

Appendix 1

Google Traffic Analysis

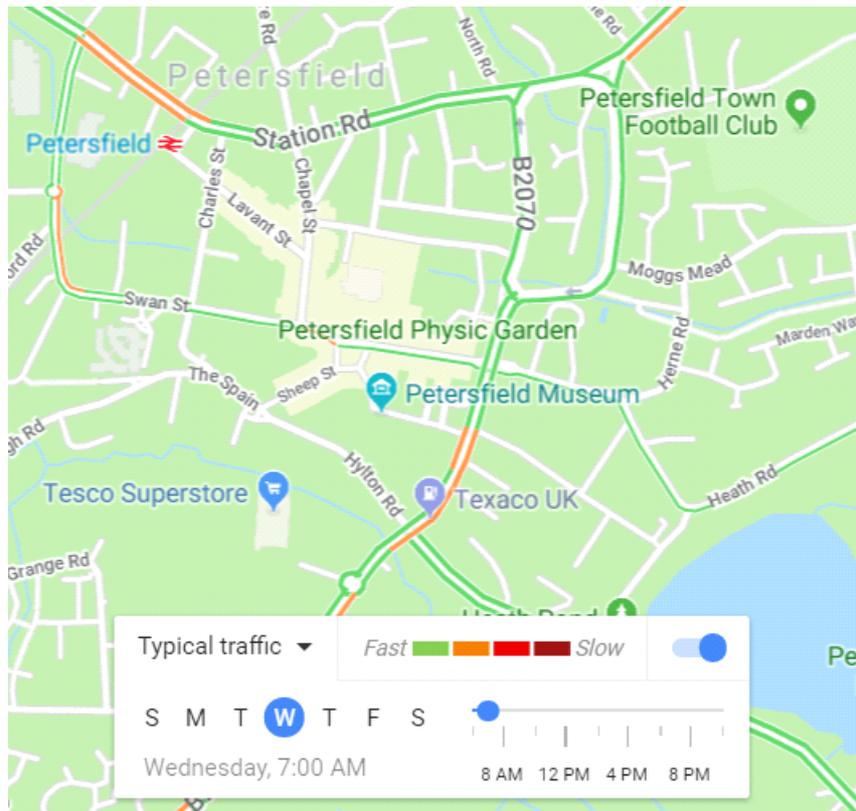


Figure 1 – Traffic flow in Petersfield town centre at 07:00 on a weekday

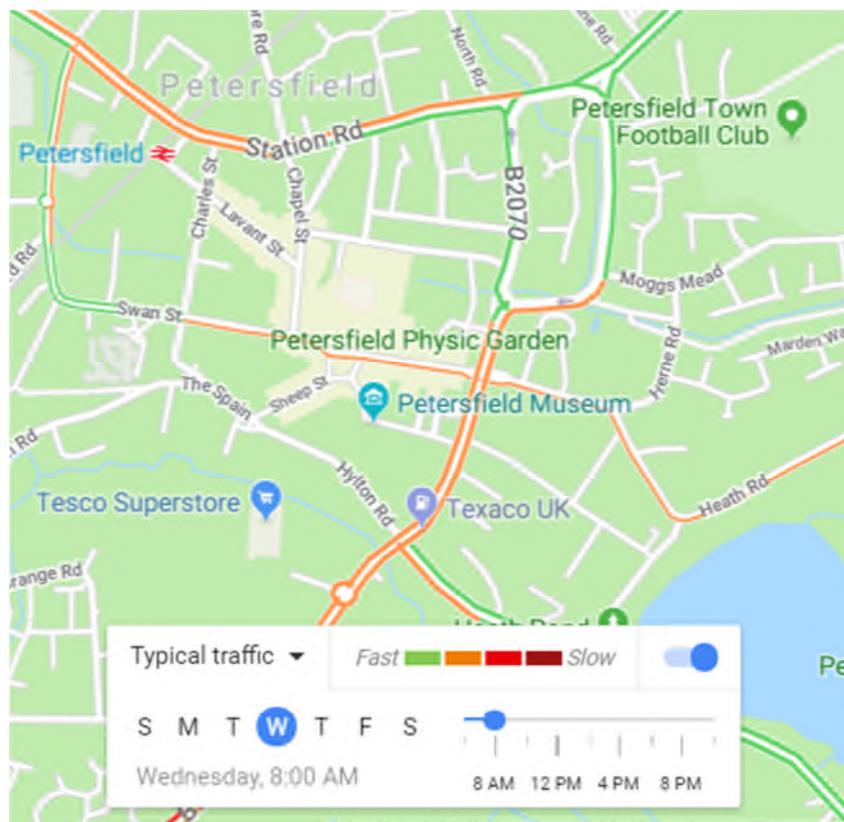


Figure 2 - Traffic flow in Petersfield town centre at 08:00 on a weekday

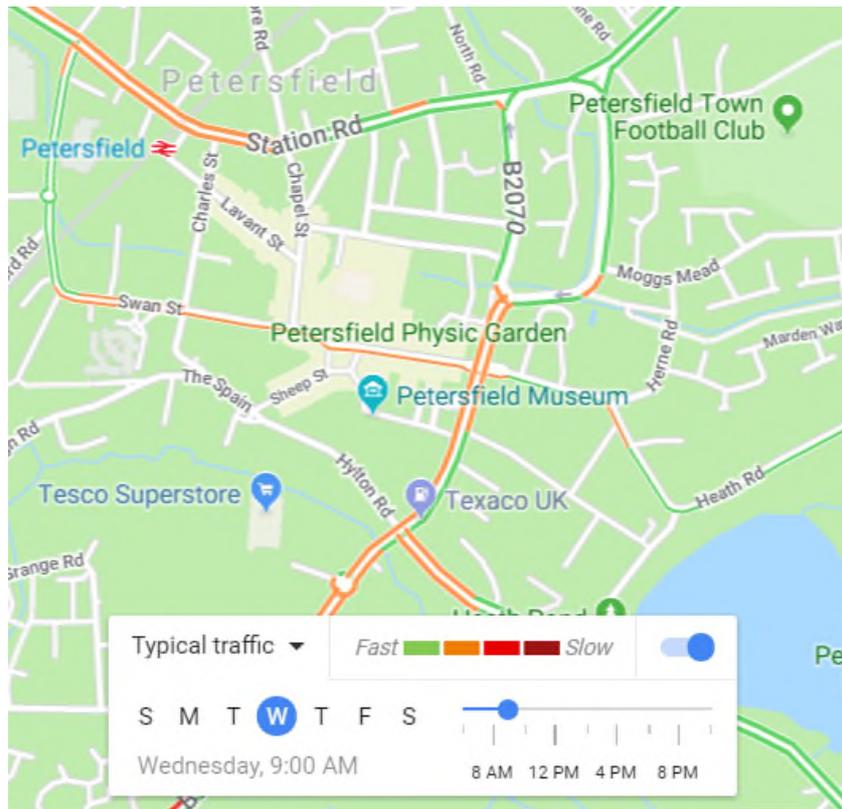


Figure 3 - Traffic flow in Petersfield town centre at 09:00 on a weekday

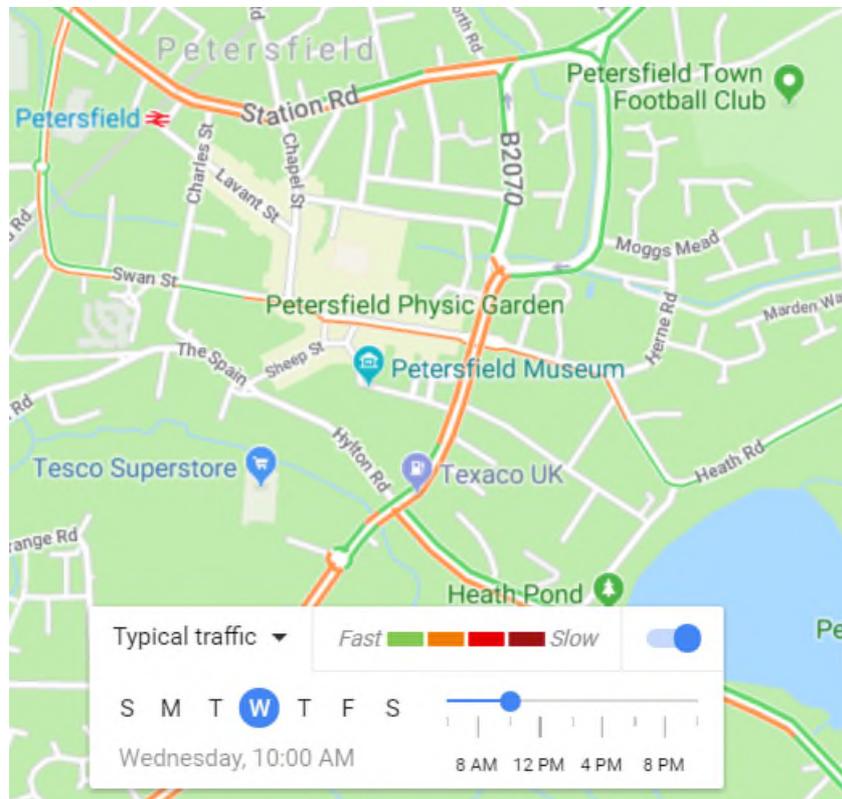


Figure 4 - Traffic flow in Petersfield town centre at 10:00 on a weekday

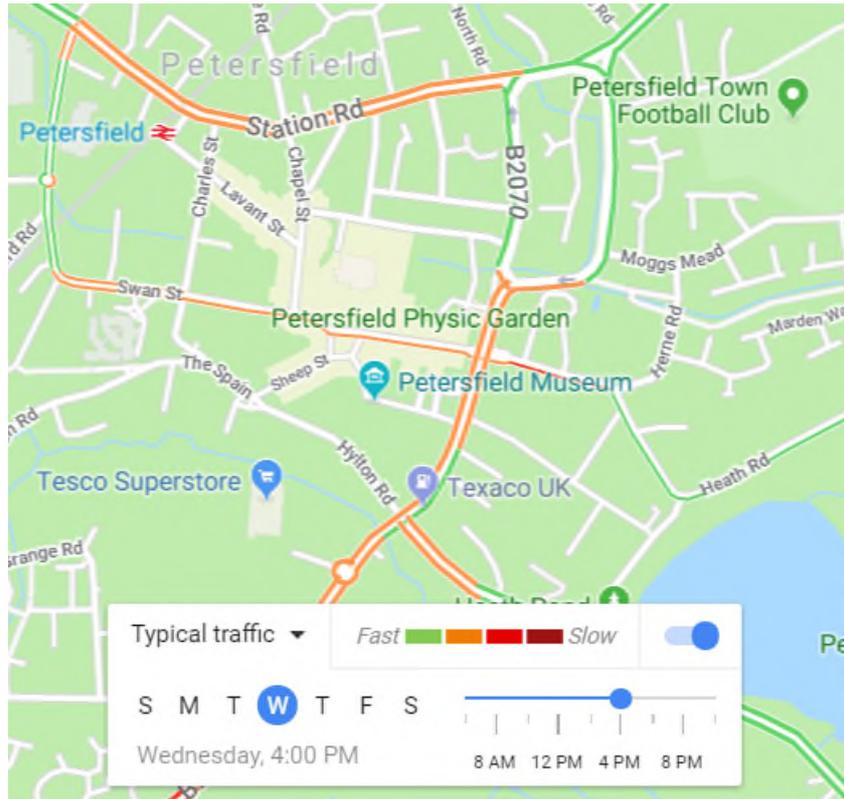


Figure 5 - Traffic flow in Petersfield town centre at 16:00 on a weekday.

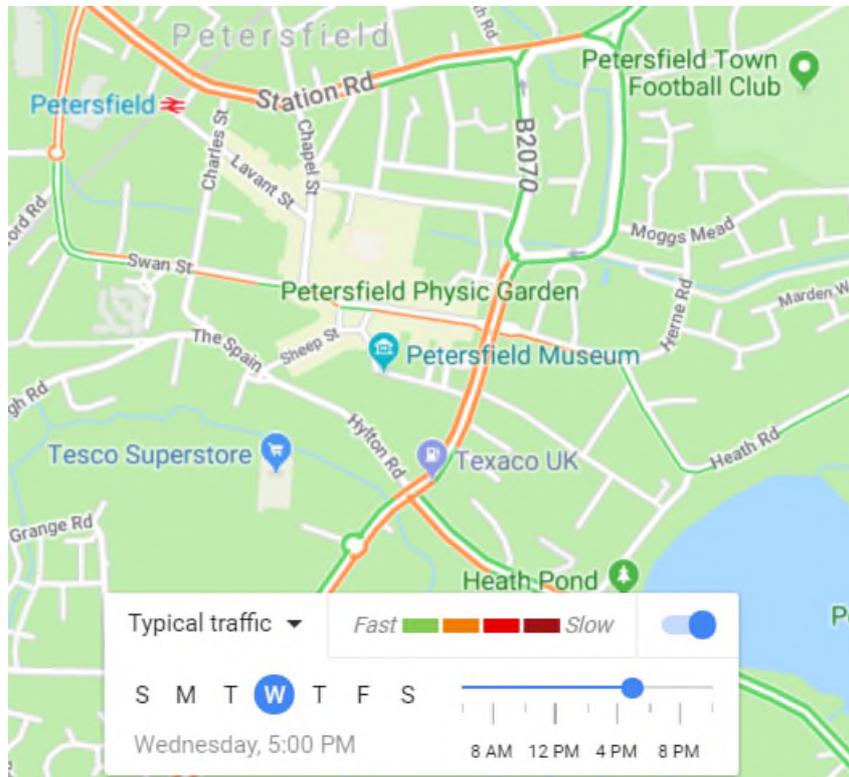


Figure 6 - Traffic flow in Petersfield town centre at 17:00 on a weekday

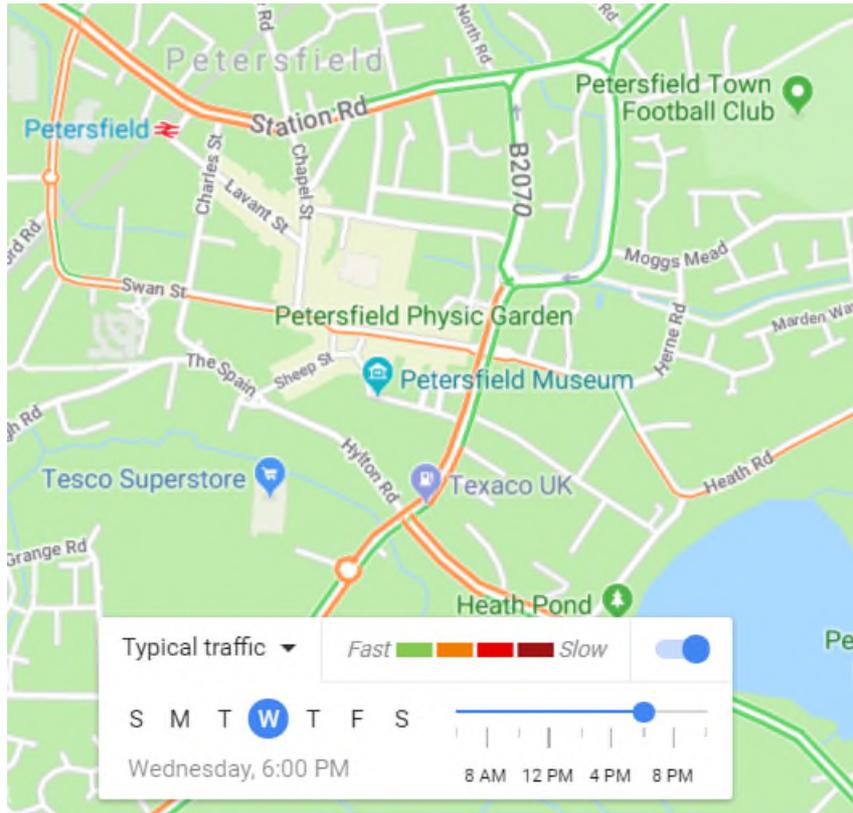


Figure 7 - Traffic flow in Petersfield town centre at 18:00 on a weekday

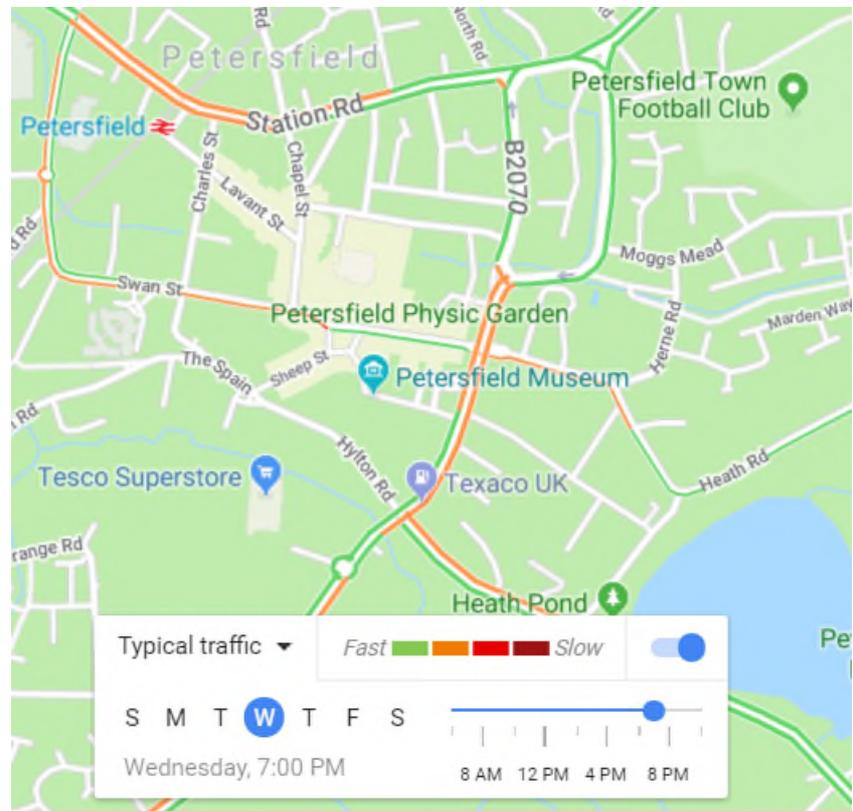


Figure 8 - Traffic flow in Petersfield town centre at 19:00 on a weekday

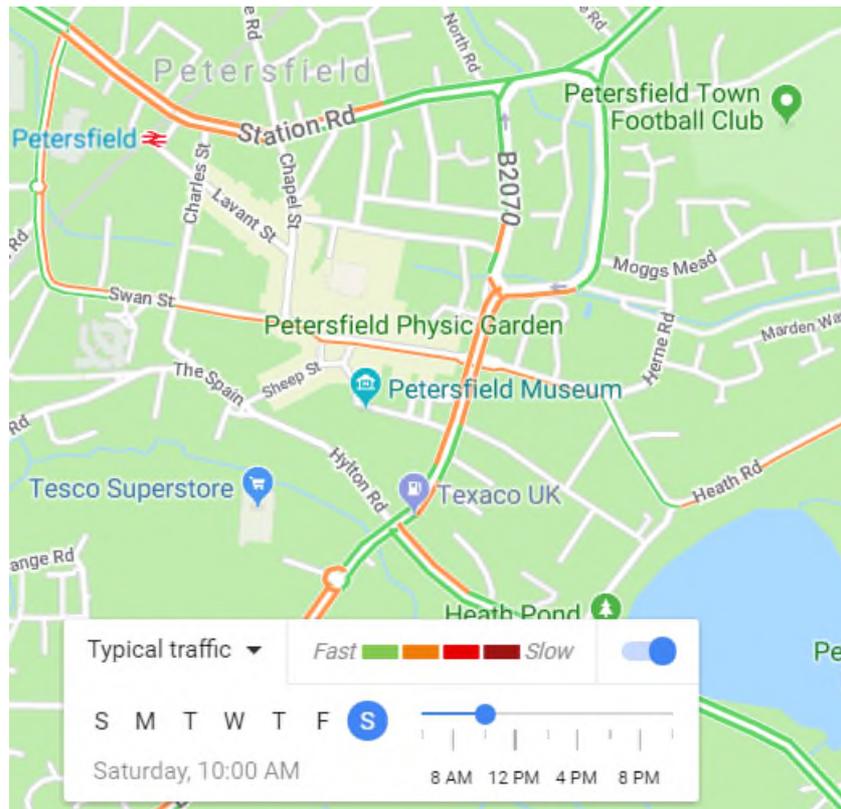


Figure 9 - Traffic flow in Petersfield town centre at 10:00 on a Saturday

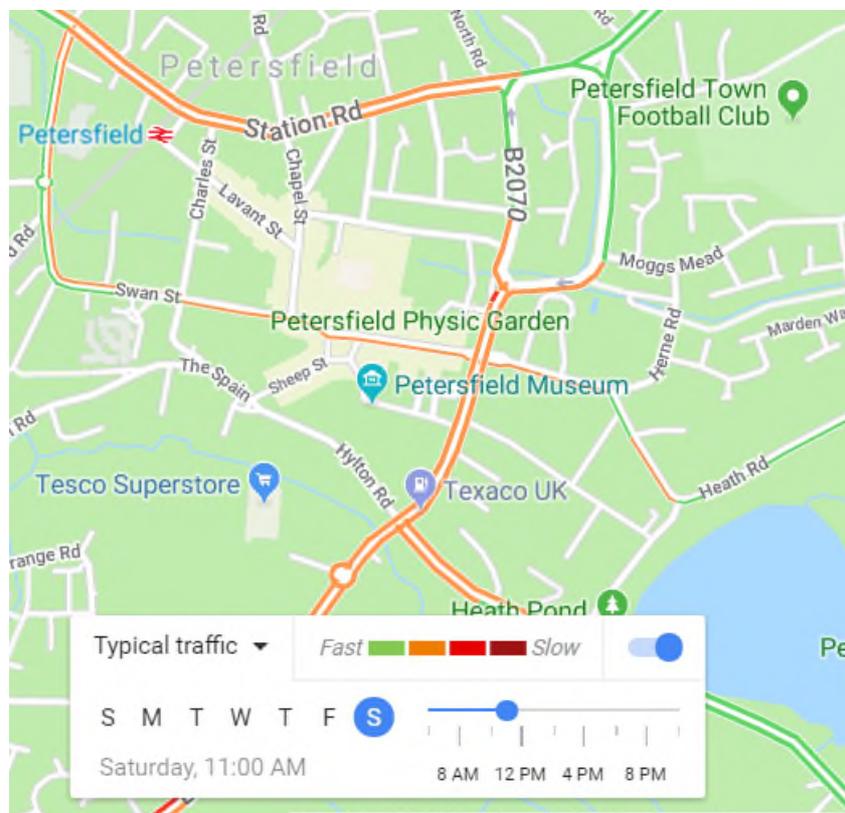


Figure 10 - Traffic flow in Petersfield town centre at 11:00 on a Saturday

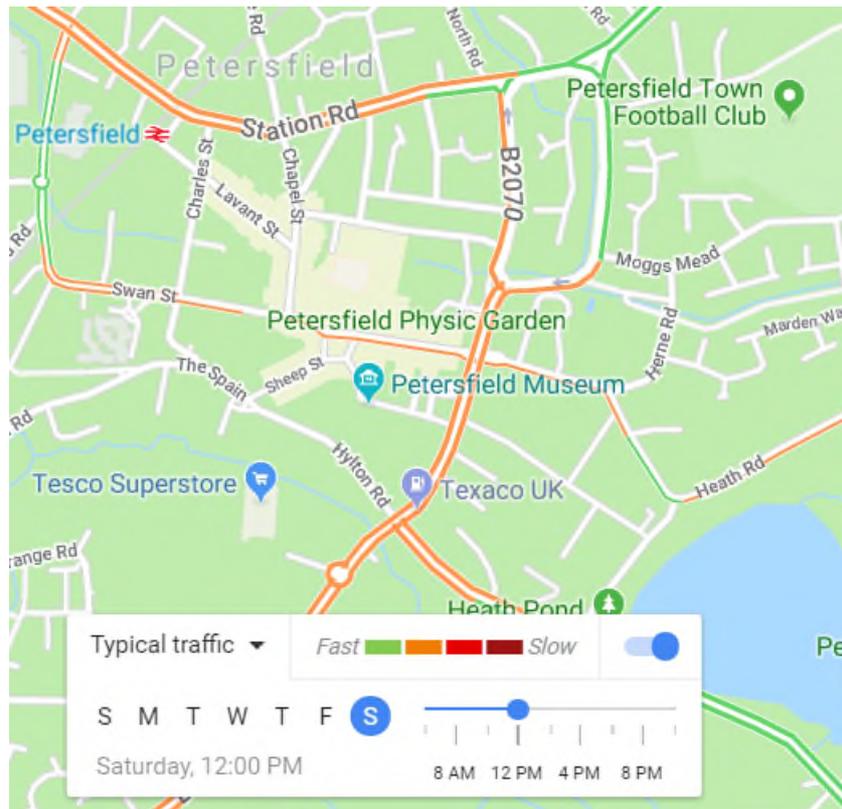


Figure 11 - Traffic flow in Petersfield town centre at 12:00 on a Saturday

Appendix 2

Level crossing down time (provided by South Western Railway – daily average added by consultant)

PETERSFIELD LX BARRIER DOWNTIMES 23/01/2017 - 29/01/2017

MM/SS

MM/SS

23/01/2017	
Average Barrier Down Time	03:07
Longest Barrier Down Time	10:00
Barrier Movements	108
Total Barrier Down Time	05:36:11

27/01/2017	
Average Barrier Down Time	03:08
Longest Barrier Down Time	08:43
Barrier Movements	104
Total Barrier Down Time	05:25:13

24/01/2017	
Average Barrier Down Time	03:02
Longest Barrier Down Time	06:00
Barrier Movements	97
Total Barrier Down Time	04:54:53

28/01/2017	
Average Barrier Down Time	03:02
Longest Barrier Down Time	04:54
Barrier Movements	75
Total Barrier Down Time	03:47:35

25/01/2017	
Average Barrier Down Time	02:59
Longest Barrier Down Time	07:43
Barrier Movements	113
Total Barrier Down Time	05:36:50

29/01/2017	
Average Barrier Down Time	03:24
Longest Barrier Down Time	07:44
Barrier Movements	66
Total Barrier Down Time	03:44:36

26/01/2017	
Average Barrier Down Time	02:58
Longest Barrier Down Time	06:17
Barrier Movements	106
Total Barrier Down Time	05:14:16

WEEKLY BASIS	
Average Barrier Down Time	03:05
Longest Barrier Down Time	10:00
Barrier Movements	669
TOTAL BARRIER DOWN TIME	34:19:34

AVERAGE WEEKDAY BASIS	
Average Barrier Down Time	03:02
Longest Barrier Down Time	07:44
Barrier Movements	106
TOTAL BARRIER DOWN TIME	5:21:29

AVERAGE WEEKDAY - 0700-1900	
Average Barrier Down Time	03:04
Longest Barrier Down Time	10:00
Barrier Movements	69
TOTAL WEEKDAY 7-19 BARRIER DOWN TIME	17:43:13
TOTAL AVERAGE BARRIER DOWN TIME PER DAY 7-19	03:32:39

Appendix 3

Level Crossing High Level Assessment

Comparison of southbound flows Frenchmans Road, weekday AM peak hour (barrier down v barrier up)

DOWN	UP	DIFFERENCE	
3.88	4.57	0.69	Tuesday
4.88	4.46	-0.42	Wednesday
2.95	3.63	0.68	Thursday

Barriers Down						
Tuesday			NB	SB	Combined	
Down	Up	Duration	No of vehicles			Mean of No of vehicles/min.
08:01:59	08:04:58	00:02:59	18	12	30	6.02 4.02 10.04
08:11:00	08:15:31	00:04:31	16	17	33	3.54 3.76 7.30
08:16:31	08:19:23	00:02:52	15	12	27	5.23 4.18 9.41
08:36:08	08:39:12	00:03:04	11	14	25	3.59 4.57 8.16
08:45:57	08:49:01	00:03:04	13	8	21	4.24 2.61 6.85
08:54:52	08:57:32	00:02:40	18	11	29	6.74 4.12 10.86
09:00:11	09:03:00	00:02:50	12	11	23	4.25 3.89 8.14
			103	85	188	4.80 3.88 8.68
Wednesday						
Down	Up	Duration	No of vehicles			Mean of No of vehicles/min.
08:01:59	08:05:19	00:03:20	19	10	29	5.71 3.00 8.71
08:10:57	08:14:38	00:03:41	20	17	37	5.44 4.62 10.06
08:15:26	08:18:55	00:03:30	28	13	41	8.02 3.72 11.74
08:33:52	08:36:34	00:02:42	8	15	23	2.96 5.54 8.50
08:44:55	08:48:33	00:03:38	17	21	38	4.67 5.77 10.45
08:54:47	08:57:30	00:02:43	14	18	32	5.16 6.64 11.80
			106	94	200	5.33 4.88 10.21
Thursday						
Down	Up	Duration	No of vehicles			Mean of No of vehicles/min.
08:01:54	08:04:35	00:02:42	18	7	25	6.68 2.60 9.28
08:11:11	08:14:16	00:03:05	15	14	29	4.87 4.54 9.41
08:15:49	08:18:57	00:03:08	16	12	28	5.11 3.83 8.94
08:33:02	08:36:22	00:03:21	12	9	21	3.58 2.69 6.27
08:46:32	08:48:53	00:02:20	9	2	11	3.85 0.85 4.70
08:55:40	08:59:44	00:04:04	15	12	27	3.69 2.95 6.64
09:07:57	09:11:05	00:03:08	12	10	22	3.84 3.20 7.03
			97	66	163	4.52 2.95 7.47

Barriers Up						
Tuesday			NB	SB	Combined	
Up	Down	Duration	No of vehicles			Mean of No of vehicles/min.
07:57:38	08:01:59	00:04:21	25	13	38	5.76 2.99 8.75
08:04:58	08:11:00	00:06:02	43	17	60	7.13 2.82 9.95
08:15:31	08:16:31	00:01:00	3	4	7	3.00 4.01 7.01
08:19:23	08:36:08	00:16:45	95	67	162	5.67 4.00 9.67
08:39:12	08:45:57	00:06:45	28	33	61	4.15 4.89 9.04
08:49:01	08:54:52	00:05:51	16	38	54	2.74 6.50 9.24
08:57:32	09:00:11	00:02:39	8	18	26	3.02 6.80 9.82
			218	190	408	4.50 4.57 9.07
Wednesday						
Up	Down	Duration	No of vehicles			Mean of No of vehicles/min.
08:05:19	08:10:57	00:05:39	44	31	75	7.80 5.49 13.29
08:14:38	08:15:26	00:00:48	4	5	9	5.02 6.27 11.29
08:18:55	08:33:52	00:14:56	71	56	127	4.75 3.75 8.50
08:36:34	08:44:55	00:08:21	32	27	59	3.84 3.24 7.07
08:48:33	08:54:47	00:06:14	18	28	46	2.89 4.49 7.38
08:57:30	09:07:22	00:09:53	24	35	59	2.43 3.54 5.97
			193	182	375	4.45 4.46 8.92
Thursday						
Up	Down	Duration	No of vehicles			Mean of No of vehicles/min.
07:57:49	08:01:54	00:04:05	17	5	22	4.16 1.22 5.39
08:04:35	08:11:11	00:06:36	40	27	67	6.06 4.09 10.15
08:14:16	08:15:49	00:01:32	12	6	18	7.80 3.90 11.70
08:18:57	08:33:02	00:14:05	69	52	121	4.90 3.69 8.59
08:36:22	08:46:32	00:10:10	39	41	80	3.84 4.03 7.87
08:48:53	08:55:40	00:06:48	32	27	59	4.71 3.97 8.68
08:59:44	09:07:57	00:08:13	39	37	76	4.75 4.50 9.25
			248	195	443	5.17 3.63 8.81

Appendix 4

Correspondence from the Petersfield Society

Dear [REDACTED],

Petersfield Town Centre - Traffic Surveys

I refer to your e-mail of 9th March to the Petersfield Society and to our brief telephone discussion yesterday. I am sorry that I was rushed at the time and had to be very brief, but at least contact was made. You asked whether the Society had any particularly pertinent issues to do with access / movement around the town and I can confirm that our "Highways and Transport Group" has been considering such things for some time and indeed did have an input to the Neighbourhood Plan. I am responding now on behalf of the Petersfield Society.

Whilst the quality of life for pedestrians in the town centre is felt to be good, due to the construction of the by-pass and the subsequent traffic calming and enhancement measures in the High Street and Dragon Street, traffic flows through the town centre are too high and the attitude of many drivers has yet to include being courteous to pedestrians and cyclists. The "me first" approach is still very much present. The Society wants to see this change and the traffic survey is one of the first steps in enabling this to happen.

For this reason we want to see the statistics on public transport including taxis, business deliveries and blue badge vehicles. Please note that taxis are not included in the draft traffic survey information. There are real limitations on how much improvement can be achieved for pedestrians without a serious reduction in traffic using the High Street, The Square, Chapel Street etc and the traffic surveys need to provide the information for this to be considered. The subsequent re-routing of vehicles is an essential part of any work and proposals have to be feasible.

The level crossing on Station Road is becoming more and more of a problem due to delays when the barriers are down, with resultant air quality problems. The east – west routes through the town are all fraught with traffic problems, except for the by-pass Link Road at Sheet and the problems on Station Road lead to major rat running on roads that are even less suitable. Hylton Road, Charles Street and Swan Street in particular are heavily used back streets and give serious problems to pedestrians in crossing them – real improvements are wanted. There are likely to be more trains in the future and this will exacerbate the problem with even more down time for the crossing gates. College Street and Dragon Street are well served by controlled crossings (pelicans and toucans) except for [sic] the area either side of the Sussex Road / Hylton Road / Dragon Street junction where there are serious problems during the morning peak / school journey period.

The Neighbourhood Plan envisages "shared space" streets all the way from the Railway Station to Dragon Street as I'm sure you know. What that actually means of course is an unknown, but recent workshops have homed in on pedestrian friendly streets with easy and safe informal crossings for pedestrians. In The Square there is far more scope for real sharing of public space of course. Definitely a 20 mph zone all the way together with many traffic measures to ensure that drivers do get the message that pedestrians really matter and that courtesy is required. The actual design will come from future design and consultations but we need all the information now for the design to be able to be carried out.

In the **Bronze proposal** in the traffic survey document, Chapel Street is not mentioned as being covered by any survey work, including the Business Survey and pedestrian survey, this seems to be an omission. The other traffic counts will give some information for Chapel Street flows but speed and pedestrian footfall are not covered and for completeness it would seem to be a good idea to include them. Pedestrian counts are notoriously difficult to carry out due to the many street crossing manoeuvres and there is no guide in the contract as to the detail that is required. There is also no mention of taxis, which will become even more important in the future and they should be included in the survey.

In the **Gold Survey Option B** there is no comment as to the amount of detail required for assessing the existing traffic flows on the alternative routes. I assume that the number plate matching survey includes traffic volumes but are they being carried out on the same days as the other traffic counts? There are always accuracy doubts raised when surveys cover different periods of time and the counts are difficult to match up.

I would be very happy to discuss this further and to meet face to face if that helps, but please feel free to contact me here on [REDACTED] or on [REDACTED].

Best wishes,

[REDACTED]

Petersfield Society

18March2018

Appendix 5

Response from Cycling UK local branch

[REDACTED]
[REDACTED]
[REDACTED]
11th March 2018

Hampshire Highways
The Castle Winchester SO23 8UD
Attention. [REDACTED]

Petersfield Neighbourhood Plan: Cycling comments

Introduction

Thank you for the opportunity to submit ideas as to how the aspirations for access/movement set out in the Petersfield Neighbourhood Plan can be achieved. Recommendations made are supplementary to those identified in the Neighbourhood plan, not an alternative. This paper has been produced with inputs and support from 4 experienced cyclists who live in Petersfield and have an extensive knowledge of the area. As cyclists have a reasonably long ranges a wide area view has also been taken as to what might be needed to significantly increase cycling in the area.

Background

Positive aspects include:

1. Although a few sections need improvement a reasonable standard north south cycle route on sealed surfaces now runs north from Horndean via Petersfield to Liss. Most is NCN222 with short section of NCN22. This route has a lot of users. Of the 4,000 people who signed the Butser Cutting cycle route petition around a quarter were from Petersfield or the surrounding area. Many people who commented said they intended to use the route. 49 stated an intension to cycle commute on the route between PO7/PO8 and Petersfield.
2. NCN 222 starts on Eastern Road in Portsmouth and indicates a developing cycle route north from Portsmouth via Waterlooville and Horndean to Petersfield.

Overview of present position.

The following bullets and statistics are included to clarify the present situation. As statistics only to go down to district level i.e. East Hampshire, the actual position in Petersfield may have noticeable variation with stated figures but at least they give an indication.

- Petersfield is a medium sized densely populated town, standing alone in mainly hilly open countryside. For England, the climate is warm and relatively dry, almost ideal for cycling. Reasonably high levels of cycling should be attainable. The west of the town is bounded by the A3 dual carriageway that limits cycling out of town.
- When people cycle to work a daily exercise routine is established providing health benefits without committing extra time. This aspect of cycling gives excellent returns to the community but provision for cycle commuting is not good in or around Petersfield.

Statistics on cycling relevant to East Hampshire

1. **Health issues:** *East Hants Health Profile 2016 (Sept 2016)* Lists levels of excess weight in Adults and numbers Killed & seriously injured on roads as being concerns. Both negative results should influence provision for cycling, walking and traffic management.
2. **Cycle commuting range:** *HCC Cycling strategy (Sept 2015)* notes: Cycled journeys to work in central Hampshire: 31% are less than 5km; 46% are less than 10km; 65% are less than 20km and at least 44% are longer than 10km. This indicates that Petersfield should be accessible for cycle commuting by many cyclists from most of the A3 Corridor between Waterlooville and Liphook/Bordon plus Midhurst at 14km to the east.
3. **Numbers cycling:** *Department for Transport Table CW0302* "Proportion of adults that cycle, by frequency, purpose and local authority in England 2015-2016", indicate that levels of adults in East Hants cycling once a month for any purpose is 19.7%, level of adults cycling for travel 3 days a week is 0.9%. 0.9% is low for England. (Locally Gosport has 11.4%, Portsmouth 6.4%, Chichester 4.8% and Havant 3%). The implication being that while a lot of East Hants residents are capable of cycling there are problems for them to cycle to work and utility venues.
4. **Population within cycle to work range of Petersfield:** Is only high in the A3 Corridor and especially so in PO7 & PO8 that has a total of around 70,000.
5. **Barriers to cycling:** *British Social Attitudes Survey 2016: Public Attitudes towards Transport, Perception of cycling danger,* (Dated Aug 2017) reported nationally, "In 2016, 59% agreed that "It is too dangerous for me to cycle on the roads". Attitudes of a majority of the population are a substantial barrier to increasing cycling. Considering that a substantial proportion of cycle infrastructure in Petersfield does not comply with the long standing and very basic Dept. for Transport Local Transport notes it would not be surprising if many people in Petersfield have similar apprehensions about cycling.
6. **Summary:** It's clear that high levels of cycling in and around Petersfield are possible. To achieve them radical changes will be needed in attitudes to cycling. The standard and amount of cycle infrastructure provided in both Petersfield and surrounding districts will also have to change.

Cycling infrastructure construction standards and community needs

It's noted that many on road cycle lanes, around the town don't comply with the Department for Transport's long standing and modest guidance in Local Transport Note 2/08.

Appropriate construction standards are essential if facilities are to be of value. Local Transport Notes and Sustrans guides are good starting points. In some instances they may not be comprehensive enough to obtain sufficient improvements. In such instances of Transport for London and Highways England guidance might give better results.

Community needs are likely to include:

1. Areas where young children can learn to cycle and get experience cycling. These would be off road in safe and reasonably flat locations. (*Other than one section in QECP this seems to be missing.*)
2. Safe routes to secondary school for 11 year olds who have passed Bikeability level 2. (*Several of the access roads to TPS are inappropriate for this group to cycle.*)
3. Routes, from residential areas to utility destinations, where the majority of adults will feel safe to cycle. Cycling routes to work, must be, fast, clean, direct and be safe.
4. Routes on which 12 to 14 year olds with Bikeability 2 could cycle unaccompanied. (Causeway Farm to QECP, NCN 22 between Sheet and Liss in dry weather and the Tilmore Brook route to Penns Place might be considered by some to be acceptable but are at best borderline.)
5. The above types of routes would enable most leisure cyclists to cycle across town and to surrounding areas.

Limitations to cycling

Petersfield is a medium sized town with no close towns. If cycling levels are to be substantially increase it will have to be easy to cycle between Petersfield and Liss/ Bordon, Horndean/ Waterlooville and Midhurst on direct, safe, comfortable and clean routes that avoid significant hills and have sealed surfaces. Residential areas will need cycle links to employment sites, shops, leisure centres and schools in Petersfield. All present cycle routes within or around the town are intermittent with sections that could be considered either unsafe or uncomfortable to cycle. This must be addressed if people who don't consider cycling on the roads to be safe are to be converted.

What comparisons can be made?

Locally Chichester is larger than Petersfield but has many similarities:

- It's an old town with a densely populated central area that includes many high value and historic buildings;
- It's undergoing large scale expansions;
- It's on a major cross country trunk road that has traffic problems.

Differences include:

- To a great extent motor traffic has been excluded from the central area;
- The shopping area attracts large numbers of visitors;
- The town has a large number of cyclists both within and travelling into the town;
- Well used cycle routes into Havant (Primarily along NCN2), into Bognor Regis, to the estates to the north of the town and across the town centre avoiding roads;
- Several crossings of the A27 specifically for walking & cycling are well used;

Of the National cycling development towns Lancaster has some similarities with Petersfield. It has a population of about 50,000. Similarities include:

- It's an old town with a densely populated central area including many high value and historic buildings;
- It's undergoing continuing expansion;
- It's on a major national motorway route resulting in traffic problems but minor compared with those experienced 50 years ago.

Differences include:

- Motor traffic has been considerably reduced in the central area that attracts visitors;
- Its core industry (Linoleum production) collapsed leaving economic problems;
- It has a large university, just outside the city, but dependent on it;
- A wide area cycle network has been established based partly on canal towpaths, a former railway route and also along the river bank. It attracts a lot of cycling and brings tourism into the area.
- At the completion of the programme cycling levels to several venues including by staff to the university were high. It's a pleasanter and less polluted town than in was in the 1960s.

Specific issues are detailed in the attached Appendix.

It's considered that if these issues are addressed significant increases in cycling in and around Petersfield could be anticipated. Additionally there is likely to be a positive effect on community health and a reduction in pollution.


A cycling UK local Campaigner
11th March 2018

Examples of problems of using Cobbles as road calming in Petersfield

(December 2017)



Hylton Rd DSCNO459a



Causeway between Tesco & Hylton Rd
DSCN0457a

Appendix to Petersfield Neighbourhood plan: Cycling Comments dated 11th March 2018

Table of issues

Issue	Proposed by					Comment/ Questions
	AB	ML	GK	MA	GMO	
<u>Town Centre:</u> Traffic travels too fast and too close to cyclists on roads with excessive on street parking. There is a lack of cycle parking. Residents are discouraged from cycling into town from residential areas or neighbouring communities. Consequently they either go by car or shop elsewhere.				X	X	Petersfield Neighbourhood Plan Map E3 shows the present set of cycle routes with stars identifying cycling problems. Many gaps between routes are clear. Table 15 lists the proposed improvements. There is also a strong case for: <ul style="list-style-type: none"> • A large proportion of the central area to have a 20mph speed limit; • Segregation of cyclists from motor traffic on more strategic routes outside the 20 mph zone; • Improved cycle infrastructure to enable and encourage younger people and less confident cyclists to cycle into town and to work and school.
Cycle routes to The Petersfield Railway Station					X	The lack of cycle ways to the Railway Station can be seen from PNP map E3.
Cycle Parking The need for cycle parking seems to have been overlooked in most locations.				X		Covered cycle parking at station, for regular users and for EHDC staff at Penns Place are good otherwise the town has inadequate cycle parking. If people are to cycle into town in all weathers covered cycle parking that is secure for 2 hours plus (i.e. Sheffield stands or better) located close to their destination is essential. Covered cycle parking close to Waitrose and The Square would add considerable value.
Electrically boosted cycles. What additional support do users need?				X		These bikes are heavier than typical cycles and are often used by older people. They occasionally need battery recharges away from home. A known access to a 13A top up in town might increase use.
<u>East West routes through town</u>						There are several established routes but none are in good condition due to inadequate requirement specification, lack of maintenance or increased motor vehicle traffic.
Love Lane: 1. Significant surface defects limit cycling. 2. Poor connections at west end of Love Lane			X		X	Repair required. Connection towards town centre on spur road near community centre needs improving onto traffic island & into Grenehurst Way. Shared path along Tor Way from Love Lane to Moggs Mead is too narrow & too close to fast traffic to encourage use.

Shared path along Tilmore Brook track is too narrow for a safe & effective shared cycle & pedestrian route			X		X	Track needs widening to reduce risk of collision between pedestrians & cyclists or friction between user groups. A better link into town would be needed if cycle route on former railway to Midhurst went ahead.
<u>North/South routes through town</u>						
Hylton/Dragon/Sussex Rd junction is unsafe for cycling. 1. Sight lines are inadequate for vehicle speeds. 2. Cobbles are damaged & trap cycle tyres destabilising the bike. It's unsafe to cycle especially so close to traffic.	X		X	X		This location would be very congested for a roundabout, and cycling accidents could be anticipated if that alternative was followed. An alternative for cyclists could be a wide dual use pavements north from TESCO along the Causeway. Then a route north along Sussex & Heath Roads & Pulens Lane, with a separate route into the town centre. Cobbles need to be removed as a matter of <u>urgency</u> even though they may not affect motor vehicles.
College St. (next to 'Good Intent pub') Road not wide enough for car to overtake bicycles. Causes inter user group friction that could result in accident.	X				X	This is very uncomfortable for cycling with motor vehicles travelling fast and close to cyclists. An alternative route through town is required for cyclists.
Sheet Bridge on A272 at Adhurst St Mary's.			X			Short steep section climbing north from Rother bridge has poor road surface and aggressive overtaking. Better cycle provision is needed for those cycling north onto the B2070.
Cycle crossing of A272 north of Pulens Lane. A basic pedestrian crossing over the A272 has a small centre island. It's too small for use with a bicycle and is inhibiting cycling. Traffic is fast and often continuous so lights control is needed.				X		This is on the primary "clean" cycle route north from Petersfield to Liss. The route is used all the year round including utility cycling purposes including: <ul style="list-style-type: none"> • From Sheet to Petersfield Centre and the Taro; • For access to Sheet Village Hall and local pubs. This need is identified in the Neighbourhood plan.
Pulens Lane is narrow with frequent and sometimes fast traffic.				X	X	Pulens Lane carries both local traffic & vehicles travelling via South Harting to Chichester. In addition to the measures shown in Table 10 of Petersfield Neighbourhood plan traffic calming is required. The lack of a pavement on the west side of the road makes the situation worse.
<u>Wider area issues</u>						
						Cyclist have a reasonably long range. Many people will cycle commute 10 to 20 Km in each direction (See HCC Cycle Strategy). If car use in town is to be reduced cycling needs to increase. To achieve this cyclists especially those travelling longer distances must be encouraged. Good quality access routes will needed at least as far as Waterlooville, Liphook, Bordon and Midhurst. If cycling is to substantially increase the following aspects also need addressing.

<u>North South Routes out of town.</u>						NCN222 & parts of NCN22 are included in a strategic cycle route that is developing along the A3 Corridor from Portsmouth through Hampshire and Surrey. It's used by a lot of cyclists and is significant to cycling levels not just in Petersfield & Hampshire but also regionally.
Petersfield Causeway: Part of NCN222/NCN22 and B2070. The Causeway is a busy road with a lot of motor vehicles and cyclists. Its northern end is narrow The likely increase in utility cycling from upgrading the Causeway would justify the cost of the work on it suggested in this paper. (See note in covering paper on Analysis of Butser Cutting Cycle Route petition comments.) Specific issues are addressed below.						Overview: NCN222 uses the Butser Cutting cycle route south from Bolinge Hill Lane to enable an easy gradient cycle route over the South Downs to Portsmouth. South bound there is also a good off road shared route between Causeway Farm and Bolinge Hill Lane. North of Causeway Farm cycling is on road and at best un-comfortable and occasionally unsafe with motor vehicles travelling very close to cyclists. For many children going to TPS secondary school The Causeway is their access route to school. North of Causeway Farm it's not safe enough for early teenagers to cycle. Several years ago Bolinge Hill Lane was improved to enable children from Buriton to cycle to TPS but it's not linked in along the Causeway.
Sussex Rd junction with Causeway to TESCO. Cobbles are damaged and are unsafe for cycling.	X			X	X	Cobbles have moved resulting in gaps that trap cycle tyres making bikes unstable. A lot of motor traffic passes too close to cyclists making cycling unsafe. Shared use of pavements on this section might help.
Causeway between TESCO & Causeway Farm. Red paint lanes too narrow for safe cycling (about 1m wide) on a narrow road result in many motor vehicles cutting in onto cyclists making cycling uncomfortable to unsafe.	X	X	X		X	An off road cycle route is required along the whole length of the Causeway if cycling along the A3 Corridor and in Petersfield is not going to decline.
At Bolinge Hill Lane junction & at Causeway Farm road crossings are required when cycling north.				X	X	Crossings could be avoided if the footpath on the west side of the Causeway was converted into shared use. This would make the route safer.
North South cycle route outside Petersfield: The completion of the Butser Cutting Cycle Route enabled cycle commuting between Petersfield & Greater Waterlooville to re-start. The A3 was well used for cycle commuting before work started on the dual carriageway in 1982.				X	X	The following actions to restore the cycle route are outstanding.

Development of Butser Quarry: Traffic issues have been raised with HH.				X	X	A positive response was obtained but it needs to be got right if cycling south from the town is not to be degraded.
QECP entrance: The route is not safe for cycling south from the Butser Cutting Route onto the NCN222 cycle track to Horndean. The track ends on a narrow pavement.				X		Cyclists are forced into a 'U' turn across traffic on the access road. This will get worse when the QECP parking meters are moved to the access. A route south needs to be marked on the road so that both cyclists and motorists are aware that they are crossing the others tracks. A dropped kerb is required. The new sign south directs cyclists onto the dual carriageway instead of onto NCN222.
Chalton Lane: NCN222 cycle crossing. 50 mph limit needs reducing to 40 mph.				X		Unmarked crossing at end of shared track has too sort sight lines for cyclists on to be visible to motorists. Safety risks occur especially after dark.
East west cycle routes out of town. The A3 dual carriageway & no cycle track along A272 west blocks direct cycle access to villages.						The only remaining exits west from Petersfield are through Steep on hills or a detour via Weston. Routes east are limited to the A272 or B2149 both with fast traffic.
B2146 Nurstead Rocks section. Cycling east from Petersfield B2146 is safer than A272 but in this sunken Lane sight lines are short & the road is steep. Fast, close & aggressive, overtaking of cyclists outside 40 mph limit is a concern.	X		X		X	This road is on a route, used by a large number of cyclists, immediately north of the South Downs ridge between West Meon and Houghton Bridge. The 40 mph speed limit should be moved east at least to top of hill. To indicate cyclist's presence cycle markings painted on the road are needed. This is an ongoing safety concern.
Penns Place to Nyewood: Construct cycle route on about 4km of old railway track from Durford Rd to Nyewood. SDNPA have taken planning action to secure route & are understood to support route.				X	X	Cycling access to Midhurst and Rother Valley villages would avoid fast traffic on A272 and B2146. Petersfield would gain: cycle commuting from several villages and an attractive child friendly cycle route directly out of town. This is needed if cycling in the town is to quickly increase. Destination is suggested as Nyewood as it's understood to be feasible and would enable maximise cycled range for minimum cost.
Provide about 1.5km shared pavement on A272 from A3 to Stroud & A3 crossing.	X	X	X		X	A traffic lights controlled crossing of the A3 slip roads should be possible. Highways England has a fund for such developments.

Mike Ashton

A cycling UK local Campaigner

11th March 2018

Appendix 6

2011 Census analysis

QS701EW - Method of travel to work (analysed by consultant)

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population All usual residents aged 16 to 74
 units Persons
 date 2011
 rural urban Total

Geography	country:England		uacounty09:Hampshire		ualad09:East Hampshire		msoa2011:East Hampshire 012		msoa2011:East Hampshire 011		ward011qs:Petersfield Bell Hill		ward011qs:Petersfield Causeway		ward011qs:Petersfield Heath		ward011qs:Petersfield Rother		ward011qs:Petersfield St Marys		ward011qs:Petersfield St Peters	
	number	%	number	%	number	%	number	%	number	%	number	%	number	%	number	%	number	%	number	%	number	number
Method of Travel to Work			E10000014		E07000085		E02004708		E02004707		E05004482		E05004483		E05004484		E05004485		E05004486		E05004487	
All categories: Method of travel to work	38,881,374		954,975		83,522		6,005		8,089		1,794		1,864		1,575		1,650		1,855		1,715	
All categories (minus "not in employment" and "work from home")	23,813,153		623,356		53,441		4,000		4,800		1,222		1,174		1,050		1,009		1,162		1,160	
Underground, metro, light rail, tram	1,027,625	4%	868	0.1%	99	0.2%	2	0.1%	16	0.3%	1	0.1%	0	0.0%	2	0.2%	2	0.2%	5	0.4%	0	0.0%
Train	1,343,684	6%	28,866	4.6%	3124	5.8%	337	8.4%	493	10.3%	114	9.3%	78	6.6%	69	6.6%	101	10.0%	121	10.4%	145	12.5%
Bus, minibus or coach	1,886,539	8%	19,546	3.1%	789	1.5%	54	1.4%	52	1.1%	19	1.6%	10	0.9%	15	1.4%	8	0.8%	9	0.8%	16	1.4%
Taxi	131,465	1%	1,968	0.3%	96	0.2%	11	0.3%	4	0.1%	3	0.2%	2	0.2%	3	0.3%	1	0.1%	0	0.0%	3	0.3%
Motorcycle, scooter or moped	206,550	1%	6,459	1.0%	402	0.8%	26	0.7%	26	0.5%	10	0.8%	7	0.6%	7	0.7%	7	0.7%	5	0.4%	6	0.5%
Driving a car or van	14,345,882	60%	446,587	71.6%	39562	74.0%	2470	61.8%	3273	68.2%	766	62.7%	748	63.7%	749	71.3%	649	64.3%	813	70.0%	600	51.7%
Passenger in a car or van	1,264,553	5%	31,767	5.1%	2472	4.6%	204	5.1%	178	3.7%	45	3.7%	60	5.1%	69	6.6%	32	3.2%	50	4.3%	48	4.1%
Bicycle	742,675	3%	21,177	3.4%	999	1.9%	120	3.0%	104	2.2%	39	3.2%	44	3.7%	23	2.2%	34	3.4%	27	2.3%	31	2.7%
On foot	2,701,453	11%	61,080	9.8%	5469	10.2%	753	18.8%	617	12.9%	220	18.0%	221	18.8%	106	10.1%	171	16.9%	123	10.6%	301	25.9%
Other method of travel to work	162,727	1%	5,038	0.8%	429	0.8%	23	0.6%	37	0.8%	5	0.4%	4	0.3%	7	0.7%	4	0.4%	9	0.8%	10	0.9%
Not in employment	13,718,653	58%	289,509		25,065		1,785		2,604		489		624		463		529		568		484	
Work mainly at or from home	1,349,568	6%	42,110		5,016		220		685		83		66		62		112		125		71	

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

Modal split of journeys to work - MSOAs covering Petersfield (East Hampshire 011 and 012 combined)

