

East Hayling Route to Schools

Introduction

All of the 5 Hayling Island schools lie on the main road (Havant Road, Church Road & Elm Grove) which serves the Mengham shopping area, and the entire large residential area at the south central and east end of the island. 4 of these schools are to the east of this road and the other school (Mengham Infant School) lies just to the west of this road. This road is very busy during the rush hour with queues developing during school start times when additional car traffic is generated with the school run by parents and carers.

The proportion of pupils and staff who cycle to school is very low. Anecdotal and pupil survey evidence indicates that the level of traffic on Hayling Island's main roads, together with a complete lack of cycling facilities, has deterred all but the small minority from cycling to school. A questionnaire recently conducted at Hayling College showed that 10% cycled against 50% using car. Those that do cycle are often seen using the pavements around Hayling College. This is despite the relative short distances and flat terrain. The Government is keen to improve cycling to school and the recent BSF (Building Schools for the Future) programme list amongst its aims: reducing obesity, encouraging health lifestyles, sustainable transport, increasing sports activity etc..

All these aims can be significantly advanced by increasing the proportion of staff and pupils travelling to school by bicycle.

Solution

The problems of roads with heavy traffic but with no provisions for cyclists deter cyclist such as school pupils who lack experience and confidence from using them. The worries of parents who forbid their children from cycling to school are understandable but these fears could be relieved if a safe route to school using quiet roads and cycle paths was created. A potential route for cyclist travelling from the east and south central residential areas already partially exists. A network of footpaths which bypass the main roads could provide a safe route. This network passes close to the back entrances to two schools and ends close to the northern most schools at Mill Rythe. Three sections of exiting footpaths need to be converted to dual use. These are, going south from the northern most schools (Mill Rythe Junior & Infant schools):

1. From the Mill Rythe Holiday village access road to Eastwood Close/Tournebury Lane.
2. Beech Grove to My Lord's Lane.
3. Teal Close to Salterns Lane.

An additional advantage of travelling on these paths is a significant shorter distance.

Mill Rythe to Eastwood Close

This is a wide (initially over 2 metres) path approximately 520 metres long which it is understood HBC has already decided should be a cycle path. The first 150 metres is



Mill Rythe to Eastwood Close (looking South)

tarmac and the remaining surface is rideable although some surface improvement should be done to make the surface along the complete length 'all weather'. This footpath borders the Hayling College playing fields with a spur footpath running along the southern boarder with entrances onto the college grounds.

Beech Grove to My Lord's Lane

This section is approximately 410 metres overall with a spur to the west (approximately 330 metres) to a back entrance to Mengham Junior School. Mengham Infant School is directly across the road (Elm Grove) to the west. The first northern part of this footpath (approximately 190 metres) is wide and already rideable.



The last section (approximately 120 metres) is narrower (1.5 to 1.2 metres) and would require flattening and an all weather surface added to replace the earth based undulating surface. The spur foot path to Mengham Junior school also requires similar work with boarding shrubs and hedges being cut back to maximise the width. The photo shows the last 120 metre section running parallel to My Lord's Lane.

Teal Close to Salterns Lane

This is a wide rideable path of approximately 270 metres with only an all weather finish required.

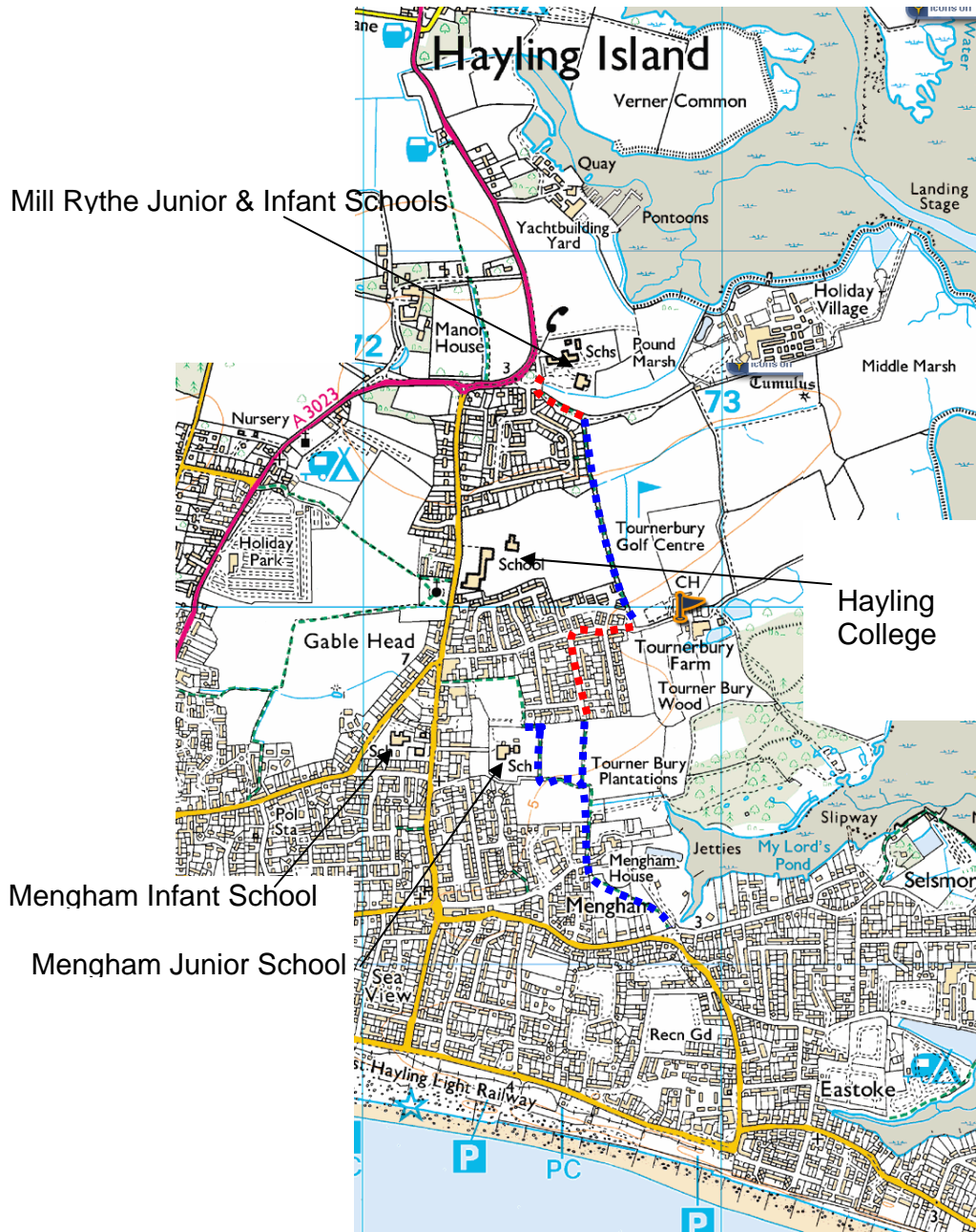


The schools which would be served by these proposed routes together with footpaths needing conversion and the connecting residential side roads are shown on the attached map.

Conclusion

The conversion of these footpaths to dual use cycle ways together with the quiet connecting residential roads would enable both school pupils and staff to travel to school from the large residential areas of east and south central Hayling Island, in relative safety and should enable many more to adopting this form of transport. The BSF aims to reduce obesity and encourage healthy lifestyles in schools would be significantly met.

East Hayling Island - Proposed School Cycle Routes



Legend

Footpath converted for Dual use off road cycle track



On Road Cycle Route

