PROPOSAL:

Do not rely on using two tier cycle parking as sole source of cycle parking at ferry. At Portsmouth & Southsea and Fareham Stations there is very low usage and anecdotally I would say there are less bikes parked there than before the installation. At Fareham people still favour the Sheffield hoops on the station platform. Brighton Station and Waterloo have several two tier racks and when they are full they are very hard to use e.g. bikes are too close together and get entangled, it's hard to get in amongst them to unlock bikes easily, especially when wearing a rucksack, even young people struggle with contorting themselves sufficiently.

Where they are used in the Netherlands these racks are much lower density and have hydraulics to assist lifting. There is a maintenance element to them. e.g. Guildford and Cambridge have recently installed newer style two tier racks to replace older worn out ones.

Research and consultation required on best practice and usage rates in UK as well as rider views.

Two tier cycle racks are not suitable for people with limited strength or mobility or the following types of bikes: Family cycling - bikes with child seats and tag-a-long trailers, disability cycles, tandems and tricycles or Cargo bikes and trailers. There are more people than average in Gosport who use these types of bikes.

SERVICED CYCLE HUBS: An alternative option would be to have a serviced cycle hub with secure cycle parking as part of wider cycle/activity hub located within the Bus Station re-development. This could build on the success of Motiv8's Community Cycle Centre.

Examples of Serviced Cycle Hubs:

<http://www.thecyclehub.org> The Cycle Hub, Newcastle Quayside is Hub and cafe with the tag line 'It's All About the Bike'. It is a base for led rides, cycle hire, spares, repairs and cycle clothing.

<http://cyclepoint.org/> Leeds Cycle Hub - outside Leeds Railway Station, Cyclists pay daily to lock bike but it also has a mechanic for serving and repairs.

<http://www.nplusone.bike> Brighton Railway Station is N+1 a Cycle Hub, Cafe and secure cycle parking facility with adjacent gym operated by Revolutions. The cycle parking was funded through LSTF and is operated using the Southern Rail 'Key' swipe card, there is probably a charge.

Manchester Cycle Hubs - Run by Transport for Greater Manchester - membership from £10
<http://cycling.tfgm.com/Pages/join-a-hub.aspx>

N.B. During the LSTF project research conducted in Portsmouth suggested that cyclists would not be prepared to pay to park their bikes.

IMPROVE CYCLE PARKING GUIDANCE - ADOPT/ ADAPT GUIDANCE PRODUCED BY CYCLING CITIES

The current cycle parking guidance within GBC's SPD for Parking is vague and does not give developers adequate guidance on the types of parking which is acceptable, this is leading to poor facilities being approved. London and Cambridge produce some excellent guidance with pictures on what they will or won't approve.

<http://www.camcycle.org.uk/resources/cycleparking/guide/cycleparkingguide.pdf>

Growth in electric bikes highlights the changing in future mobility trends - electric trikes and scooters are also likely to be a more attractive option than the mobility scooters. Electric bikes encourage some level of activity too as human power is still required.

Roller blades are also popular way of getting about in many cities e.g. London, Vancouver, Toronto, Paris. Roller bladers share cycle routes which is generally no problem although at peak holiday times the sheer numbers and levels of cyclists and roller blades all wanting to use the same space can lead to conflict.

Build routes with potential for future expansion if demand exceeds space.

DISABILITY & MOBILITY: Cycling Good for mobility issues - may not easily be able to drive but can still cycle, often on an adapted bike, trike or hand-cycle. Similarly good for older people - Gosport has a large number of people cycling well into their 80's due to the ease of cycling and flat terrain, favour quieter routes away from roads.

Growth of electric bike market, and new alternatives to mobility scooters - more demand for safe space for people on wheels of all kinds. More segregated off road cycle routes like the old railway path - e.g. Heritage trail.

ACCESS TO THE HIGH STREET:

Ensure accessibility points into high street with supporting infrastructure - especially at proposed cultural quarter by discovery centre. Cycle parking already often full, additional parking required.

The SPD maps show lots of pedestrian routes for access to High Street but no cycle access points. People need safe ways to get off the cycle route and to the high street where they can lock their bikes. The access point at the Discovery Centre is difficult as no on/off slip - easier to turn right at town hall and cross council staff car park and use the pedestrian crossing to join South Street route.

FUNDING: CIL/S106, Public Health funding and other funding

LEP - other LEPS's have accessed significant funding for sustainable travel improvements - extreme short notice applications for bids worth £100k plus.

Identify and raise funds to produce 'shovel ready projects'. Utilise external expertise to design

Hampshire County Council Rights of Way/ Countryside Access Plan and other small funding pots.

Working with voluntary sector and community to access other funding - CONSULT & ENGAGE!

BUS STATION/ TRANSPORT INTERCHANGE IDEAS

- **A Place to eat and enjoy the views - Waterfront Cafe:** An upstairs waterfront cafe' with views across the Harbour. Portsmouth Hard Interchange Bus Station used to have a cafe with waterfront views but the new building doesn't. Gosport could benefit from this. Boat House no.4 cafe (within the historic dockyard) has stunning views across to Gosport.
- **A Place to work** - Shared work space and business centre: with waterfront views and transport connectivity good for small scale and tech business., social enterprises. Attract more marine associated business and start ups. Base point and Fareham Innovation centre sold on car accessibility and access to engineering. Workspace/business centre facilities near the ferry waterfront would be greener and help to generate new business through business support. Similar facilities in London and around <https://www.workspace.co.uk/> Also there is massive growth in social entrepreneurship and micro businesses, many women are setting up businesses to find around families etc. There is more community buy to these businesses. Entrepreneurs Unite Solent is a local organisation championing new businesses.
- **A Place to shop** - convenience food store such as Sainsbury's local, Little Waitrose, small M&S, Co-op. Be good to be able to get provisions enrolee home from ferry.
- **Keep Tourist Information centre - could be part of a cycle/active hub or stand alone. Include where to do activities as well as places to see - box, watersports etc.**
- **A place to stay - a low budget hotel or high quality hostel (cycle friendly!).** Look at other places like New Zealand for model of convenient, friendly places to stay with people passing through doing lots of different activities - sailing, heritage, cycling, photography etc.

-SOCIAL ENTERPRISE HUB Lots of Pompey examples including Aspex Gallery and Cafe, Canvas Coffee Shop at Portsmouth and Southsea Station.

- **CYCLING & ACTIVE LIFESTYLE HUB:** Ideally social enterprise based - could build on the success of the Community Cycle Centre. Encourage health based social enterprises or businesses at new Interchange e.g. a gym and healthy eating cafe which could also host health trainers or exercise referrals schemes - including as a meeting point for starting Healthy Walks or Breeze Rides and cycle confidence training.

A gym with waterfront views (like at Gunwharf). New residents in RCY, Harbour front area and Haslar, Gilkicker Developments could be served by this. People who work in or near town centre could go to the gym before or after work. Again ideal if social enterprise based - there are an increasing number nationally e.g. Better Gyms who took over the Fitness First at the Pompey Centre in Fratton.

HEALTH - Challenge the negative trends and health anomalies in Gosport and help to put in place greater more appealing support services to encourage healthier lifestyles.

- The Gosport Ferry Still allows smoking - top deck spoiled for non-smokers. People often break rules and smoke downstairs, wind blows smoke through the ferry to affect other passengers. Taking kids on the top deck to admire the views is a less healthy experience and it sets a bad example - problem if can't manage a two minute crossing without a cigarette.
- WH Smiths has a stand branded 'Vape 4 Life' and the recently opened Vaping Lounge further encourages and promotes vaping despite the fact that it is not proven and side-effects are as yet unknown. To allergy and asthma sufferers vaping fumes are as offensive as cigarette smoke.
- Brockhurst Gate approval of MacDonald's opposite Holbrook Leisure Centre is contrary to promotion of healthy lifestyles.
- Despite the high rates of cycling Gosport has higher than average rates of obesity and other conditions, research reasons - is it because poorest communities are on least good cycle routes, more heavily trafficked areas?

GROWING CYCLING BUSINESSES

Bicycle manufacturing - new local company Lios Bikes is run by a former Royal Marine and is based at Fareham Innovation Centre at Daedalus. <https://www.fareham-ic.co.uk/2016/09/14/lios-bikes/>

Cycle accessories and services.

Include Charging points for electric bikes as well as cars.

Cross water cycle couriers

Cargo bike couriers - cross water - using Gosport ferry to take cargo bikes across to Portsmouth for deliveries - delivery hub could be within interchange area or Mumby Road waterfront business area.

For example, electric bike power assist is helping Brighton based company Recharge Cargo to deliver packages as economically and quicker than van based deliveries as, like Portsmouth, the city has lots of one way streets and issues with parking. <http://rechargecargo.co.uk/>



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TRAVEL & TRANSPORT:

ACCESS ISSUES:

- Improved layout for pick-up drop off area - congested and over-flowing with cars and taxi's at peak times. Dangerous for pedestrians and cyclists at these times, traffic often queues into Mumby Road awaiting space to pick-up/ drop-off.
- Improve pedestrian routes across mouth of entrance to car/taxi access - desire line cut-off.
- Maintain Mumby Road/Falkland Gardens dropped kerb cycle on/off access ways and improve signage e.g. arrows to/from road.

SIGNAGE: Walking & Cycling routes and destinations. Weevil Lane to Priddy's Hard - signing needs improving. It links key heritage and waterfront sites such as Explosion Museum and Royal Clarence Yard and the D-Day trail.

The sea wall on the Priddy's Hard to Priory Road harbourside route is permissive shared but no signing to indicate that cyclists are allowed. The route works well most of the time and shows that cyclists and pedestrians can share space amicably. People take their children to learn to ride a bike and many potter to work , to the Hardway Gardens or to enjoy the views at the Jolly Roger. Visitors to the area don't realise that it's shared use and glare at cyclists as though they shouldn't be there.

On ferry cycle signage - e.g. which door to use - cyclists keep right. There used to be a cycle symbol and arrow on the old pontoon to show cyclists to keep to the right as they got on the ferry. This was not replaced. Local knowledge is that bikes go that way to enter the cyclists loading area but visitors don't know that. Non-regular ferry users glare at cyclists whom they deem to be queue jumping when they pass pedestrians to line up for entrance.

Maintenance issues and responsibilities: Problems with private landowners e.g. recently reported broken glass on shared use path by Rose Garden just over Millennium Bridge in Crest Nicholson told not possible for Streetscene to deal with as not the landowner. Needs to be clear reporting process.

Cycle signage confusing and inconsistent in some areas - check if correct signage used.

Improve cycle access to and from ferry along Mumby Road and up South Street - these two roads and the junctions along them, pinch points and narrow spaces through parked cars are intimidating for cyclists coming from safer routes e.g. Priddy's Hard/ Millennium Bridge and old Railway cycleways.
Aldi etc. Massive increase in cars using the road. Less safe than before the highways re-surfacing scheme which removed red lined route. Easier to access Weevil Lane via Mumby Road Lorry Park as using filter has difficult sight lines.
- Look at junction layout around Weevil Lane/ Clarence Tavern. **Consider formalising the desire line to create a safe and convenient cycle/ped route through Mumby Road Lorry Park.**

SPEED REDUCTION: Consider traffic calming measures such as 20mph speed limit throughout waterfront SPD area or ideally from St.Vincent's college to past Discovery Centre in to 20mph zone. It would improve road safety for cyclists and pedestrians at most heavily used junctions at sites linking services.
Brighton and Portsmouth both have 20mph areas throughout their town centres. Consider Queen Street approach with zebra crossings. After Portsmouth first introduced the 20mph limit across the city the Police found that those speeding in 20mph zone do not exceed 30mph where as in a 30mph zone drivers are more likely to be driving at nearer 40mph which has a much higher impact on injuries sustained.

Haslar Bridge is also confusing and intimidating for both cyclists and drivers. Cyclists have insufficient time to cross on a green light so often cyclists are crossing both ways with drivers unsure what to do and insufficient width. Needs improvement and one day ideally another bridge for cyclists and pedestrians (with a viewing/fishing area both sides).

TRAVEL MONITORING:

Cycle Counters: South Street but not on Mumby Road. Install cycle counters on Mumby Road and any new routes. Look at travel patterns and traffic flows including bicycles and accident data.
DO cyclist consultation on routes and ferry. Eastleigh Borough Council and Southampton City Council have a good methodology for this which helped to inform route improvements.

South Hampshire LSTF funded workshop with user groups and development of an Gosport Ferry Interchange Travel Plan - this identified issues experienced by different user groups. Recommendation to seek out the document

PUBLIC TRANSPORT - ACCESSIBILITY & AFFORDABILITY

MY JOURNEY - Lots of projects to get people walking and cycling and using public transport - build on this investment.

- High Cost of multi-modal travel - train, boat and bus. Solent Go Travel Card - doesn't save much. Frequency of buses very poor after 6:30pm. Buses often don't meet ferry's. Consider Portsmouth Harbour timetable when timing evening buses.
- BRT - generally very good. Expensive. Service less frequent after 6:30pm.
- More real time information at locations of BRT route. Improve bus top timetable information and web based timetable and search information - it only allows for key stops - hard to search.
- Need for additional direct Gosport to Fareham services along Mumby Road which could serve Royal Clarence Yard and Forton Communities for example, E1 from Elson 30 minutes from Brockhurst to Gosport - Ferry - more than twice as long as cycling and longer than it takes to get to Fareham. Cost also very high.
- Plus Bus combined bus/rail ticketing-lobby to expand flexibility and area covered locally, electronic ticketing for journeys to a station needed as considerably cheaper than standard fare.
- HMS Collingwood is one of the biggest naval bases in Europe but transport links are very poor - car dependency for civilian staff and naval personnel both when making journeys on and off duty.
- More pedestrian and cycle links needed from BRT to Collingwood/ASDA/ Fareham Industrial/retail areas on Newgate Lane - could help reduce car traffic if bus and/or bike are made easier.
- Gosport Ferry prices very high - in 2005 an adult and bike 10 trip ticket was £10, now it is over £18.
- Park and float ferry tickets cheaper than adult and bike - cheaper to drive and park than cycle.

Tourism and visitors.

Visitor Guide and Discover Gosport Guides undersell the town - no reference to cycling, Alver Valley not marked on the map etc. Need to better link town to outer areas such as Lee-on-Solent, Bridgemary and Alverstoke. Places like Kingfisher Caravan Park not easy to get to by public transport.
Waterfront facilities should be made more easily accessible to all. Marine Guide - could include cycling facilities - a lot of sailors arrive with bikes on their boats or would hire them to get about the town.
Waterfront cycle access on a parallel cycle way between existing Millennium Trail and waterfront cycle access - low speed leisure cycling.

Go Green - waste and recycle in business and public open spaces

Continental ferry port 11,000 cyclists pass through every year.

HMS Queen Elizabeth - arrival - visitor growth, many European number plates - cars, motorbikes and lots of cyclists.

Lots of people still coming to visit. Many just go to Falkland Gardens or Millennium Bridge - capitalise on this and let people know what else there is to see.

New South Downs Walkers and Cyclists Welcome

Other Tourism & Business opportunities - Do more to promote places to learn on the peninsula.

Watersports - stand up paddle boarding, windsurfing and sailing.

Triathlon - Gosport would be a good training facilities for triathlon

Tall Buildings - as well as wildlife and heritage issues noted in supporting document there are also issues with wind being channeled which can affect pedestrians and cyclists e.g. corner of South Street from Haslar Road to Bus Station - enough to knock a cyclist off course and unsteady pedestrian off their feet in very high winds - gusts are funnelled through tower blocks. London's new 'Walkie Talkie' building experienced significant problems with this.

LANDMARK BUILDINGS DON'T HAVE TO BE HIGH!

For example Poundbury has a variety of styles of low rise, low density buildings designs including a new Georgian style pavilion and square, it is sought after and has become a tourist attraction in its own right. Brighton - Pavilion and Railway Station etc. Plymouth Sails above Marsh Mills Sainsbury's stand out but do not detract from landscape.

Haslar, Royal Clarence Yard, the old Railway Station building are all landmark buildings and only one is publicly accessible.

Ieper, St.Malo and other towns in France, Belgium and war torn Europe have re-built in the original style.

How about re-creating the original High Street facade as the gateway to the high street and enhance the heritage offer?

The reinstatement of the bomb damaged wing of the Granary/ Bakery Building at Royal Clarence Yard has been well received.

BRIDGES: Bridges can be landmark structures too! The Millennium bridge over Forton Creek has opened up a traffic free route which has created a new desire line and access to new communities as well as for commuters, visitors, shoppers, runners, photographers and fisherman. There is no monitoring user numbers to help demonstrate benefits and justify funding for similar schemes.

Building bridges - get people up and over creeks or roads as viewing platforms across and through industrial sites such as boat lifting areas. This could be a small timber bridge like the existing one over the creek near Haslar Marina (a parallel cycling bridge would be good) or land mark structures.

Bridges could be used to improve cross water travel both for very local schemes such as Gosport Harbour Waterfront and bigger cross boundary schemes linking Gosport, Fareham and Portsmouth.

Here's a few examples of landmark bridges:

<https://www.bing.com/images/search?q=pedestrian+and+cycling+bridge+iowa&go=Search&qs=n&form=QBIRMH&sp=-1&pq=pedestrian+and+cycling+bridge+iowa&sc=0-34&sk=&cvid=52F23F9956644D93B2EE14A3701D3640>

IMPROVING CYCLE ROUTES:

FERRY PICK/UP DROP OFF: Ferry parking/pick-up and drop off - dangerous at peak times, insufficient capacity. Poor pedestrian access across mouth of junction. Cars queue on to Mumby Road at Park times. Improve layout and increase capacity.

MUMBY ROAD

Mumby Road is getting increasingly dangerous for cyclists as traffic rates grow, the narrow carriageway between parked cars is intimidating and cars (particularly taxi's) often overtake too fast and too close. There are no serious injuries or deaths as far as I'm aware but the outline permission for Aldi included police statistics on accident rates which showed a rate rate of minor accidents involving cyclists and motor vehicles. Improve layout. Fills in gaps in network between areas of cycle friendly infrastructure.

Consider removing free on road car parking and put in high quality segregated cycle route through the currently narrowed area from Aldi to Ferry Gardens. Relocate car parking before re-allocating as development sites.

Improve pinch points reinstate cycle symbols and red paint (used effectively in Havant and Eastleigh) as it gives drivers sufficient doubt whether there is space overtake. Since removal of cycle lane markings more cars overtake in this between traffic island pinch points when it is not safe to do so.

SOUTH STREET - Widen cycleways. Alter car parks and grass verges to re-align footway and move on street parking to create a safer cycle route with wider cycle paths which have safer over-taking widths. Make it easier to access southbound section of Railway path.

WATERFRONT & HERITAGE CYCLE TRAILS ADJACENT TO THE PEDESTRIAN ROUTES

- Adjacent promenade cycle route along waterfront, segregated wherever possible.

- **Haslar Marina and Fort Lines cycle trail too.**

- It is too far for a lot of people to walk to these new routes but many more could cycle to them either from other areas of Gosport or coming across from Portsmouth for a day out. Making the proposed new routes walking only would limit their use and encourage more people to drive to them.

- Heritage trails easier by bike for many people, 2-3 miles is a long way on foot, especially on tarmac (Millennium promenade).

Associated cycle parking facilities at destinations and museums e.g. Haslar Marina cycle parking for access to Lightship and bar/restaurant facilities.

FUTURE ASPIRATIONS: When Fort Blockhouse becomes available ensure public access and waterfront pedestrian/cycleway. Safety improvements on Haslar bridge or new pedestrian/cycle bridge.

Sea Defences - new sea walls with walking and cycling access. Portsmouth CC are negotiating this into the design of new defences - all new installations will have a footway/cycleway promenade along them.

WAY MARKING & SIGNAGE: Lack of route signing of walking and cycling routes e.g. Royal Clarence Yard, Priddy's Hard, Railway route. Gosport Visitor Guide, Discover Gosport information say little about facilities and maps show even less detail e.g. neither NCN route 2 or Solent Way are marked.

Give the routes a new identity based on location/ destination and include art/sculptures along the way.

The Bus Rapid Transit (BRT) route has shown demand for cycle routes separated from traffic. Despite not being designed for cycling and not having onward safe cycle routes in to Fareham from it's terminus at Redlands Lane it carries a significant amount of cycle traffic which would not feel safe using narrow A32 cycle lanes. Unfortunately there is no cycle monitoring of the route. As cyclists have to share the space with 40mph buses it would not be able to handle a significant increase in cycle rates therefore additional traffic free alternatives to link Fareham to Gosport should be looked at.

There needs to be better and safer links between Fareham and Gosport for pedestrians and cyclists.

PUBLIC ART: Brighton big on Street Art - much of it commissioned by the city. Cassette Lord, Gosport born street artist who stencils colourful cassette based designs on utility communications cabinets. Sculptures to link the heritage and cycle trails. Fore Street, Exeter - building at the bottom has a mural which highlights that it is the start of the town on approaches from the main road network.

A mural on one of the buildings facing out at North Cross Street would encourage more people in.

GO DUTCH: Consult experts who have a more progressive approach. Buy in Dutch/ Danish or other UK experiences from centres of excellence for cycling and **active travel. Utilise community groups to assist with fundraising?!**

Be bold - shout about what you've got and engage with experts outside Hampshire. Don't get left behind - Southampton and Portsmouth are both beginning to improve things for cycling. Be progressive!

Other cities have spent millions on trying to increase cycle rates and have not yet got anything like the level of Gosport's everyday cycling journey's (see attached cycle stats sheet).

Chris Boardman has recently been appointed as the first ever Walking & Cycling Commissioner for Greater Manchester to help get more people cycling and walking and tackle health and deprivation. This shows positive political will to change things for the benefit of everyone. Gosport whilst not perfect already has many of the elements that places like Manchester are trying to achieve in creating cycle friendly places.

https://www.greatermanchester-ca.gov.uk/news/article/171/olympic_cycling_champion_to_get_greater_manchester_moving_as_first_ever_cycling_and_walking_commissioner

This is a quote from Dutch artist Jeroen Erosie about cycling - something which Gosport inspire to! Drivers are on the whole more considerate towards cyclists probably because many of them are also cyclists or motorcyclists sometimes too.

Bikes function as a statement of life in the Netherlands, but also in regards to how we act as consumers.

There are more bikes than people in the Netherlands, so bike riding is very normal for everybody. In traffic, the cyclist is treated as equal to a car driver. We have ultra smooth and elaborate cycling lanes just for bikes, which is a very healthy and democratic approach. The bicycle project started from riding a bike while going out tagging and then constructing and drawing bikes in general. I've been riding bikes since I was a kid, and that freedom of riding is endless.