East Hampshire DISTRICT COUNCIL

TECHNICAL REPORT | AUGUST 2020

Local Cycling and Walking Infrastructure Plan (LCWIP) V1.2

LCWIP Technical Report V1.2

East Hampshire District Council

August 2020

Witteveen + Bos

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TABLE OF CONTENTS

FOREWORD

I am delighted to introduce East Hampshire District Council's Cycling and Walking Infrastructure Plan.

EHDC wishes to work with our residents so that they are able to incorporate more walking and cycling into their daily lives. Over a third of journeys are under 2 miles, and people will change their mode of transport if the infrastructure allows them to do this and their perception of safety improves as a result.

If we invest in the infrastructure of our pedestrian and cycle routes we can encourage – and make it easier – for more people to leave their cars at home more often. This will enable them to change their lifestyles to a healthier, more enjoyable and more environmentally sustainable alternative. The collective benefits of travelling on foot or by cycle will outweigh any initial investment in the infrastructure. Adopting a more active lifestyle will bring not only individual improved health benefits, but collectively will have a positive impact on the levels of pollution and reduce fossil fuel usage.

We are looking to both encourage walking and cycling within our towns and villages, improve connectivity between these communities and improve access out into the wider countryside of our district. Historically, increasing walking and cycling for leisure has led to an increase in utility cycling and walking. We hope that by focusing on improving walking and cycling infrastructure we can encourage more residents to incorporate these activities into their lives without necessarily becoming ramblers or leisure cyclists.

The largest challenge in our towns will be changing the relationship between the historic prioritisation of the car and a new priority for better quality walking and cycling infrastructure. Lowering traffic speeds in these more urban areas will increase perceptions of safety and should enable better connectivity for current walking and cycling routes.

East Hampshire is a wonderful place to explore on foot and by bike. It encompasses the rolling countryside of the South Downs National Park and is criss-crossed by a network of small lanes, footpaths, bridleways and other rights of way. The 199 square miles that make up this District are dotted with vibrant towns and attractive villages with pubs, shops and visitor attractions to enjoy. We want to encourage both residents and visitors to be able to get out and enjoy this magnificent countryside.

This Cycling and Walking Infrastructure Plan is about residents discovering that our environment is safe and inviting for everyday active travel. Getting this plan right will make active travel an easier choice in East Hampshire.

Councillor Rob Mocatta
Community Development, Placemaking
and Infrastructure Portfolio

1

INTRODUCTION

1.1 What is an LCWIP?

The Department for Transport (DfT) published the first Cycling and Walking Investment Strategy (CWIS) in 2017. This Strategy lays out the ambition **' to make walking and cycling the natural choices for shorter journeys or as part of longer journeys'** . The strategy recognises that good walking and cycling infrastructure is key to delivering this.

A **Local Cycling and Walking Infrastructure Plan – termed an ' LCWIP'** - is an on-going process to define and prioritise walking and cycling infrastructure needs. The process should be guided by iterative engagement with community and delivery partners to identify potential walking and cycling networks, and also opportunities to deliver these. Beyond identifying infrastructure needs, a second key aim of the LCWIP is to prioritise projects.

This LCWIP Technical Report V1.2 has set out to assess the existing levels of walking and cycling infrastructure across East Hampshire through site assessments, data analysis and propensity to cycle modelling. Initial pre-engagement was carried out with 18 partners across the District to identify potential walking and cycling infrastructure as outlined in Chapter 5. A draft LCWIP public summary and Technical Report were used as a basis to undertake wider community engagement through an online survey which has shown strong desire for walking and cycling infrastructure. See **Appendix A** for the full Insight Report of the survey. Additional comments were received, and these will be rolled into the next LCWIP phase of project work which is Stage 5 Prioritisation, see **Appendix B** for a record of these additional comments.

There are 6 stages to LCWIP development. This version 1.1 of the LCWIP includes stages 1,2,3,4, and 6. At issue of V1.2 the next phase of work is to complete stage 5.

Department for Transport LCWIP Stages:
Determining Scope – Stage 1
Gathering Information – Stage 2
Network Planning for Cycling – Stage 3
Network Planning for Walking – Stage 4
Prioritising Improvements – Stage 5 - to be carried out separately
Integration and Application – Stage 6

1.2 Why is an LCWIP important?

The LCWIP process is different from a strategy as it is linked more closely to identifying and delivering infrastructure. This East Hampshire LCWIP-looks at walking and cycling networks as a whole across the District. This bigger picture is important to ensure that delivery of individual schemes contribute to an overall cohesive walking and cycling network which links up across the East Hampshire District .

The LCWIP is conceived as a **'live'**-document which can be progressed at regular intervals, in concert with delivery partners outlined here including Hampshire County Council, SDNPA, and local town councils and parishes. The preparation of more localised LCWIPs can in turn inform the East Hampshire District Council LCWIP-process, and importantly help make the case for and prioritise investment commitments.

Having a District wide network overview is important because currently in the UK there is limited direct funding for walking and cycling infrastructure projects. The LCWIP will help coordinate other opportunities to deliver walking and cycling infrastructure for example through new development, or other roadworks or maintenance programmes. With a specific focus on walking and cycling, the LCWIP builds upon but will also inform other regional policy at East Hampshire District Council, Hampshire County Council, South Downs National Park Authority and relevant parish and town councils.

The infrastructure interventions outlined in Chapter 5 are an initial broad-brush assessment which will need to be prioritised. There is also an opportunity for towns and communities to develop their own LCWIPs, which can inform the District level LCWIP and assist in seeking, prioritising and coordinating investment.

1.3 This LCWIP Technical Report V1.2

Witteveen+Bos UK Limited and Transport Initiatives LLP were appointed to develop this LCWIP as the Council's response to the Government's CWIS and LCWIP guidelines released in June 2017. This LCWIP technical report builds on many of the commitments contained in East Hampshire District Council's 2004 Cycle Plan, Whitehill & Bordon Walking & Cycling Strategy 2013, Hampshire County Council Cycling Strategy 2016 and update 2019, Hampshire County Council Walking Strategy 2016 and South Downs Cycling and Walking Strategy 2017-2024. It incorporates stakeholder comments, continues the Council's commitment to expanding the district's cycling network and incorporates improvements for pedestrians to add value for limited funding.

The structure of this report is as follows:

Described in Chapter 2: Engagement (Determining Scope - Stage 1)
Chapter 2 contains an overview of the engagement conducted and provides insight in the findings.

Described in Chapter 3: Scope and Context (Determining Scope - Stage 1)
Chapter 3 establishes, with reference to the Government's LCWIP technical guidance the following scope and context:

- Establish the geographical extent of this plan (the District boundary and within that the area covered by the South Downs National Park).
- Reflect in the narrative the District's preferred delivery model (a partnership between Hampshire County Council as highway authority, South Downs National Park Authority where areas coincide and East Hampshire District Council with Parish and Town Councils); propose governance and timescales.
- Review contextual policies and identify existing formal route networks and potential desire lines, including the locations of key trip attractors / generators.

Described in Chapter 4: Networks appraisal (Gathering Information - Stage 2)

- A combination of the following methods has been used to appraise existing networks and identify gaps:
- 'Bikeability' cycling confidence criteria have been used to identify the extent of the unmodified network that is suitable for novice cyclists (between beginner and advanced) and quiet walking routes.
- Site visits have identified and critically appraised existing cycling infrastructure and locations where interventions are required.
- Further desktop research including analysis of stakeholder comments has consolidated the baseline work in Chapter 4.

Described in Chapter 5: Infrastructure Approaches (Network Planning - Stage 3 & 4)

Design principles

Given restricted financial resources, interventions will mainly be localised - crossings, junction modifications and other small measures, many of which can be delivered as part of road maintenance programmes. However in some cases a more ambitious approach is suggested which it is important to get right. Reference is made to the London Cycle Design Guide (in the absence of local guidance and national guidance for local authorities) and IAN195-16 (an excellent resource developed for the Trunk Road Network, and having considerable relevance to other routes in East Hampshire).

Main Towns

Interventions are set out visually (via mapping) and in tables giving indicative costings. They are shown as follows:

- Mapping of potential signed routes related to interventions listed in the subsequent maps.
- Stakeholder inputs.
- Mapping and listing of issues and quick wins to be delivered at the earliest opportunity.
- Mapping and listing of longer term projects to be delivered until 2025 and beyond.

Larger Villages and rural areas

For larger villages and rural areas, all interventions are shown on one map for each village and the rural areas as a whole regardless of priority. Stakeholder requests across the rural area are presented in a single table and reflected in the rural areas map.

Cycle parking and active travel hubs

Potential theft is a deterrent to cycling. Sufficient cycle parking should be provided at rail stations, key bus stops, town and village centres and at community facilities, employment sites, schools and other trip attractors. In proposed residential development, the Council will seek provision of either in-curtilage or shared use cycle storage in accordance with local parking standards. Chapter 5 outlines the different types of storage available.

Active travel hubs are a complementary measure which support active travel to town centres and stations. They may include cafés, changing rooms, e-bike hire, folding bike hire and cycle storage.

Complementary measures: behaviour change

Experience from the previous Government Cycling Towns initiative showed that investing in either infrastructure or complementary measures alone do not deliver increases in walking and cycling. Both should be achieved simultaneously to make a difference. Chapter 5 provides a list of potential interventions.

Described in Chapter 6: Integration and monitoring (Integration and Application - Stage 6)

Integrating active travel within the wider policy context, i.e. the Local Plan and Local Transport Plans, and district transport strategies, will increase its chance of success. It should be referenced as a consideration in planning applications and negotiations for funding. This LCWIP can also be used to justify funding bids.

The success of the plan will be measured through careful monitoring, both quantitative and qualitative, and including measures of public satisfaction and mode shift. The Department for Transport will finalise its monitoring requirements in due course.

1.4 Why is more everyday walking and cycling important?

Overview

Population growth, congestion, poor air quality and poor health (including a pandemic of obesity and diabetes) is costing the NHS around £ 1 billion annually. With this;

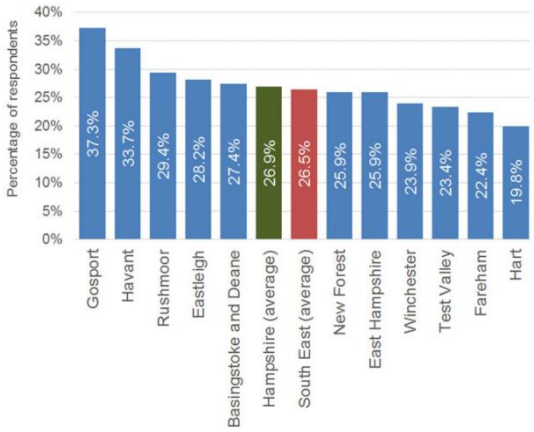
- The provision of social care to support people living with long-term illness is placing a further burden on the NHS; and
- ' Healthy Streets' is now taking centre stage in transport planning - this has occurred from the considerable progress made in the quality of design for walking and cycling in London and other authorities.

Figure 1.1 Transport for London has developed a series of criteria for achieving 'healthy streets'. Credit: Lucy Saunders, Transport for London.

Currently, many people will not walk or cycle because of fear over road safety. Cycling in particular requires people to share roads with other traffic, which often includes HGVs, fast-moving cars and buses. Such environments are very hostile and unsuitable for novice or nervous cyclists, children and older people. Yet these are the groups that stand to gain the most from investment in decent and inviting conditions for active travel, especially since rural public transport subsidies have reduced.

Investing in active travel means we can realise the immense, monetised health, transport, environmental and economic benefits to be gained, whilst maximising the capacity of existing roads and streets to carry people, reducing congestion and increasing the number of people visiting local town centres, jobs and services.

Health benefits of active travel



Across Hampshire as a whole, half of all commuter journeys of less than 1.25 miles are undertaken by car, a distance that can be covered within 30 minutes on foot, or eight minutes on a bicycle. Meanwhile it is estimated that half of Hampshire's residents and nearly two thirds of adults are either overweight or obese, along with a quarter of 10-11 year olds and around a fifth of 4-5 year olds[1].

Figure 1.2 Percentage of those over 16 doing less than 30 minutes' moderate physical activity each week. Credit: Hampshire County Council Walking Strategy 2016; source: Sport England 'Active People Survey' 2013/14

Most adults and children do not take sufficient exercise to benefit their health; indeed among those aged over 16 in East Hampshire, almost a third take less than 30 minutes' moderate physical activity each week[2] - a period of time that is just one fifth of the weekly requirement for good health. The cost of this is significant. In 2008/9 the National Health Service spent approximately £ 1bn addressing diseases of sedentary lifestyles nationally, on average approximately £ 2.6m per principal (unitary, upper and second-tier) authority in England, Wales, Northern Ireland and Scotland[3].

The National Health Service recommends that adults aged 19-64 should try to take 150 minutes of moderate aerobic activity such as cycling or brisk walking every week. Adults should also undertake strength exercises on two or more days each week that work all the major muscles (legs, hips, back, abdomen, shoulders and arms)[4]. Meanwhile, among children and young people, a Danish review of three cohort studies found that cycling to school is associated with a better fitness level and better cardiovascular risk compared with passive commuters and pedestrians[5].

The gains from integrating activity into daily routines are well-evidenced, with cycling leading to weight loss and reduced risk of cardio-vascular disease, type-2 diabetes and cancer. A key aim of this Cycling and Walking Investment Plan is to ensure that children and adults can walk and cycle as part of daily life so that they are able to live longer in good health.

Transport benefits of active travel

Most journeys by car are between 2-5 miles in length[6], completed within built up areas which generally also have a range of infrastructure (stations, town centres, schools, employment areas, residential areas) within this range. Journeys of up to 1 mile are easily walkable but cycling offers vehicular door to door journeys covering at least four times the distance in the same length of time.

Figure 1.3 There is plenty of unmet demand for cycle-parking at Alton Station.

1 2011 Census via 2016 Hampshire County Council Walking Strategy
2 Sport England 2013/14 'Active People Survey' via 2016 Hampshire County Council Walking Strategy
3 A simple division of the total cost to the NHS by the 407 unitary, upper and second tier authorities in Scotland, England and Northern Ireland
4 National Health Service: https://www.nhs.uk/Livewell/fitness/Pages/physical-activity-guidelines-for-adults.aspx
5 Oja, P., Titze, S., Bauman, A., de Geus, B., Krenn, P., Reger-Nash, B. and Kohlberger, T. (2011), Health benefits of cycling: a systematic review. Scandinavian Journal of Medicine & Science in Sports, 21: 496–509. doi: 10.1111/j.1600-0838.2011.01299.x
6 Department for Transport (2005) National Travel Survey cited in http://www.sustrans.org.uk/sites/default/files/documents/guidelines_16.pdf

Four to six cycles can travel in the movement space required by one car at 20mph; and ten cycles can be stored in one car parking space[1]. For short journeys to work and school, this efficient use of space brings journey time reliability and helps to reduce congestion. If sufficient cycle parking is provided, people who cycle need never worry about the availability of parking or spend significant proportions of their journey times searching for spaces. Meanwhile, residents with no cycle storage space at home may take advantage of on-street secure 'bike hangar' lockers[2], each of which can store eight cycles for an annual maintenance fee.

Walking and, to a far greater extent, cycling, are the modes that 'stick public transport journeys together', helping to achieve a 'door to door' journey experience that is otherwise only achieved by car or motorcycle. It is also possible to 'chain' cycled journeys: people can cycle to school with their children, continue their journeys to work and then do the shopping on the way home just as they can by car.

Figure 1.3 On-street 'bike hangars' provide a residential cycle storage solution. Experience shows that people are prepared to pay a maintenance fee to enjoy convenient, shared, secure cycle parking. Credit: Cyclehoop / London Borough of Lambeth.

Cycling (including electric-assisted cycling) increases the utility of non-motorised journeys. Whereas carrying things can be difficult for pedestrians, with trailers and cargo bikes, large loads including people can be transported easily. It means that where public transport is available for longer trips people need not own or buy extra cars; instead they can hire vehicles for the occasions when they need them, releasing funds for other activities.

Creating active travel communities means increasing the density of development near to the centres of existing urban areas in preference to building on greenfield land at the edges. Dense urban development exists in historic urban villages and in larger urban areas alike. Indeed some of the densest urban development in the country can be found in our most beautiful villages. Where new development is brought forward its layout should make active travel for short journeys more attractive and easier than driving, whilst facilitating longer motorised travel.

Economic benefits of active travel

Active travel can bring economic benefits, including:

- Town centres: the number of people arriving on foot and cycle is often underestimated by traders, who also overestimate access by car. In a survey of businesses and shoppers on Lea Bridge Road in Waltham Forest (London)[3], businesses thought that 63 % of visitors travelled to the high street by car but in fact only 20 % drove. They believed that 49 % walked when 64 % actually walked; and they were correct that 12 % of journeys to town centres were cycled. A study by Sustrans in Bristol (undated) found that traders believed 41 % of customers drove when only 22 % did so and more than half of customers walked to the shops.
- Spending: Making streets better for walking and cycling can lead to increased trade of up to 30 % . Active travellers spend less than drivers on each visit; however over the period of a month, people on foot and cycle actually spend more than drivers because they shop more frequently[4] [5].

[1] http://thecityfix.com/blog/1-car-10-bicycles/
[2] http://www.cyclehoop.com/product/shelters-canopies/bikehangar/ (other suppliers may exist)
[3] http://www.enjoywalthamforest.co.uk/wp-content/uploads/2015/03/WFC134872_Mini-Holland-A4-Infographics_Lea-Bridge-Road_FINAL.pdf
[4] Living Streets (undated) The Pedestrian Pound, the business case for better streets and places.
[5] Tyler S et al (2012) The relevance of parking in the success of urban centres, a review.

Climate Action

East Hampshire declared a Climate Emergency in July 2019. Transport is the largest contributor to the UK's carbon footprint. Passenger cars alone make up 15 % of total UK greenhouse gases. As transport contributes 54 % of carbon emission in East Hampshire[1], reducing vehicle miles through provision of good walking and cycling infrastructure should be a priority to deliver climate targets. More everyday walking and cycling, and less vehicle miles, would deliver many other co-benefits, including reducing the amount of microplastics entering local waterbodies.

Making the financial case for investment

Many people believe that people on cycles should pay for access to the road network. However, vehicle taxation is based on emissions (cycles emit no emissions and are therefore exempted) and is not hypothecated to the road network.

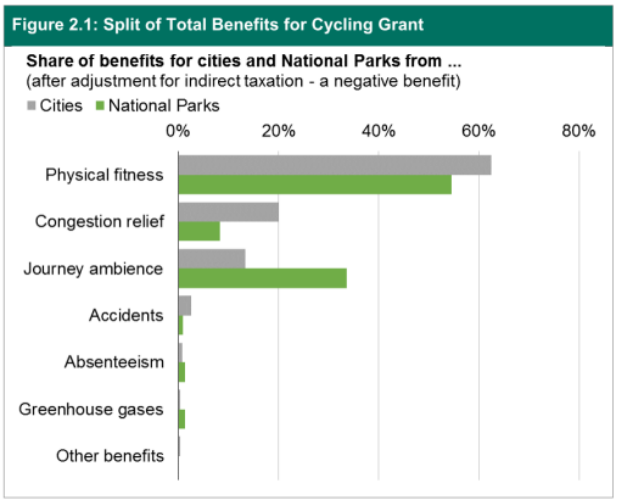


Figure 1.4 Split of total anticipated benefits from Cycling and Walking Investment Strategy cycling grants, Source: DfT

The Department for Transport estimates[2] that for each pound of public money spent on cycling infrastructure and complementary measures, £ 5.50 of social benefit is attained across the categories of physical fitness (by far the greatest benefit), congestion relief and journey ambience.

[1] CO2 emissions - Department for Business, Energy & Industrial Strategy (2019) 2005 to 2017 UK local and regional CO2 emissions: statistical summary. Available at: https://www.gov.uk/government/statistics/uk-local-authority-and-regional-carbon-dioxide-emissions-national-statistics-2005-to-2017.

[2] Department for Transport (2014): https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/348943/vfm-assessment-of-cycling-grants.pdf last accessed August 2017.

2

ENGAGEMENT (STAGE 1)

Engagement is an integrated part of the LCWIP process, and will continue to be carried out going forward in an iterative process. The LCWIP is a ' live' document, and it's purpose is to facilitate and improve project identification, prioritisation and delivery opportunity across multiple partners.

Initial pre-engagement was conducted in 2017 and was directed at technical stakeholders including local parish and town councils to gather information and local knowledge about walking and cycling demand in the District. In concert with subsequent network appraisal work (Stage 2), this initial feedback has informed the first draft version of the LCWIP and technical report prepared in February 2020.

From 10th February until 22nd March 2020 community engagement was conducted using an online survey questionnaire with the first draft version of the LCWIP and technical report as a basis for discussion. The **survey received 1,422 responses and provides evidence of strong demand for walking and cycling infrastructure.** Responses for walking show desire for local walking to shops and accessing town centres, and the importance of safe, segregated routes. Responses for cycling mirror this. The survey also identified a desire for **inter-connectivity across the district**, connecting to and from villages and towns, and to destinations beyond the district boundaries.

See **Appendix A** for the full Insight Report from the East Hampshire Active Travel Survey.

Additional comments were received, and these will be rolled into the next LCWIP phase of project work which is Stage 5 Prioritisation. See **Appendix B** for a record of these additional comments.

Key findings

- Most view walking and cycling as recreational activities, not as a mode of transport to work or education
- The consensus on priorities moving forward concern connectivity – the need for a well-connected network of routes away from traffic for people to use and be able to travel to local destinations.
- Responses suggest that this network may encourage more to travel to work / education.
- Even when results are split by settlement size (i.e. comparing large towns with rural areas) and locations (e.g. Petersfield, Alton, Whitehill & Bordon), these still broadly reflect the overall results, indicating a consensus between areas on current practices and future priorities.
- This is also the case when the younger age ranges (16-24 years-old) are investigated, as these largely follow the wider results with only minor variances.
- Overall, the survey provides community evidence that good quality infrastructure is a key determinant of walking and cycling for transport

Demographics

The survey received 1,422 responses. Of the respondents, 60 % were female whilst 39 % are male. Those aged 35-64 made up 73 % of respondents, which broadly reflects the demographic of the East Hampshire district. Only 23 (2 %) respondents are from the 16-24 age group. Although the sample size of young respondents was small, responses from the younger age ranges broadly follow those given by all respondents.

Most (85 %) of respondents stated they are residents of East Hampshire, followed by those visiting (9 %), workers (4 %), business owners (1 %) and other (1 %). Four students/pupils responded to the survey. Most respondents are residents of the towns of Petersfield (26 %), Alton (18 %), Horndean (7 %) and Four Marks

(7 %), and 25 % of respondents indicated 'Other'. Grouping responses by settlement size does not show any marked difference in response profile. There was evidence of a response bias with participants showing higher levels of walking and cycling than typical of the district. However overall, the survey can be considered representative of East Hampshire.

Climate Change

The majority (85 %) of respondents were concerned or very concerned about climate change and its impacts globally and locally.

Walking

These results indicate that the majority of respondents currently view walking as a recreational activity, and not as a mode of transport for work or towards onward travel - with recreational walks being the most common reason respondents walked (38 %). This is contrasted with journeys to/from work/school/college, getting into the town centre and travelling to/from a train station or bus stop, where the main response was 'never'.

People would like to walk more for daily recreational walks (69 %) and localised shopping trips (52 %), and least for options related to travelling to work or education (19 %) and incorporating walking into a longer journey (26 %). Respondents indicated that increased quality of paths and pavements (61 %) and availability (59 %) and safety (48 %) of road crossings would encourage them to walk more often. When asked to prioritise areas for improvement, walking routes, safety, and connectivity of walking routes to/from destinations such as schools, colleges and train stations were chosen over traffic-related measures such as 20mph speed limits and traffic calming measures such as speed humps. Responses to open questions indicated greater concern with road safety than the closed questions suggest.

Cycling

'Never' is the most common frequency that respondents gave for 6 out of 7 reasons for making a journey by bicycle. Only 'recreational / off road trails' is the 'sometimes' response more commonly selected. This indicates that amongst respondents, cycling is currently viewed as a hobby activity rather than a means of transport. Similarly to walking, respondents would like to do more leisure-related cycling, including long-distance recreational rides (68 %), and also local trips to the shops (55 %), to/from town (52 %), and longer distances to towns or regional destinations (42 %). Least popular is cycling to school/college (26 %). People also mentioned (via the 'Other' option) that they would like to cycle to work.

The two factors that would encourage the greatest increase in cycling are safer cycleways, separated from traffic and a well-connected cycle network – which received 89 % and 80 % responses respectively.

In terms of ways to improve cycling routes, respondents prioritised safer, more connected and improved cycling routes to/from destinations such as schools, colleges and train stations over traffic-related measures such as 20mph speed limits and traffic calming measures such as speed humps.

Open Responses

There were 780 responses to the open question regarding specific needs in the respondent's area. 227 (29 %) used this opportunity to relate specifically to cycle routes - by far the most popular response topic. Crossings (96, 12.3 %), footpaths and pavements (88, 11.3 %), speeds of traffic (65, 8 %) and cycle/footpath maintenance (55, 7 %) comprise the top 5 categories of response to this question.

In the final question, 'Is there anything else you would like to tell us?', top ranking concerns are for cycleways, highlighting need for segregation from motorised traffic and continuous networks. Themes such as safe routes, improvements to footpaths and public transport also mirror topics raised in previous questions.

Recreational walking and cycling

The survey also showed that participants value recreational walking and cycling highly, and want more recreational infrastructure. Although the LCWIPs are focussed on utility walking and cycling, due to the significance of the South Downs National Park there is a particular potential in East Hampshire to connect key infrastructure with recreational routes to strengthen access for visitors and residents alike.

3

SCOPE AND POLICY CONTEXT (STAGE 1)

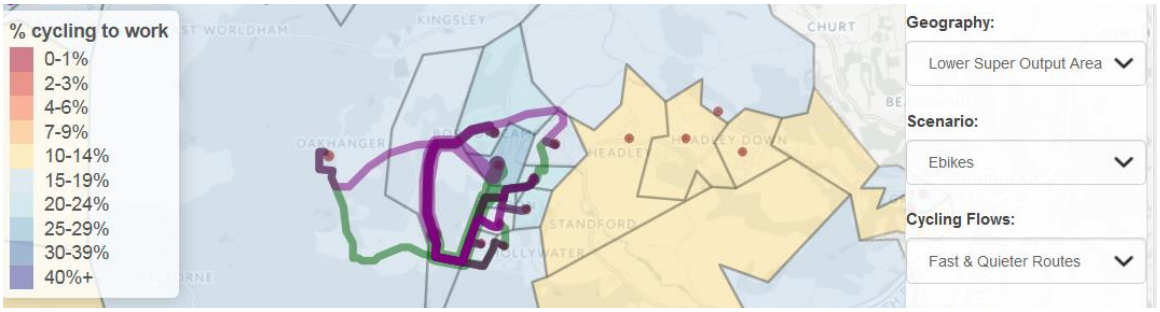


Figure 3.1 Extract from Open-Source Propensity to Cycle tool, East Hampshire (Bordon) showing demand for cycle journeys if electric cycles became widespread. Credit: Department for Transport / University of Leeds et al.

3.1 Government objectives in the Cycling and Walking Investment Strategy

In April 2017 the Government published its first Cycling and Walking Investment Strategy (CWIS). The strategy makes the case for active travel in health, environmental and economic terms and sets out a clear ambition to make walking and cycling natural choices for shorter journeys (or an integral part of longer journeys made using public transport). According to the CWIS, sustained investment is needed to deliver the strategy, mainly at local level with highway authorities and district authorities such as East Hampshire setting out their ambitions and programmes for active travel projects.

Nationally, and in East Hampshire, the strategy's objectives are to:

- Increase cycling and walking activity, where activity is measured as the estimated total number of stages per person (walking) and completed journeys (cycling).
- Reduce the rate of cyclists killed or seriously injured (including fatalities more than one month following a serious injury) on England's roads per billion miles travelled.
- Increase the percentage of children aged five to ten normally travelling to school on foot.
- Further to these aims, the Government has established the following targets:
  - To aim to double cycling, where cycling activity is measured as the total number of cycle stages made each year by 2025.
  - To aim to increase walking activity to 300 stages per person per year in 2025.
  - To increase the number of children aged five to 10 who usually walk to school from 49 % in 2014 to 55 % in 2025.

These aims are further broken down as follows:

Table 3.1 CWIS-ambitions

By 2040 the Government's ambition is to deliver:	
BETTER SAFETY **'A safe and reliable way to travel for short journeys'**	**Streets where cyclists and walkers feel they belong and are safe** **Better connected communities** **Safer traffic speeds, with lower speed limits where appropriate to their local areas** **Cycle training opportunities for children**
BETTER MOBILITY 'More people cycling and walking - easy, normal and enjoyable'	More high quality cycling facilities More urban areas that are considered walkable Rural roads which provide improved safety for walking and cycling More networks of routes around public transport hubs and town centres, with safe paths along busy roads Better links to schools and workplaces Technological innovations that can promote more and safer walking and cycling Behaviour change opportunities to support increased walking and cycling Better integrated routes for those with disabilities or health conditions More community based activities such as led rides and play streets where desired by local communities
BETTER STREETS 'Places that have cycling and walking at their heart'	Places designed for people of all abilities and ages so they can choose to walk or cycle with ease Improved public realm Better planning for walking and cycling A wider green network of paths, routes and open spaces.

The CWIS establishes the scope of anticipated outputs in Local Cycling and Walking Infrastructure Plans (LCWIPs), although flexibility is implied since authorities may also elect to adopt existing active travel plans. In this case we have combined walking and cycling due to the small size of settlements in the district and the value potential of delivering investment for both modes at the same time.

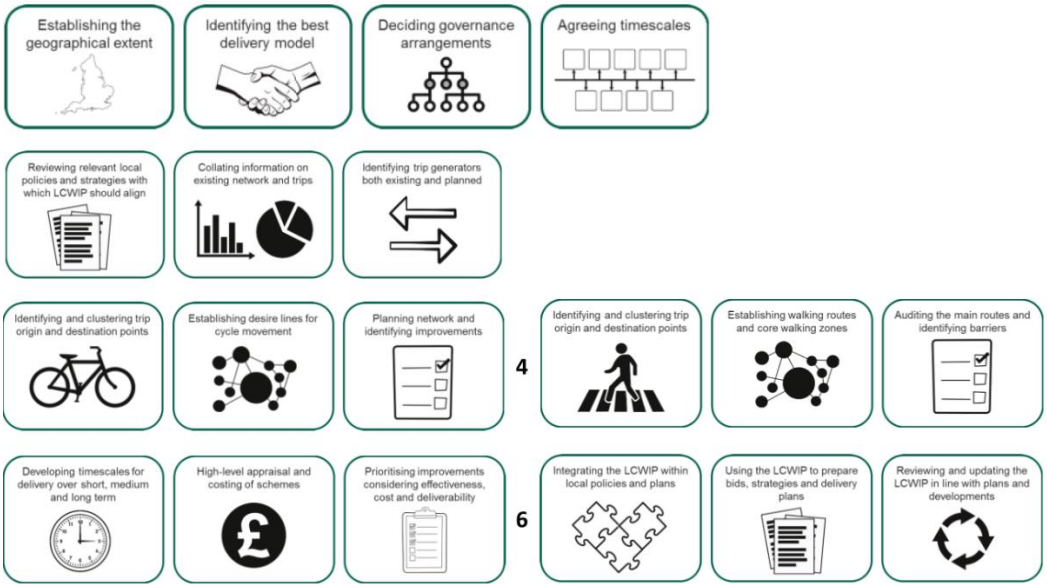


Figure 3.2 CWIS: scope of a Local Cycling and Walking Investment Plan (summary produced by Transport Initiatives)

3.2 Geography, delivery, governance and timescale

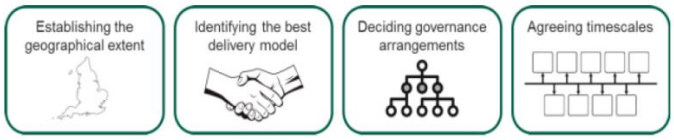


Figure 3.3 Geography, delivery, governance and timescale

Geographical extent

This LCWIP covers the entire area of East Hampshire and within that the South Downs National Park. However, with regard to the regeneration of Whitehill & Bordon, whilst an indicative network is shown in this document, active travel measures will be delivered in accordance with the Whitehill & Bordon Walking & Cycling Strategy and regeneration programme.

In line with the CWIS the scope of investment focuses on areas in which utility walking and cycling will be achieved - these are predominantly built-up areas and their immediate rural hinterland. The main focus of this LCWIP is to identify potential demand for infrastructure improvements for walking and cycling in the three 'main towns' of Alton, Petersfield, and Whitehill & Bordon and the eight 'larger villages' of Horndean, Liphook, Clanfield, Liss, Four Marks, Grayshott, Headley and Rowlands Castle.

Figure 3.4 Geographical extent of Local Cycling and Walking Infrastructure Plan

Regional Context

East Hampshire is a 514km2 rural district within the County of Hampshire in the South East of England. With a population of around 120,000 local residents, 57 % of the district lies within the South Downs National Park. The region is serviced by two railway lines, with frequent connections to London with a fast service of 1hr 4mins from Petersfield, and 1hr 14mins from Alton.

The District has 4 million tourism day trips per year and many of them come to walk, ride and cycle in the beautiful landscapes along South Downs Way, but also to explore the picturesque and historic market towns and villages, as well as key attractions, such as Queen Elizabeth Country Park and Jane Austen's house near Alton. As such, the connection between walking and cycling for transport and recreational walking and cycling is particularly important.

Delivery model

Projects identified in this LCWIP will be agreed by the partner bodies: Hampshire County Council (as highway authority), South Downs National Park Authority and East Hampshire District Council (as district-wide partners) and the various local town councils. The projects have been presented in a way that delivers wider benefits from smaller interventions that improve connectivity. Each intervention has been given a very broad indicative cost.

Projects will be delivered by the Highway Authority except on East Hampshire District Council's own land and on public rights of way that are established and / or administered by the District Council or National Park Authority. They will be paid for from a variety of sources including Department for Transport Local Transport Plan funding, dedicated Local Cycling and Walking Infrastructure Plan funding, developer contributions and as *de-minimis* add-ons to programmed maintenance projects.

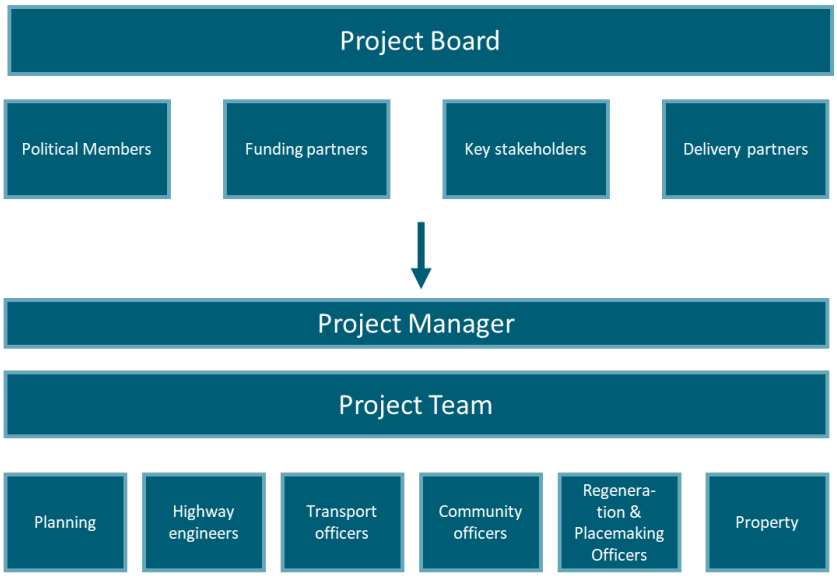


Figure 3.5 Governance and delivery mechanism

Governance

East Hampshire District Council (EHDC) is the local planning authority (LPA) for the areas within the district which are outside the South Downs National Park. As for the area of the National Park within the district boundary, EHDC and the South Downs National Park Authority (SDNPA) work in partnership to deliver town planning and countryside management services; although it must be stressed that the SDNPA are the LPA for all areas of the National Park. Both EHDC and SDNPA work with Hampshire County Council (HCC), as the Highways Authority, to identify investment priorities which are then delivered by HCC.

Timescales and projects prioritisation

A major challenge of the LCWIP process is that it is not connected to a direct funding commitment. It can be provided in support of funding bids, and also to coordinate funding contributions from diverse sources.

Community engagement around a public facing summary of the LCWIP and with an online questionnaire will help establish project priorities. It is anticipated that the funding mix will include s106 developer contributions, Community Infrastructure Levy (CIL) (both district-wide and neighbourhood portions) and external funding.

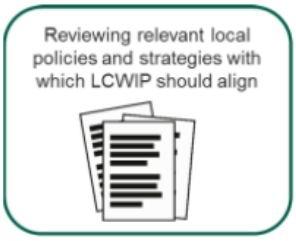
Chapter 6 sets out broadly categorised projects as follows:

For main towns and larger villages, context and planning is given by settlement maps showing possible desire lines / route alignments connecting the various quick wins and longer term projects. A broad costing is given for the delivery of whole sections of network rather than individual projects.

Categorisation of schemes provides for an even spread of interventions across the district, divided into:

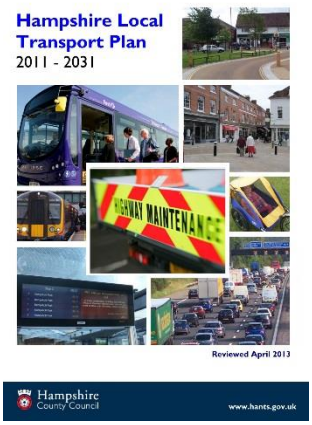
1 'Issues and quick wins' - schemes that can, and in some cases, should be delivered quickly, especially if they are minor modifications to existing arrangements.
2 'Medium-Long term schemes' - schemes that require more design effort and / or funding, most likely to be delivered towards the end of the plan period, until 2025 (with some projects taken forward into the next plan).

3.3 Summary policy context



This section provides a summary overview of the main influencing policy documents.

Hampshire County Council Local Transport Plan 2011-2031



Hampshire County Council's Local Transport Plan sets out policies and programmes for the period 2011-2031. The document provides a strategic direction for transport as well as area-specific statements. Hampshire County Council is the Highway Authority, meaning it is responsible for ensuring that transport and travel in the County is safe, efficient and reliable. Funding comes from Government and Local Enterprise Partnerships through a (successful) competitive bidding process.

Hampshire County Council is the authority with the legal responsibility for delivering all schemes in its role as highway authority. District Councils have no jurisdiction over the highway network; however, through plans such as this one, they are able to request directed investment and raise contributory funding through CIL, Section 106 and other funding sources.

Whitehill & Bordon Walking & Cycling Strategy 2013

The ambition for Whitehill & Bordon is to transform the former Garrison town into a green, healthy and connected town. The delivery of high-quality walking and cycling infrastructure is, therefore, essential. The design and implementation of an active travel network is provided for in the 2013 Whitehill & Bordon Cycling and Walking Strategy.

More information on the strategy and the related Green Grid/Green Loop (GG/GL) network which is currently under development can be found in paragraph 5.4.3 of this report.

Hampshire County Council Walking Strategy 2016

Hampshire County Council's Walking Strategy establishes strategic policies and proposals from 2016. It identifies key opportunities, in particular:

- Identifying major trip attractors and making walking to them easier and more direct.
- Planning new developments around the access needs of pedestrians, including where appropriate, greenways within development areas.
- Raising awareness of walking as an 'everyday activity' themed around exchanging short car journeys for walking.
- Building on improvements made for access to the countryside from rail stations.
- Building on existing partnerships to manage and enhance the quality of rural routes, including links from urban areas.
- Building on the actions identified in the Hampshire Countryside Access Plan to improve access to the countryside and rights of way / permissive path-network.

The strategy states that the design and condition of the streetenvironment is a major influence on walking. The condition of pavements and footpaths is the third most significant issue raised by residents when asked about transport improvements for their area, after the condition of the road network and traffic and congestion. The strategy is built around three key themes:
Walking routes - including defining a Hampshire walking network and prioritisation of routes for investment.
Planning for pedestrians - covering street design, accessibility, safety and security and pedestrian facilities.
Promoting walking - including marketing initiatives, maps and information, journey planning and raised awareness of the benefits of becoming active.

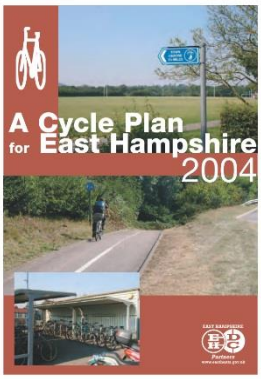
Through combined investment in utility cycling and walking, this LCWIP will be used to influence projects strategically identified in the Walking strategy, addressed as:

- 'A Hampshire walking network will be defined, comprising routes of local and strategic importance, and separated by type, function and demand'.
- 'Resources will be directed towards walking routes which are of local and strategic importance'.
- 'Enhanced signage and navigational support will be provided…within areas that attract large numbers of people'.
- 'Resources for maintaining paths, footways and rights of way will be allocated to reflect the local and strategic importance of routes'.
- Influencing the design of streets through Hampshire wide or local street design-guide, which reflects the need to create conditions that encourage walking.
- Addressing accessibility issues by removing barriers to access (such as street clutter and a lack of dropped kerbs).
- Improving pedestrian safety - giving protection against road danger and improving personal safety.
- Providing incidental infrastructure including toilets, seating and shelter to support a comfortable walking environment.
- Promoting walking through travel planning (schools and workplaces), maps and information.

Hampshire County Council Cycling Strategy Update 2019

The previous Hampshire County Council Cycling Strategy (2016) notes the significant potential for cycling to become a daily means of travel for a significant proportion of residents and an active travel choice for visitors, principally in urban areas. It notes that the existing network provides over 750 miles of off-road and urban cycle paths, which, combined with quieter rural roads, provides an attractive environment for cycling. A September 2019 Update provides a concise overview of action points, and directs towards the relevancy of LCWIPs to inform the wider county strategy.

East Hampshire District Cycling Strategy 2004



The 2004 Cycle Plan is clear about the benefits of active travel and the District Council's intentions with regard to cycling. It set out a vision that 'to achieve significant mode shift we will have to enhance the status of cycling and make it clear that cycling and walking are to be encouraged over and above motoring'. Progressively it also recognised that the safety of cyclists on major roads is due, to a large degree, to people's fear of cycling along them.

The plan was established as a means of obtaining developer and other funding contributions towards the completion of a comprehensive cycling network for the settlements and rural areas of East Hampshire. However it was not given the statutory weight of a supplementary planning document.

The Strategy's objectives were to:

- Maximise the role of cycling as a transport mode, to reduce the use of private cars.
- Develop a safe, convenient, efficient and attractive infrastructure which encourages and facilitates walking, cycling and public transport, minimising reliance on and unnecessary use of private cars.
- Ensure policies that increase cycling and meet cyclists' needs are fully integrated into Hampshire County Council's Structure Plan, the Local Plan, Transport Policies and Programme, and in all other complementary strategies (note that some of these plans no longer exist).

The strategy sets out, very comprehensively though mainly in narrative, a number of local cycling routes. It provides an appraisal of measures to be implemented to improve them. It provides a good indication of local routes which have been incorporated here.

This document incorporates an assessment of all extant infrastructure whether or not delivered via the 2004-plan. As such it updates the 2004-plan and proposes further improvements, new and existing routes and additional schemes.

Schemes in the 2004-plan remain relevant and may be implemented as funding becomes available. This document incorporates many of its recommended routes.

South Downs National Park Authority Cycling and Walking Strategy 2017-2024

This is the first Cycling and Walking Strategy for the South Downs National Park Authority (SDNPA). It sets out aims and directions for the future of cycling and walking activities and supports infrastructure coming forward in the National Park.

The first main strategy outcome of this documents is a network of high quality cycling and walking routes, across the South Downs that connect communities within and near the National Park with the landscape, heritage, attractions, transport hubs and gateways. The second main outcome is a welcoming environment for cycling and walking activity, offering extensive high quality tourism, access experiences and facilities within the National Park.

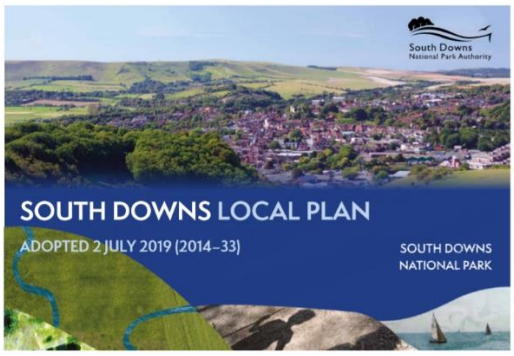
Further to this, 'Roads in the South Downs' guidance principles, developed in partnership with, and at the request of the four local highway authorities that serve the SDNP; Brighton and Hove CC, East Sussex CC, Hampshire CC and West Sussex CC. The guide looks to raise awareness of best practice for rural road design and management for the highway authorities, and also to influence decision making, design and encourage the involvement of the local community in finding resources and solutions to reconcile traffic movement with the special qualities of the SDNP and purposes of the SDNPA.

East Hampshire Local Plan

The East Hampshire Local Plan is currently made up of the Joint Core Strategy (JCS) (June 2014), the Housing and Employment Allocations Plan (April 2016) and some saved policies from the 2006 Second Review Local Plan. A new Local Plan is being prepared and once adopted it will replace all the existing local plan documents.

Policy CP31 of the JCS seeks the fullest use of sustainable modes of transport (walking, cycling, public and community transport) and reduced car dependency. This policy applies to those areas of the district that lie outside the South Downs National Park.

South Downs National Park Authority Local Plan 2019



The South Downs National Park Authority Local Plan was adopted in July 2019. The plan sets out planning policies for the entire National Park area, which covers approximately 50 % of the District. The plan incorporates the larger East Hampshire towns of Petersfield and Liss within East Hampshire District, both of which have significant housing allocations of 805 and 175 dwellings respectively between 2014 and 2033.

To reduce the impact of transport, the development of walking, cycling- and bus-connectivity and improvements to the quality of cycle parking at rail stations and key bus stops is supported in both rural and village settings. Infrastructure and connections to the South Downs National Park rights of way network for those on foot, cycle and horseback should be provided from new development.

SDNPA Local Plan safeguards a number of key routes partly within East Hampshire for future walking and cycling connectivity. These are shown on the rural routes map figure 4.10:

1 Bordon to Bentley.
2 Petersfield to Pulborough via Midhurst.
3 Wickham to Alton.
4 Liss to Longmoor.

Enhance East Hampshire -EHDC Placemaking Strategy 2019-2036

Enhance East Hampshire, EHDC's placemaking strategy was adopted in September 2019. This Place-Making Strategy provides a framework for how East Hampshire District Council (EHDC) will work with its partners in the public, private and voluntary sectors to make one of England's most desirable places even better in the future. It focuses on four key areas of Alton, Petersfield, the Southern Parishes and Whitehill & Bordon as significant areas for place-making interventions. Improvements of walking and cycling in and around the district are one of the focus areas for infrastructure development within the strategy.

Interventions highlighted within the LCWIP will help to inform the action plans for these four key areas.

Neighbourhood Plans

A number of Neighbourhood Plans have been published or are emerging within the District both inside and outside of the South Downs National Park. Neighbourhood plans are statutory documents prepared by local communities and must reflect the Local Plan at local level. The plans contain a variety of proposals for walking and cycling; these are incorporated in the proposals set out in Chapter 5.

4

NETWORK APPRAISAL (STAGE 2)

4.1 How do people currently make local journeys?

National data for East Hampshire show that current levels of walking and cycling are low. Just 2 % of journeys are made by cycling and 9 % by walking, with a high level of car dependency at 80 % . Similarly, a South Downs National Park's Visitor Survey in 2012 found that 83 % of all visitors travelled to the National Park by private motor vehicle.

Use of public transport is low at 8 % . Most of this is train use (6 %), with very low uptake of buses at 2 % . These modal patterns are consistent with Bikeability Appraisal work conducted which found low levels of bikeability across towns and larger villages.

4.2 The potential for more walking and cycling

Despite the current high modal share of car use, the distance of the journeys made suggests potential for a large increase in walking and cycling. Within the District, 45 % of all journeys are under 10km – a distance which is easily cyclable and contains potential for walking. This was consistent with local data which suggests 36 % of journeys are less than 3 km, or 2 miles.

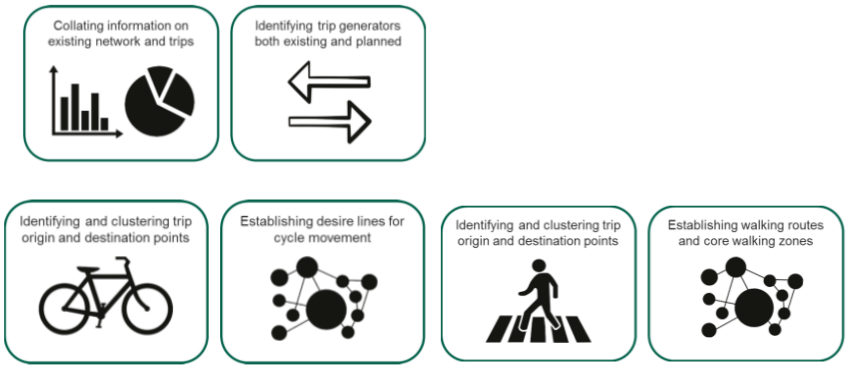
From the initial engagement carried out in 2017 with 18 local partners the following types of journeys have been identified for more walking and cycling:

- Local journeys – popping to the shops
- School journeys
- Getting from rural villages to local towns
- Getting around local towns
- Travel to and from train stations

- Recreational

A key finding of this initial engagement work was the strong desire for safe, segregated cycling infrastructure, improvements to local walking environments, and 20 mph zones in towns and villages. The findings from the engagement work have been included in this report per area.

4.3 Network Appraisal Methodology



Information about existing networks and (demand for) local trips

Networks for walking and cycling

Existing networks are identified and appraised, with walking and cycling considered together. These comprise:

- Entire street networks, categorised by DfT recognised cycling skills levels - used as a proxy for general conditions for walking in the absence of equivalent data.
- Signed and other established routes including gaps in the network (presented as a combination of identified gaps in the official route network and localised measures required to facilitate better conditions for walking and cycling).
- Desire lines suggested, which would also form signed networks.
- Existing infrastructure.

Demand for walking

There is no breakdown analysis of walked trips in East Hampshire. However, as a separate exercise, it would be possible to break down walked trips using Census analysis in much the same way as the Propensity to Cycle Tool (see below) has done.

Nonetheless it is reasonable to suggest that conditions for walking can always be improved. Stakeholder engagement has shown demand for improvements to the walking environment, including the provision or improvement of footways and public rights of way. This document responds to many of the issues raised.

Demand for cycling

The Department for Transport's Propensity for Cycling Tool is a web-based open-source data analysis tool established by a partnership between Leeds, Westminster and Cambridge Universities and the London School of Hygiene and Tropical Medicine, together with a number of software developers. It provides analysis of Census 2011 travel to work cycling patterns and the numbers of people cycling with predictions based on scenarios of current use, Government targets, 'Go Dutch' and widespread ownership of electric-assist cycles.

The PCT is a useful indicator of cycling potential; however for desire line identification and project prioritisation it has limited value in East Hampshire, where cycling levels are fairly consistently low. The PCT is

also limited in scope as it does not take into account journeys cycled for utility or recreational purposes, or work journeys where cycling is not the main mode of transport. Consequently we theorise that in fact there is potentially significantly more 'hidden' cycling than the base statistics would imply.

For each of the main towns and larger villages we have indicated current (2011) Census levels of cycling and the PCT analysis of cycling potential based on government targets. It should be said at this point that Government targets are modest in comparison to the potential for cycling uptake through use of electric-assist cycles.

For the hillier rural areas, levels of cycling are consistently low, not exceeding 2 % of trips. In some areas there is likely to be no cycling at all. The main areas of cycle travel demand are to the north and east of the district, broadly in line with the main settlement distribution and flatter terrain. Again, this picture may change significantly with widespread uptake of electrically-assisted cycles.

Existing and planned key trip generators

We have indicated the main existing and planned key trip generators within the larger settlements and in rural areas together with potential 'desire lines' that contribute to the formation of combined cycling and walking networks in Chapter 5. These include:

Settlements:

- Town and larger village centres.
- Schools and colleges.
- Larger employment areas.
- Larger development allocations (100 homes plus or locally-significant; or employment sites).

Rural areas - demand and desire lines:

- The Propensity to Cycle Tool has been used to identify the main concentrations of demand, which exist towards the east and northern edges of the district. This is understandable due to the steep terrain of the South Downs.
- Stakeholder comments have been helpful in identifying demand for potential new rural routes, notably along the A32 from Farringdon to Alton; between Petersfield and Liphook; and between Ropley and Alton via Four Marks.

Rural areas - identifying routes and connectors:

- During the review a number of connections from towns to rural areas have been identified which avoid the busiest roads. Connections include existing National Cycle Network (NCN), South Downs Way and the Shipwrights' Way. Long distance recreational walking routes include Hangers Way and St Swithun's Way: these are important to the rural economy as they generate tourism revenues.
- South Downs National Park Authority's Local Plan provides information on potential planned routes following former railway lines. Of note are: Alton to Wickham; Petersfield to Midhurst; Bordon to Bentley Station; and Liss to Longmoor.

Trip clustering (walking and cycling origin and destination points), walking 'zones' and desire lines

Given the small size of settlements in the District and their large rural hinterland we have considered in each case the entire town or settlement (and its railway station) to be the principal trip cluster with many trips in all directions and combined walking and cycling 'zone', incorporating larger schools and employment areas.

Stakeholder comments

At the commencement of this project a stakeholder questionnaire was assembled and sent to 18 local stakeholder partners including town and parish councils, as well as partners at the South Downs National Park Authority.

Following compilation of the technical report, a more public-facing summary document has been prepared to engage with local communities using an online questionnaire to gain insight into community priorities.

Walking - quality of existing infrastructure

Figure 4.1 The Square, Liphook. An environment dominated by motor-traffic

A detailed appraisal is required to direct investment at improving walking-specific infrastructure. However, initial stakeholder comments provided strong evidence for demand for improvements to walking infrastructure across the District's towns and villages, including:

- Bringing paved rural footways up to an accessible standard and ensuring that they are of a minimum width so that pedestrians do not need to walk adjacent to fast-moving traffic.
- Ensuring that dropped kerbs and, where necessary, tactile paving are installed to provide inclusive accessibility at all junctions and crossings.
- Providing additional or improved crossings over busy roads.
- Implementing settlement-wide 20mph speed limits in order to improve the safety and comfort of walking.
- Ensuring that all paths have adequate widths and lighting to ensure personal safety.
- Developing design guidance for developers to ensure that proper direct connectivity is achieved for people on foot, making walking more convenient than short journeys by car.

Bikeability appraisal - for cycling and walking

Note that network planning considers walking and cycling together, with the addition of schemes arising from stakeholder comments. Bikeability is used as a proxy general assessment of conditions for both modes.

A high level 'Bikeability' network inspection have been used to identify potential demand and interventions that will improve the safety and comfort of cycling and walking routes and networks. This is represented by mapping of existing and potential links.

1 *Desire lines walking and cycling and core routes.* The PCT answers the question, 'where is cycling currently commonplace and where does cycling have the most potential to grow?'. There is no equivalent for walking; however a propensity to cycle may also indicate a propensity to walk and it is assumed for the purposes of this LCWIP that dual benefits can be achieved by investing in both modes together.

In a number of incidences this PCT output has not been shown since there is no indicator of concentrated demand due to the infrequency of cycling.

2 *Existing conditions* Estimated Bikeability cycling experience levels are used to judge the relative connectedness, comfort and safety of the road network for existing cycled trips. Whilst this analysis focuses on cycling, in the absence of strategic walking-specific analysis methodologies, the method is also a reasonable proxy for assessing likely conditions for walking.

Bikeability refers to the Department for Transport's national cycling curriculum for children and adults, comprising three basic levels indicated by colour on the Bikeability analysis maps in Chapter 4.

- **Level 1** (green lines) refers to people who have accomplished Level 1 Bikeability skills, i.e. balancing on a cycle. They are able to cycle in a park or other place free from motor traffic

- **Level 2** (orange lines) refers to people who have accomplished Level 2 Bikeability skills, who are confident enough to cycle on quieter residential streets with few motor vehicles. An intermediate 'level 2A' may be achieved when the cyclist is also able to cycle through simple priority or signalised junctions and mini-roundabouts. Some streets are only suitable for these cyclists outside of peak travel times, due to rat-running

- **Level 2** (orange lines) also refers to roads where level 2 is not achieved during peak periods. This has not been determined for this LCWIP as it requires more in-depth analysis

- **Level 3** (red lines) refers to experienced and confident Level 3 Bikeability cyclists who are able to cycle on almost all road types; however we advise that on certain larger roads (such as the A3, marked red and black) almost nobody would wish to cycle and it may be extremely risky to do so.

The 'reference cyclist' for whom entire settlements should ideally be suited is the person who has achieved Level 2 Bikeability. Measures implemented to achieve this should also be designed to provide benefits to people on foot - this could, for example, be a wider path with new lighting, better paving, wider footways, or a new or improved crossings (Table 4.1 makes this clear).

The resulting maps show the extent of the network that is suitable, for Level-2 cyclists without further (significant) modification. At a high level, barriers to cycling are identified as 'level 3' routes, which are barriers to cycling (and walking) both along and across them. More detailed analysis will give a closer definition of key barriers to movement.

Presentation

Network appraisal is presented in the form of mapping and PCT-tool outputs which more clearly identify the existing situation and demand for cycling and walking in the main towns and 'larger villages' in the District. The mapping is the result of site visits to the towns and larger villages, in combination with desktop analysis using Google Streetview and Ordnance Survey mapping (in particular for rural villages and connections between settlements). In the rural areas a separate project is identified to deliver more detailed appraisal and mapping leading towards the formation of a recreational cycle network suitable for tourists.

4.4 Walking and accessibility appraisal methodology

Maps in this section show current 'bikeability' of the network. They show that the majority of streets can be used by less confident cyclists and are likely to provide relatively pleasant conditions for walking (subject to the outcome of a separate, detailed appraisal of footway widths, obstruction and accessibility).

Whilst potential desire lines are indicated, leading to the formation of 'routes', the principal objective of the mapping is to identify opportunities to stitch together networks of quieter streets for pedestrians and cyclists. In addition to this, the selective removal of rat-runs through filtered permeability may be a potent

tool for improving conditions for walking and cycling, as well as a tool for reducing the number of ultra-short car journeys of less than 1.25km in favour of healthy active travel.

Table 4.1 Walking network appraisal - proposed methodology

Appraisal	Description
Baseline conditions: - Footway / footpath condition - Footway / footpath width - Crossing type, conditions and need - Pedestrian priority over motor traffic at junctions - Public realm quality - Opportunities for larger public realm interventions - Accessibility (wheelchair and partially sighted) - Wayfinding - Public rights of way condition and wayfinding	Detailed appraisal: see Chapter 5: - 800m walking zones mapped from key trip generators - Mapped and numbered proposed interventions (check list)

Table 4.1 above outlines the content of a proposed, in-depth appraisal of conditions for walking to complement and extend this Local Cycling and Walking Plan. This appraisal gives emphasis to accessibility for people of all abilities, whether users of wheelchairs or requiring tactile and other guidance. Proposal W1 (Chapter 5) describes the proposed study.

4.5 Cycling and Walking appraisal: Main towns

4.5.1 ALTON

Figure 4.2 Anstey Road, Alton (Transport Initiatives)

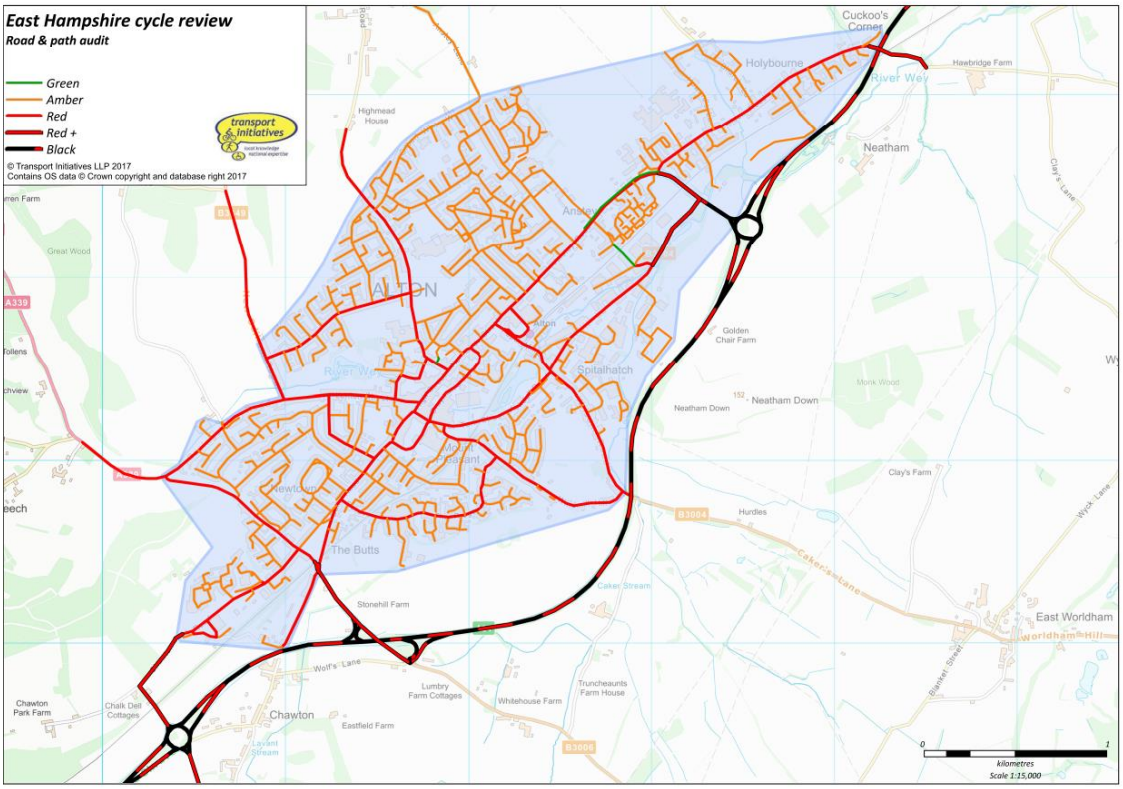
Mapping	Includes
Baseline conditions: - PCT-tool outputs: demand and desire lines - Network and trip generators - Bikeability tool (proxy for routes and desire lines)	- Cycling and walking information: existing network and trips - Existing and planned trip generators - Trip clustering (walking and cycling origin and destination points) - Network analysis

PCT-tool outputs (demand)

Scenario: government target, Alton (north)	
Total commuters	2408
Cyclists (Census 2011)	57 (2 %)
Cyclists (scenario)	120 (5 %)

Scenario: government target, Alton (South)	
Total commuters	5110
Cyclists (Census 2011)	103 (2 %)
Cyclists (scenario)	224 (4 %)

Bikeability analysis: Alton



Bikeability levels

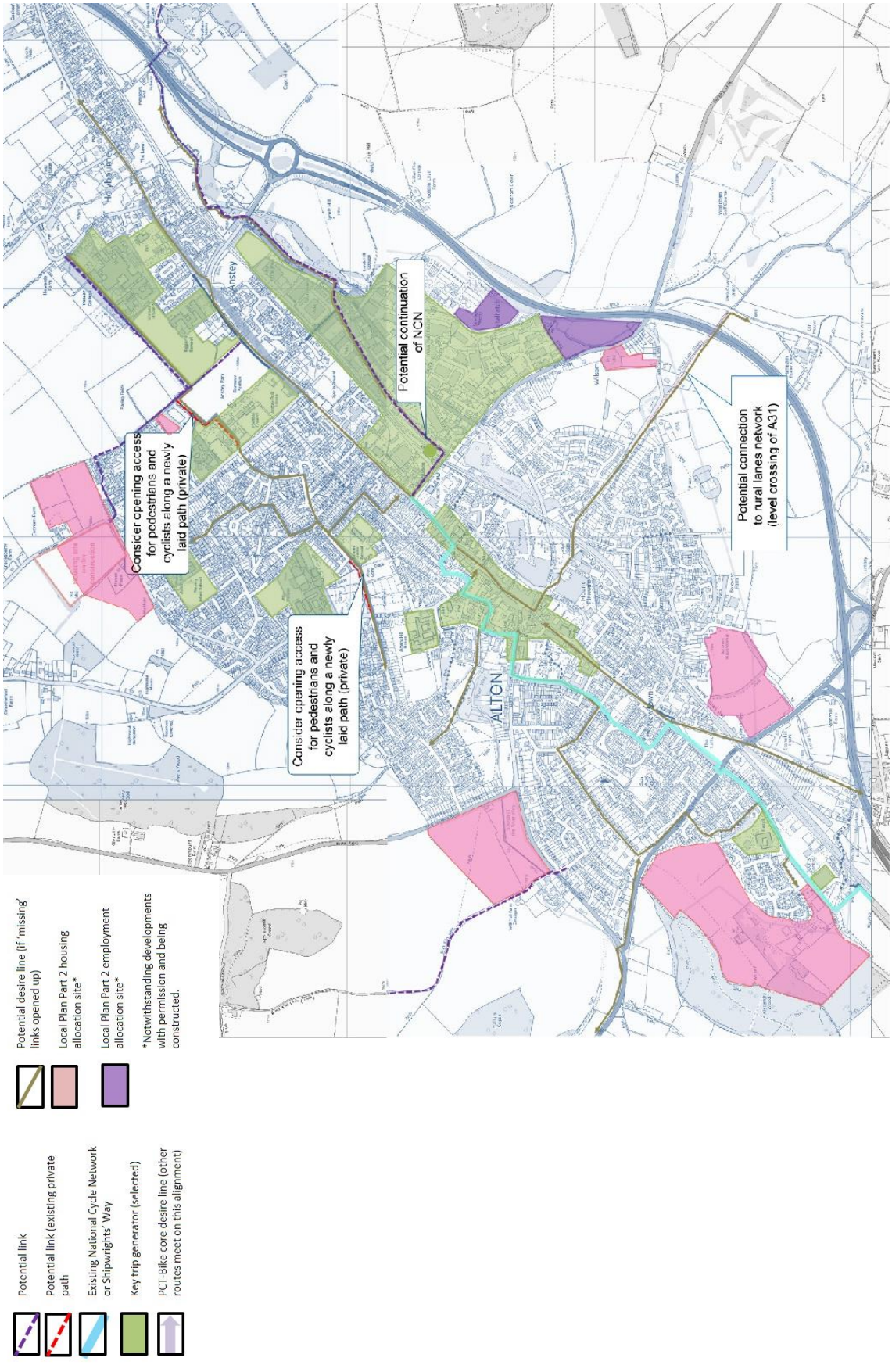
Level 1: beginner (green lines)

Level 2: intermediate (orange lines

Level 3: red lines (Infrastructure needed to support Level 1 and 2 cyclists)

Unsuitable for cycling

Desire lines, routes (existing and potential) and trip clustering: Alton



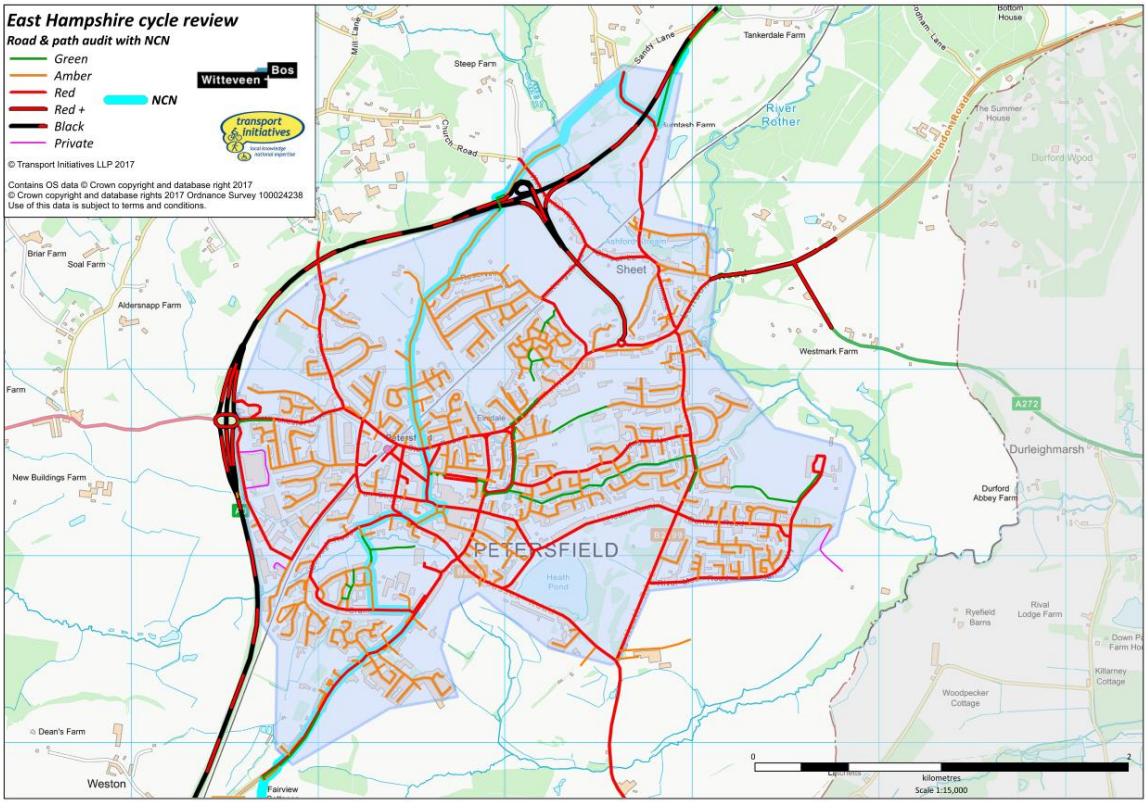
4.5.2 PETERSFIELD

Mapping	Includes
Baseline conditions: - PCT-tool outputs: demand and desire lines - Network and trip generators - Bikeability tool (proxy for routes and desire lines)	- Cycling information: existing network and trips - Existing and planned trip generators - Trip clustering (walking and cycling origin and destination points) - Network analysis

PCT-tool outputs (demand)

Scenario: government target, Petersfield	
Total commuters	3826
Cyclists (Census 2011)	121 (3 %)
Cyclists (scenario)	199 (5 %)

Bikeability analysis



Bikeability levels

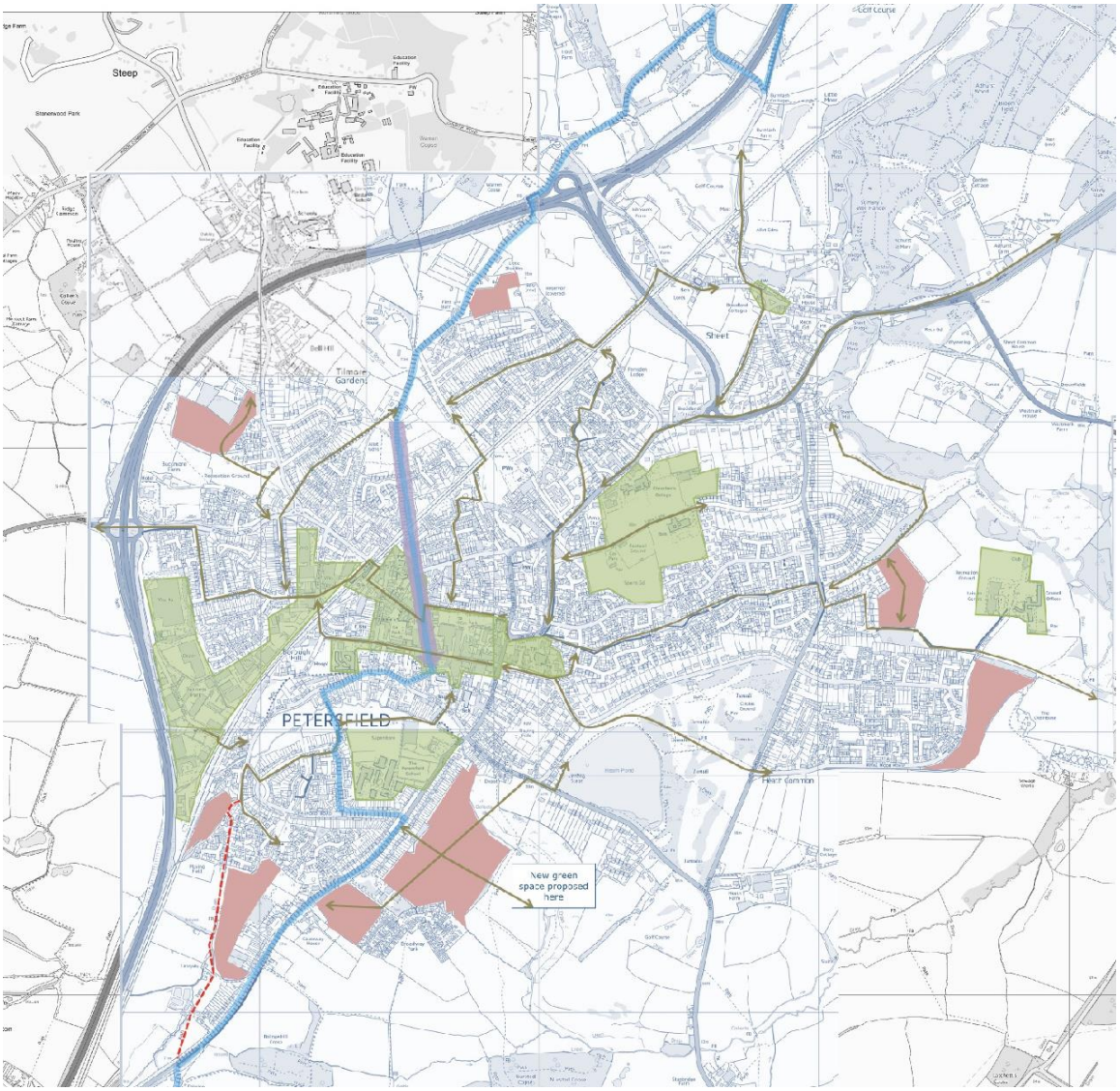
Level 1: beginner (green lines)

Level 2: intermediate (orange lines

Level 3: red lines (Infrastructure needed to support Level 1 and 2 cyclists)

Unsuitable for cycling

Desire lines, routes (existing and potential) and trip clustering: Petersfield



- Potential link
- Potential link (existing private path)
- Existing National Cycle Network or Shipwrights' Way
- Key trip generator (selected)
- PCT-Bike core desire line (other routes meet on this alignment)
- Potential desire line (if 'missing' links opened up)
- Local Plan Part 2 housing allocation site*
- Local Plan Part 2 employment allocation site*

*Notwithstanding developments with permission and being constructed.

4.5.3 WHITEHILL & BORDON

Mapping	Includes
Baseline conditions: - PCT-tool outputs: demand and desire lines - Network and trip generators. - Bikeability tool (proxy for routes and desire lines).	- Cycling information: existing network and trips. - Existing and planned trip generators. - Trip clustering (walking and cycling origin and destination points). - Network analysis.

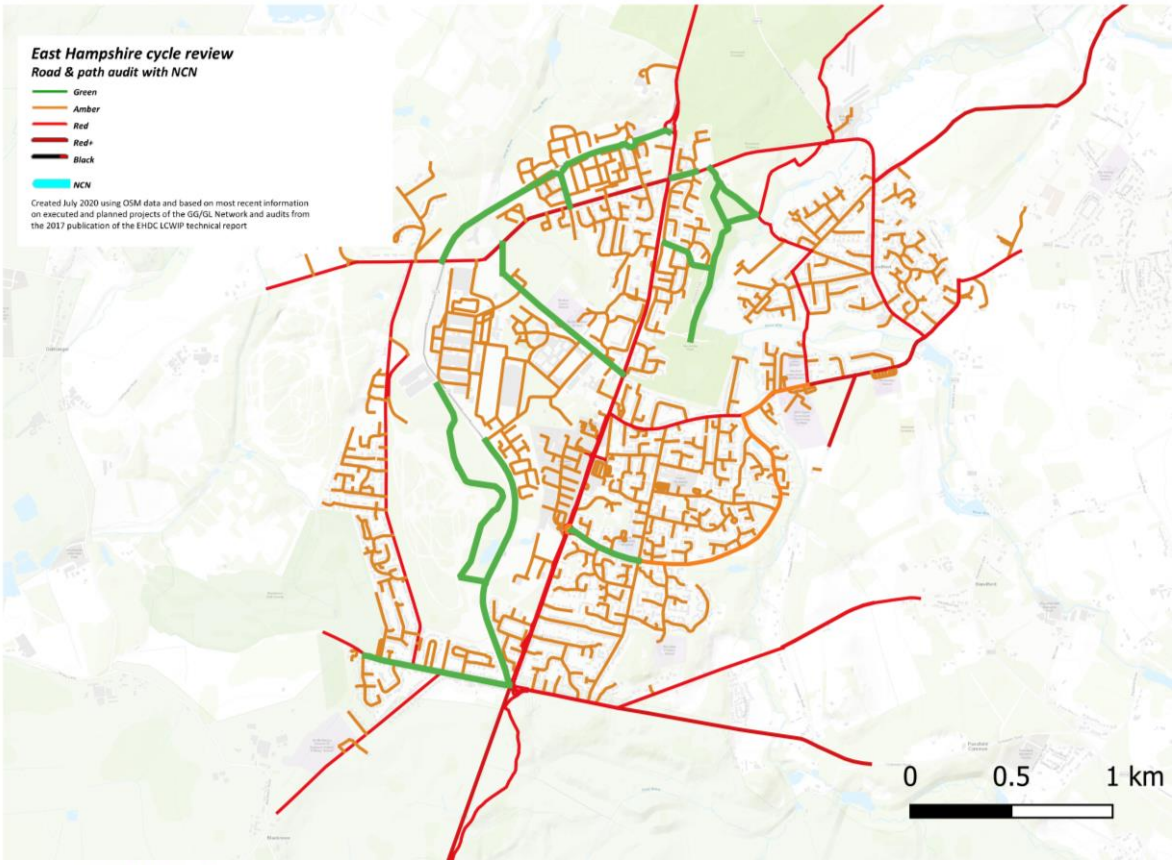
PCT-tool route demand - Whitehill & Bordon
(note: this is different to the map coverage and is derived from PCT-bike)

Scenario: government target, Whitehill	
Total commuters	4211
Cyclists (Census 2011)	83 (2 %)
Cyclists (scenario)	176 (4 %)

Scenario: government target, Bordon	
Total commuters	2858
Cyclists (Census 2011)	132 (5 %)
Cyclists (scenario)	206 (7 %)

Note: the number of cyclists from the Census 2011 data is artificially high in Bordon Camp due to residual military presence at the time of the survey. The army left the town in 2015.

Bikeability appraisal



Bikeability levels

Level 1: beginner (green lines)

Level 2: intermediate (orange lines

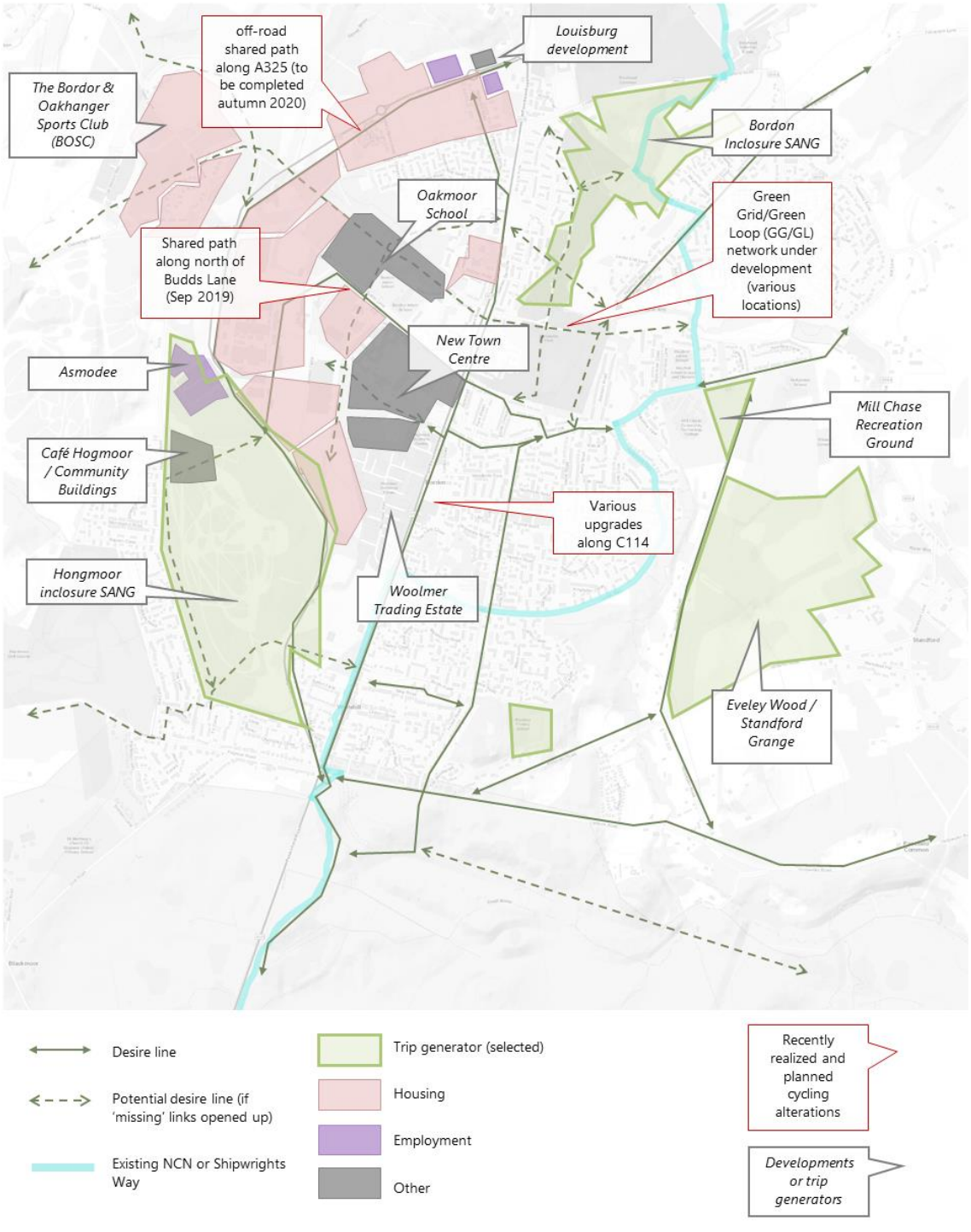
Level 3: red lines (Infrastructure needed to support Level 1 and 2 cyclists)

Unsuitable for cycling

The map is correct as of June 2020. However, it should be noted that a number of highway-projects are currently being delivered across the town which will upgrade some of the Level 3 (Red) routes to Levels 1 or 2. These projects include, but are not limited to:

- Highway improvements along the C114 (November 2020).
- A new shared cycle facility along the A325 between Dukes Quarter and Oakhanger Road (Autumn/Winter 2020), along with the delivery of Phases 2-4 of the Ennerdale Green Loop (Winter 2020/21).

Desire lines, routes (existing and potential) and trip clustering: Whitehill & Bordon



4.6 Cycling and Walking appraisal: Larger Villages

4.6.1 HORNDEAN

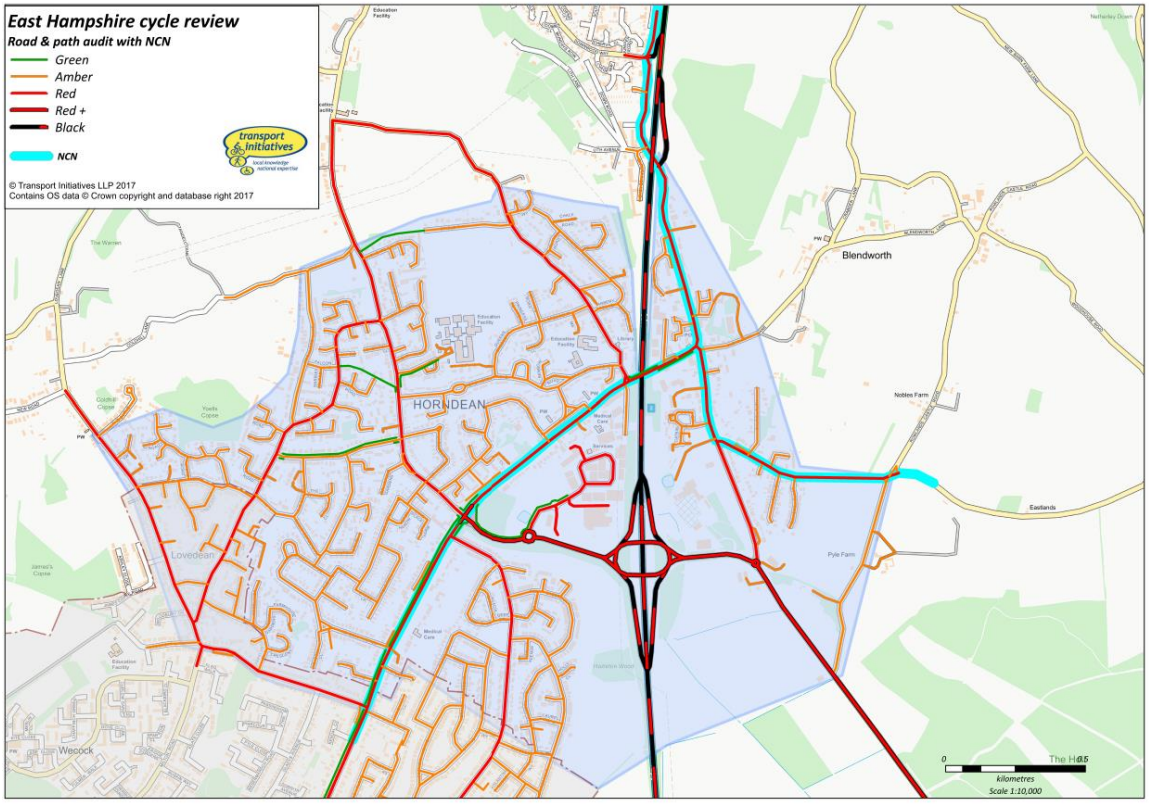
Figure 4.3 Victory Avenue, Horndean/Waterlooville. Note obstructive parking on the footway

Mapping	Includes
Baseline conditions: - PCT-tool outputs: demand and desire lines. - Network and trip generators. - Bikeability tool (proxy for routes and desire lines).	- Cycling information: existing network and trips. - Existing and planned trip generators. - Trip clustering (walking and cycling origin and destination points). - Network analysis.

PCT-tool route demand

Scenario: government target, Horndean	
Total commuters	3017
Cyclists (Census 2011)	39 (1 %)
Cyclists (scenario)	104 (3 %)

Bikeability analysis



Bikeability levels

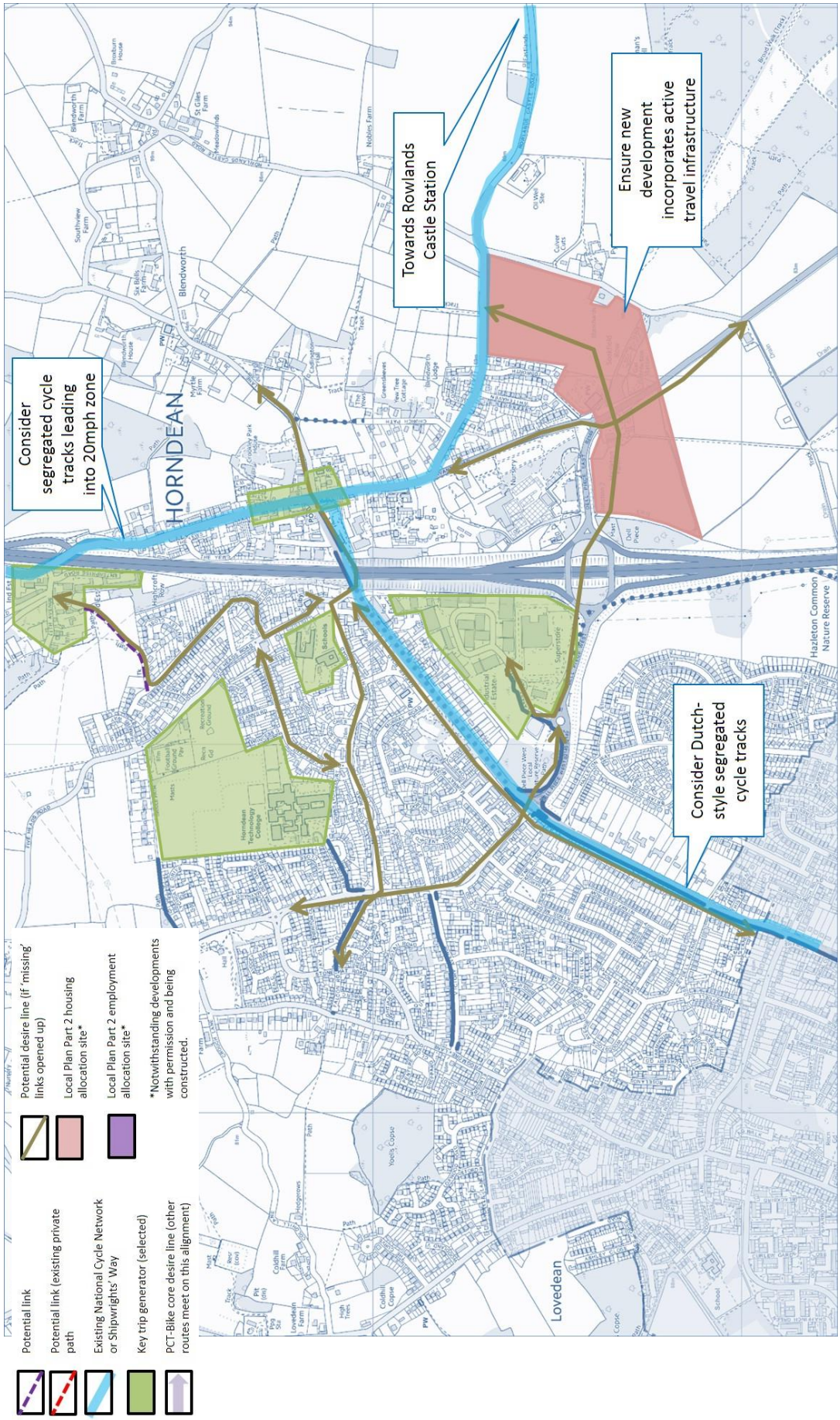
Level 1: beginner (green lines)

Level 2: intermediate (orange lines

Level 3: red lines (Infrastructure needed to support Level 1 and 2 cyclists)

Unsuitable for cycling

Desire lines, routes (existing and potential) and trip clustering: Horndean



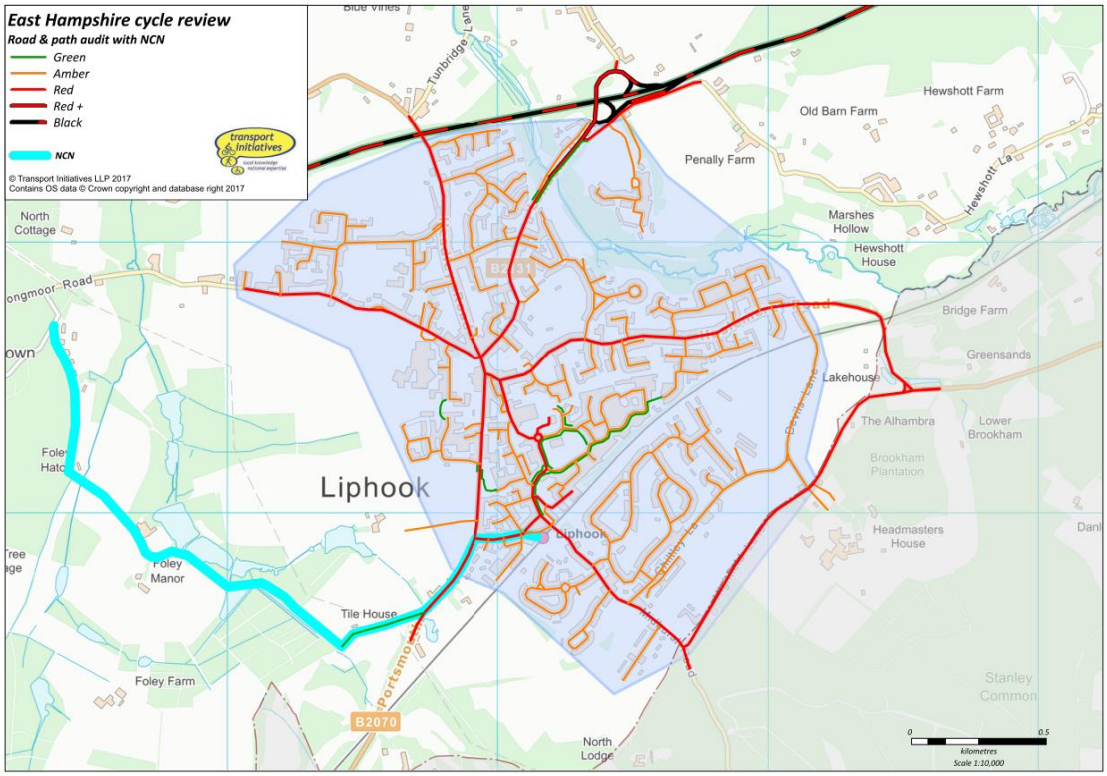
4.6.2 LIPHOOK

Mapping	Includes
Baseline conditions: - PCT-tool outputs: demand and desire lines. - Network and trip generator. - Bikeability tool (proxy for routes and desire lines).	- Cycling information: existing network and trips. - Existing and planned trip generators. - Trip clustering (walking and cycling origin and destination points). - Network analysis.

PCT-tool route demand - Liphook and hinterland

Scenario: government target, Liphook and hinterland	
Total commuters	3525
Cyclists (Census 2011)	39 (1 %)
Cyclists (scenario)	85 (2 %)

Bikeability appraisal



Bikeability levels

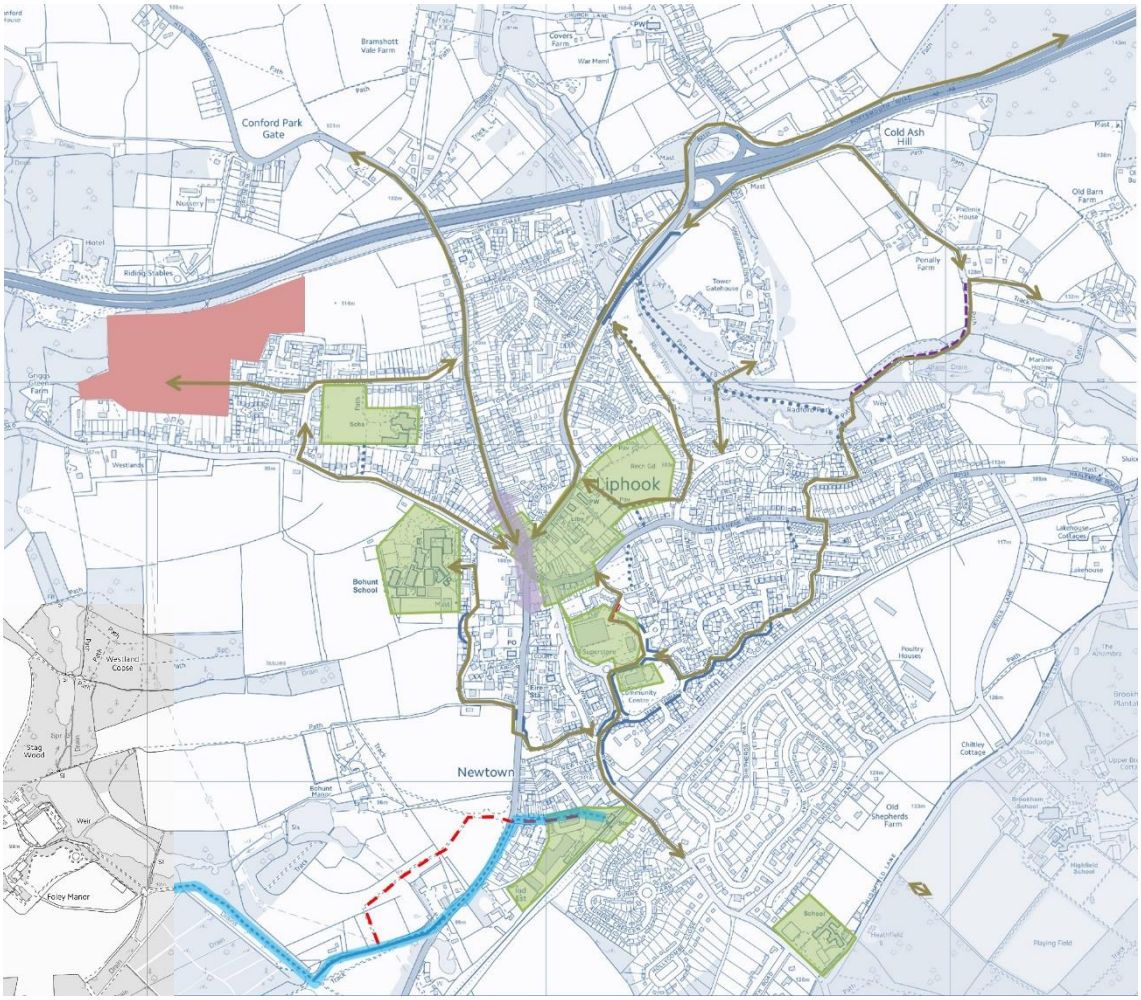
Level 1: beginner (green lines)

Level 2: intermediate (orange lines

Level 3: red lines (Infrastructure needed to support Level 1 and 2 cyclists)

Unsuitable for cycling

Desire lines, routes (existing and potential) and trip clustering: Liphook



- Potential link
- Potential link (existing private path)
- Existing National Cycle Network or Shipwrights' Way
- Key trip generator (selected)
- PCT-Bike core desire line (other routes meet on this alignment)
- Potential desire line (if 'missing' links opened up)
- Local Plan Part 2 housing allocation site*
- Local Plan Part 2 employment allocation site*

*Notwithstanding developments with permission and being constructed.

Figure 4.4 Medstead and Four Marks station - Watercress Line. Source: Tripadvisor

For the larger villages, Bikeability, potential desire lines and potential projects are combined in a single map for each. Please refer to the relevant maps in Chapter 5.

4.6.3 FOUR MARKS

Mapping	Includes
Baseline conditions: - Bikeability tool (proxy for routes and desire lines).	- Cycling information: existing network and trips. - Existing and planned trip generators. - Trip clustering (walking and cycling origin and destination points). - Network analysis.

Bikeability analysis and potential interventions with potential desire lines and new routes
Please go to Chapter 5 to view combined Bikeability and proposals mapping.

4.6.4 GRAYSHOTT

Mapping	Includes
Baseline conditions: - Bikeability tool (proxy for routes and desire lines).	- Cycling information: existing network and trips. - Existing and planned trip generators. - Trip clustering (walking and cycling origin and destination points). - Network analysis.

Bikeability analysis and potential interventions with potential desire lines and new routes
Please go to Chapter 5 to view combined Bikeability and proposals mapping.

4.6.5 HEADLEY

Mapping	Includes
Baseline conditions: - Bikeability tool (proxy for routes and desire lines.)	- Cycling information: existing network and trips. - Existing and planned trip generators. - Trip clustering (walking and cycling origin and destination points). - Network analysis.

Bikeability analysis and potential interventions with potential desire lines and new routes
Please go to Chapter 5 to view combined Bikeability and proposals mapping.

4.6.6 LISS

Mapping	Includes
Baseline conditions: - Bikeability tool (proxy for routes and desire lines).	- Cycling information: existing network and trips. - Existing and planned trip generators. - Trip clustering (walking and cycling origin and destination points). - Network analysis.

Bikeability analysis and potential interventions with potential desire lines and new routes
Please go to Chapter 5 to view combined Bikeability and proposals mapping.

4.6.7 CLANFIELD

Mapping	Includes
Baseline conditions: - Bikeability tool (proxy for routes and desire lines).	- Cycling information: existing network and trips. - Existing and planned trip generators. - Trip clustering (walking and cycling origin and destination points). - Network analysis.

Bikeability analysis and potential interventions with potential desire lines and new routes
Please go to Chapter 5 to view combined Bikeability and proposals mapping.

4.6.8 ROWLANDS CASTLE

Mapping	Includes
Baseline conditions: - N/A	- N/A

5

INFRASTRUCTURE APPROACHES (STAGE 3 & 4)

Figure 5.1 Removing access barriers is a cycling intervention that would improve accessibility for everyone

5.1 Infrastructure approaches methodology

Figure 5.2 Methodology for infrastructure approaches: scope

Planning networks and desire lines and identifying infrastructure improvements

During this plan period, schemes benefiting cycling and walking will be delivered together in order to achieve mutual benefits for both modes and deliver best value for money. This includes, for example:

Table 5.1 Cycling schemes bringing benefits for pedestrians

Cycling scheme	Benefits for pedestrians
Segregation from shared use path.	Pedestrians will have their own space and the footway will be resurfaced to a single grade.
New shared use path adjacent to the carriageway (only applicable in rural areas between settlements where there are low volumes of pedestrians and cyclists).	A new footway minimum width 3.0m where previously the footway may have been sub-standard in surface quality or width.
New shared use path providing a recreational path or other connection away from the road.	Includes new or improved routes across parks, links between cul-de-sacs and sealed surface public rights of way. Care should be taken to avoid conflicts at blind corners and shared use is not appropriate on busy paths.
New or upgraded crossing.	The new or improved crossing provides accessibility benefits for pedestrians, making it easier to cross roads.
New cycling infrastructure with lighting.	New cycling infrastructure may be constructed with additional lighting, improving pedestrians' personal safety.

Cycling scheme	Benefits for pedestrians
Junction treatment: narrowing of the junction and provision of entry treatment to give cycle priority.	Priority is extended to pedestrians who can more readily assert their right of way over turning vehicles in accordance with Highway Code rule 170.
Junction treatment: adjust roundabout geometry to reduce entry / exit speeds and enable path of vehicles to be judged more accurately.	Opportunity to provide safer combined walking and cycling crossings at the roundabout arms.

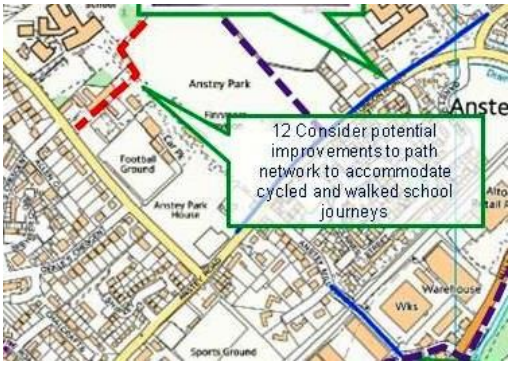
For each of the 'main towns' and selected 'larger villages' studied in detail we have identified and mapped potential improvements as follows:

Main towns

- **Network and trip generators with potential desire lines and new routes** are shown on summary maps for each settlement to make it clear how investment may be directed. These maps show suggested active travel routes in relation to the quick wins and longer term projects outlined in the subsequent maps. Networks are not final but based on a reasonable analysis of cycle connectivity based mainly on quieter streets and roads, but in some instances on busier roads where there is potential for improving conditions for pedestrians and segregating cycles from other traffic.

- **Issues and Quick Wins** have been identified on the first of two mapping levels. The first identifies particular locations where an immediate safety or comfort intervention is needed in order to overcome a particular barrier. Whilst most of the interventions relate to cycling, all must in principle provide an improvement for pedestrians, even if this improvement is as simple as a better footway surface (see table 5.1 above for examples).

Quick wins also include design works for longer term and larger schemes, so that they are ready for finalisation and implementation when funding is identified through developer contributions, Local Transport Plan and other funding opportunities. Having these designs available also means that local Councillors have the opportunity to champion improvements that are set out in this plan.

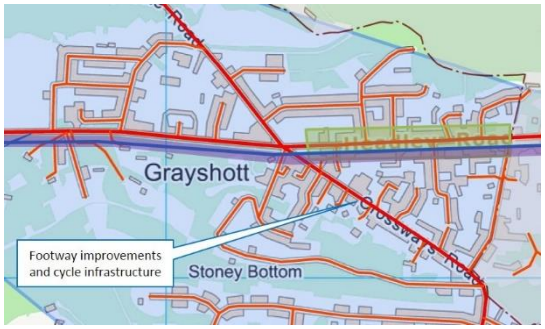


Wherever possible, minor improvements will be made during maintenance works so that minimum expenditure can be achieved. Annual maintenance plans can be obtained from Hampshire County Council, presenting an opportunity to request the works.

- **Medium-Long term** projects are identified in a second mapping level. Some of these could be designed at the 'quick wins' stage.

Larger Villages

- **A more strategic approach** has been taken for the larger villages. A single 'Bikeability' map is provided which incorporates key attractions and suggested interventions which improve connectivity and overcome key barriers. Since the interventions are few in number they have the same level of priority - to be delivered during the LCWIP period.

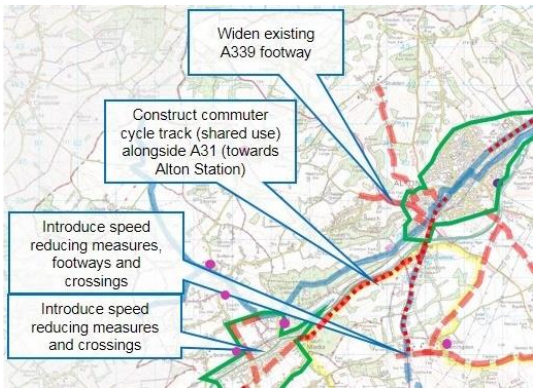


Villages

- For villages we have indicated a range of possible generic solutions. This may not be exhaustive but it does indicate in general the types of infrastructure change that could be implemented to make village roads safer and more attractive. At all times designs should be sensitive to the village's rural context and seek to remove features that encourage high speeds, such as wide carriageways, guard railing and centre lining.

Smaller settlements and rural areas

For smaller settlements and rural areas we have identified more strategic interventions as follow:



- Identified rural connections to complete missing sections of NCN / Shipwrights' Way and suggested links to connect towns to quiet country lanes avoiding major roads and junctions (any A or B classified road is considered to be a 'major' road with reference to Bikeability standards; even so, all of East Hampshire's lanes are assumed to require cycling experience at Level 3).

- A standard approach to treatments within small settlements, including lower speed limits, and /or traffic calming, segregated main-road cycle tracks (within settlements) and wide shared use footways between rural settlements where there are low volumes of both pedestrians and cyclists.

High level appraisal and costing of schemes

We have identified a range of local smaller interventions (mostly quick wins) and some larger projects (mostly medium to longer term interventions) for high level appraisal and costing. High level costs are given on the basis of information available to us through the LCWIP technical guidance. The scope of prioritisation is safety, the speed of delivery and location in relation to the settlement centre.

Categorising improvements

Improvements are categorised as follows, in a way that will allow an even spread of projects across the district.

Within main towns and larger villages projects are categorised as follows:

1 Issues and quick wins, typically small single-point interventions or minor upgrades to existing infrastructure which can be implemented , including as part of routine highway maintenance schemes with minimal capital input. Quick wins include study / design work for medium to longer term schemes. Funding (including the rate of developer contributions coming forward) may determine that some 'quick wins' become medium to long term commitments.

2 Medium to long term schemes encompassing walking and cycling, including larger projects such as cycle tracks alongside main roads. Some of these will be designed during the 'quick wins' phase and implemented until 2025. If funding is not available, delivery will need to be on a longer term basis for the larger schemes.

Facilitating rural tourism (and fast inter-urban cycle commuting)

- Design (quick win) and implement (medium-long term project) inter-settlement routes as follows:
  1 Commuter routes taking cyclists to settlements with a mix of employment, education, retail and onward connections by public transport. Routes that duplicate rail lines are not generally prioritised because rail travel is relatively sustainable.
  2 Key 'missing links' in the National Cycle Network (such as between Alton and Bentley) delivered in partnership with Sustrans.

Ongoing schemes are not prioritised; these are as follows:
- Programmed cycle infrastructure, with design review for those at early stages of development.
- Programmed cycle parking and covered/secure storage at stations, rural bus stops, town centres, schools, colleges, industrial estates, residential streets (bike hangars).
- Programmed ongoing smarter travel complementary measures: awareness and encouragement.
- Studies and design relating to larger projects (added to 'quick wins' phase in preparation).

'Ambitious' projects
Within the medium to long term proposals tables a number of 'ambitious projects' are identified. These are listed once again at the end of the chapter.

5.2 Consistency with Department for Transport Cycling and Walking Strategy criteria

The information presented about each settlement is consistent with the Department for Transport's Cycling and Walking Investment Strategy technical guidance methodology, as follows:

Main Towns:

Table 5.2 Main Towns and CWIS criteria

Mapping	CWIS criteria addressed
Baseline conditions: - PCT-tool outputs. - Network and trip generators, desire lines. - Bikeability tool (proxy for routes and desire lines).	- Cycling information: existing network and trips. - Existing and planned trip generators. - Trip clustering (walking and cycling origin and destination points). - Network analysis.
Interventions: - Issues and quick wins. - Medium-Long term projects. - Prioritisation (see also Chapter 4 methodology).	- Planning network and identifying improvements. - High level costing of schemes. - Timescales and prioritisation.

Larger villages:

Table 5.3 Larger villages and CWIS criteria

Mapping	CWIS criteria addressed
Baseline conditions: - Network. - Bikeability desktop appraisal	- Trip clustering (walking and cycling). - Network analysis.
Interventions - Local interventions (all levels)	- Identifying improvements. - High level costing of schemes. - Timescales and prioritisation.

Rural areas including smaller villages:

Table 5.4 Rural areas and CWIS-criteria

Mapping	CWIS-criteria that would be addressed by the study
Baseline conditions: - Rural areas strategic routes network: commuter routes. - Rural areas strategic routes network: tourism routes. Note that identified routes are for both cyclists and pedestrians, with priority given to those most likely to be used by commuters connecting with towns and stations. For this reason, other strategic walking routes are not included.	- Trip destinations (economic benefits). - Identify improvements. - Provide costings. - Establish timescales and priorities.

5.3 Walking - district-wide (including South Downs National Park)

East Hampshire's walking network is variable in extent and quality. In the rural areas, where footways are provided they are usually on just one side of the street and often very narrow (<1.5m). Many suffer grass encroachment which narrows their effective width still further. Conditions for walking are likely to be further adversely affected by traffic speeds, a lack of suitable crossings and poor accessibility for people who rely on wheelchairs for mobility.

Stakeholders have raised these issues - most notably in Alton, Bordon, Farringdon and Grayshott. However our observation is that a large amount of investment is required to bring pedestrian infrastructure up to a decent standard, including:

- Consistent levels of accessibility for people with disabilities, including:
  - Continuous footway treatments - tighter junction geometry with 'footway' treatment (kerbs and surfacing) running across the junction at footway level).
  - Dropped kerbs and tactile warnings provided throughout.
  - The need to reduce the size of junctions - even the most minor junction is wide enough to remove pedestrian priority (Highway Code rule 170). Many people simply cannot walk quickly enough to protect themselves from fast-turning motor vehicles.
  - Footways should be level throughout - not dipping for minor crossovers and junctions. Crossfall should not exceed 1:40.

- Width of footways of not less than 160cm including absolute minimum clear paths of 90cm free from street furniture and other obstructions including footway parking. Ideally, footways should have a minimum width of 2.0m including a clear path of 1.5m.
- Regular seating to enable older and disabled people to sit down.

- A safe distance from passing motor-traffic
  - In higher speed traffic areas (40mph+), a 1m buffer should be provided between the carriageway and the footway to give an acceptable passing distance between motor vehicles and pedestrians.
  - Shared use footways should not be specified within settlements and careful consideration should be given to their appropriateness in rural areas. Shared use should only occur where there are low volumes of pedestrian traffic and the likelihood of conflict is minimised. A 1m buffer should be provided between the carriageway and the edge of the shared area.

Figure 5.2 Urban pedestrian footpaths need to be sealed-surfaced, with good forward sight lines and lighting to feel safe at night. Where they connect cul-de-sacs or otherwise improve permeability, they should be constructed to shared path dimensions (not less than 3.0m) or segregated if the path has a higher volume of pedestrians.

Table 5.5 Walking study and interventions

Ref	Issue	Suggested solution	Price
W1	Variable conditions for walking; inadequate accessibility for people with disabilities - need to understand the challenges in detail.	Study in detail the extent of measures required, settlement by settlement, accompanied by local stakeholders, including: - Wider footways (or, between rural settlements, cycle tracks that may be used by pedestrians). - Opportunities to segregate cyclists from pedestrians in urban areas with existing shared paths. - Buffer strips on higher speed roads. - De-cluttering. - Dropped kerbs and tactile paving. - Junction entry treatments. - Speed reduction. - Lighting. - Crossings - location and layout. - Seating (very important for older people).	£ 1k for smaller villages £ 8k for larger villages £ 10k for towns
W2	Implement measures in tandem with identified cycling interventions .	As above, with priority given as follows: - Town centres. - Schools. - Other streets.	Incorporated in cycle network pricing.
W3	Town and village centre (shopping parades).	Public realm improvements to encourage people to gather and enjoy the space. Measures including:	Price per scheme

		- Simple but attractive paving. - Larger areas dedicated for pedestrians. - De-cluttering and reducing the dominance of motor vehicles. - Cycle parking within the carriageway, not on the footway. - Dropped kerbs / level surfaces.	

5.4 Infrastructure Approaches: Main towns

5.4.1 ALTON

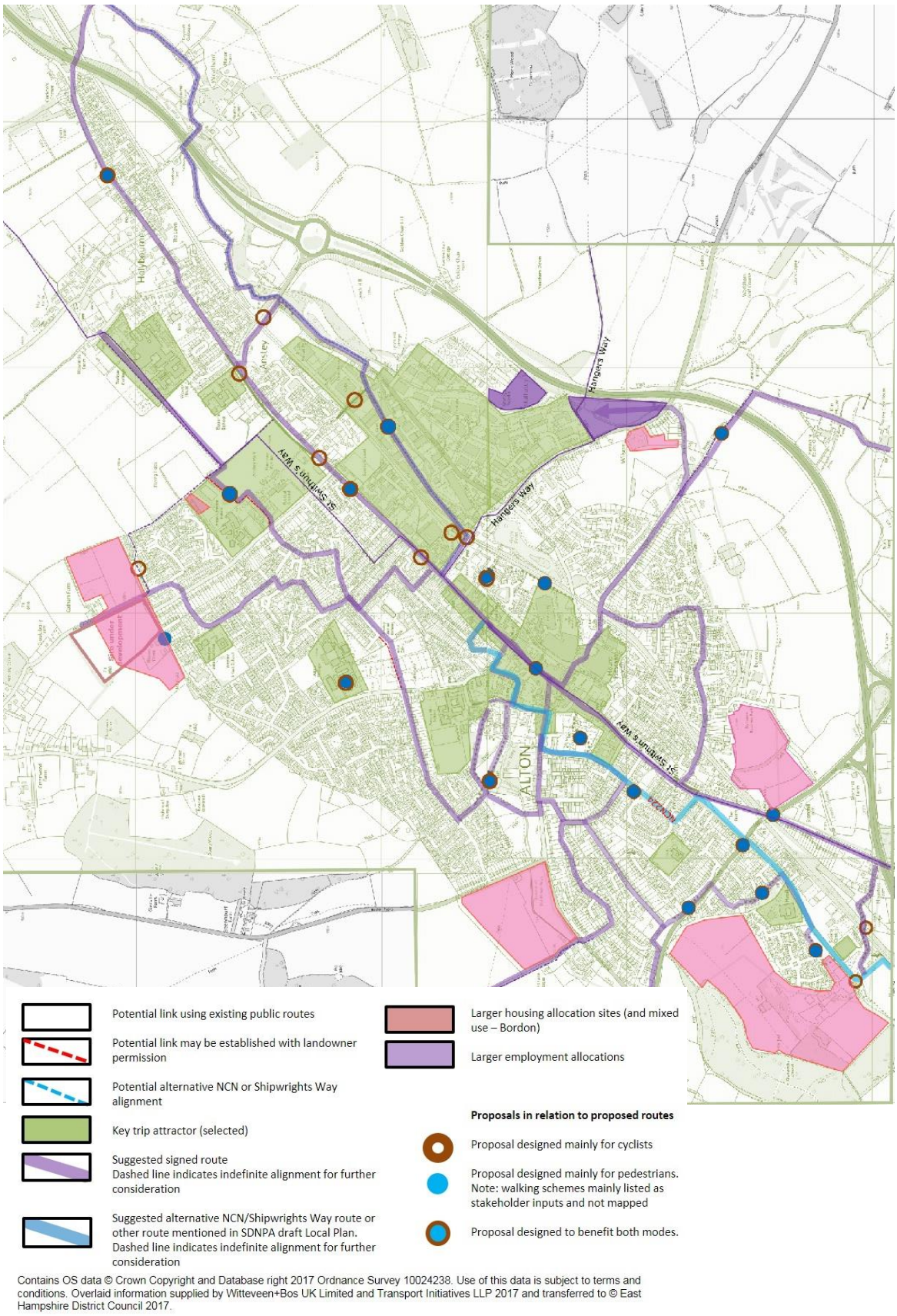


Figure 5.3 Alton: Suggested route network related to proposed interventions

Table 5.6 Network implementation costs

Intervention	Typical cost
Formation of route (basic) featuring: - Quiet on-road sections with traffic calming (£ 15k per speed table + £ 10k for zebra crossing). - Filtered permeability . - Inter-settlement shared use path minimum width 3.0m (£ 30 per sqm footway construction if required) plus 1.0m buffer (grass strip or marked area). - Segregated two way path with divider minimum width 4m (£ 30 per sqm footway construction). - Cycle and pedestrian priority at junctions (entry treatments) including tighter geometry (£ 20k per treatment). - Right turning pockets as required. - Lighting as required. - Associated signage.	See sample costs in adjacent column.
Formation of fully segregated cycle infrastructure including: - Danish-style stepped tracks. - Dutch-style fully separated tracks. - Contraflow cycle tracks. - Conversion of existing roundabouts to continental geometry with high quality pedestrian and cycle crossings. - Continuous footway/cycle track at side road entry treatment including junction geometry tightening. - Right turning pockets as required. - Central island removal - preferably replaced with zebra crossings. - Dedicated signals. - Associated engineering construction (extend embankments or cuttings).	£ 1.2m-£ 1.6m per km, includes cycling in both directions and associated localised resurfacing. Full junction signalisation from scratch £ 250k.
- Footway reconstruction: all footways to be constructed to min 1.5m width with 1:40 crossfall and level across driveway entrances and junction treatments.	£ 30 per square metre. £ 15k per entry treatment.
- New flush kerb with tactile indicators properly set.	£ 1,000 per instance.

Stakeholder comments

Table 5.7 Stakeholder comments - Alton

Ref	Stakeholder comment	Response	Cost / notes
AltS1	Alton Neighbourhood Plan: Desire to see improvements to the walking and cycling network including improved and new footways and public realm regeneration in the town centre.	- LCWIP provides for a comprehensive walking and cycling network. - Detailed analysis of conditions is required to assess and respond to pedestrian network condition and accessibility and identify priority improvements.	-
AltS2	Alton College, Anstey Road	Crossing to railway station still not satisfactory for high volumes of pedestrians.	£ 20k
AltS3	Anstey Junior School, / Bushy Leaze Children's Centre, Nursery Road: difficult crossing from Eastbrook Road to footpaths opposite.	Parking controls.	£ 10k
AltS4	Alton Town centre: extremely hazardous for pedestrians, especially crossing Church Street from Normandy Street.	Zebra crossing over Church Street at roundabout.	£ 15k
AltS5	Mill lane / Montecchio Way.	Provide footway between Mill Lane and Holybourne traffic lights.	
AltS6	Mill Lane to rail station and town centre - Dicker's Lane.	Close Dicker's Lane to motors; convert to shared use for pedestrians and cycles.	£ 20k
AltS7	Alton Rail station: poor pedestrian environment and signposting. No footway on Station Road; new crossing provides no improvement.	Potential improvement scheme fully designed.	
AltS8	Old Odiham Road.	Provide footway north of Gilbert White Way.	
AltS9	Riverside walk.	Provide better connection to town centre from Paper Mill Lane via brewery site.	
AltS10	Amery Hill road closure	Provide cycle access	
AltS11	Eggar's School: Discontinuity of cycle facility near Anstey Lane for homebound cyclists: crossing Anstey Rd via central refuge unsatisfactory.	Study: investigate cycling infra design solutions.	£ 10k
AltS12	Anstey Junior / Bushy Leaze Children's centre - Eastbrook Rd, Plevna Place.	Improve connectivity from Bushy Leaze gate to the south west - upgrade footpath link to allow cycling.	£ 30 per square metre footway construction
AltS13	Rural routes to / from Alton require use of unsuitable roads, including A31, B3004, B3006, A32. NCN224 is poorly surfaced on Chawton Road Park with a poor crossing at Butts Bridge.	Proposal Alt22 indicates potential route connecting NCN towards Bentley incorporating rural lanes east of Alton. Proposal Alt31 proposes improved crossing at Butts Bridge and improved surface quality on NCN224. Network and rural areas maps propose improved path along Basingstoke Road.	-
AltS14	- Anstey Road. - Anstey Road / London Road. - Butts Road / Borovere Road. - Butts Road. - Butts Bridge (Alton Cycling Club).	Address as appropriate: - Substandard cycle infrastructure including shared use paths. - Review design and layouts to introduce segregated stepped tracks. - Butts Road: issue of parked vehicles. Divert NCN224 via Whitedown Road / Rack.	£ 240k per km major upgrades.

Ref	Stakeholder comment	Response	Cost / notes
		Close.Road (with priority over Queen's Road and Ackender Road as new route. - Butts Bridge - address dangerous layout.	
AltS15	Public footpath between Alton to Chawton. Butts Bridge difficult for pedestrians; lack of signing.	Provide additional signing of walking and cycling route towards Chawton and rural lanes Provide proper cycle facilities at Whitedown Lane / Chawton Park road junction and at The Butts junction.	£ 20k
AltS16	Whitedown Lane - identified as extremely busy.	Improve crossings: - Chawton Park Road junction. - The Butts junction. - Footpath improvements between The Butts and Bolle Road. - Introduce school crossing patrol: Beechwood Road junction. - Provide Alton western bypass.	£ 30 per square metre footway construction £ 10k informal crossings £ 15k school crossing patrol
AltS17	Traffic speed and road danger.	Introduce town wide 20mph zone. See Alt 2 and Alt15.	
AltS18	Basingstoke Road.	Provide wider footway between Odiham Road and Whitedown Lane.	£ 30 per square metre footway construction
AltS19	No westbound cycling route from Tanhouse Lane.	Consider potential contraflow cycling route.	£ 5k
AltS20	One way system makes through-cycling or routes to and from stops difficult.	Study: opportunities to improve links for cyclists Upgrade path between Bank car park and Amery Street with contraflow cycle lane to Market Square Upgrade path between Vicarage Hill and High Street Allow contraflow cycling on High Street from Turk Street to Market Street. Allow contraflow cycling on High Street to Draymans Way. Upgrade route between High Street and Drayman's Way, beside River Wey to address lack of route for cycling between Ashdell Park / Ridgeway areas to high street.	£ 5k study £ 150k interventions
AltS21	Cycle parking is underused.	Provide cycle parking nearer to the shops.	£ 30k
AltS22	Poor quality cycle infrastructure on Chawton Park Road, parking issues.	Provide cycle lanes on Chawton Park Road. Alternatives: provide cycle lane on one side and allow cycling on existing footway on other side, to enable car parking to continue.	£ 120k per km
AltS23	Sainsbury's Drayman's Way: busy roads, mini-roundabout.	Provide off-road cycle path from The Butts toucan towards Drayman Way. Improve the footway on Drayman's Way alongside Mount Pleasant car park. Complete connection to Windmill Hill via Turks Lane (as per 2004 Cycle Plan).	£ 30 per square metre (footway construction)

Identified issues and quick wins - Alton North

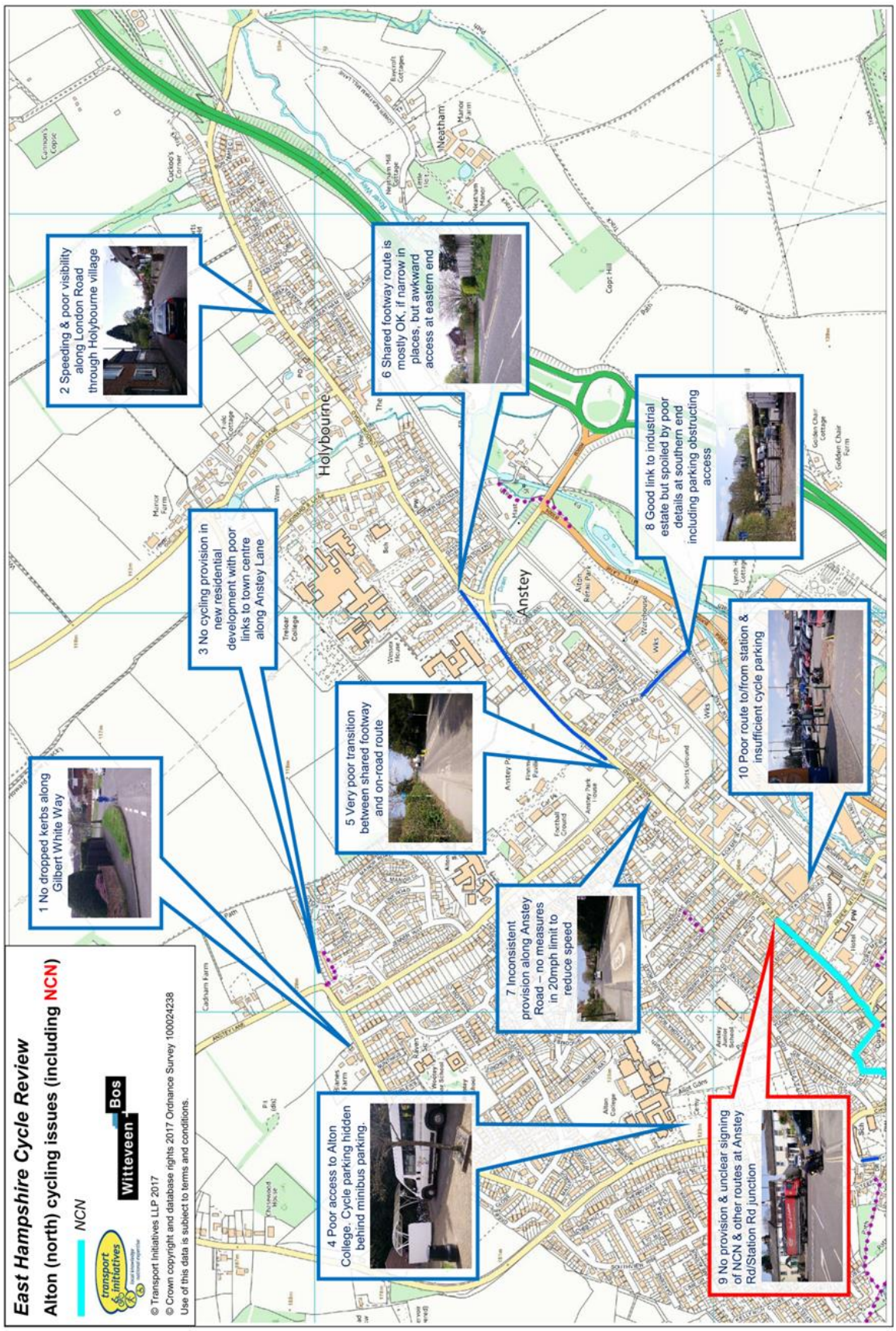


Table 5.8 Alton North: Issues and Quick Wins

Ref	Number on map	Issue	Suggested solution	Price
Alt1	1	No dropped kerbs Gilbert White Way (walking scheme).	Tighten junction radii Raise level of carriageway to provide continuous cycle / footway.	£ 15k
Alt2	2	Speeding and poor visibility London Road (also mentioned in 2004 Cycle Plan).	20mph limit. Vertical deflection (sinusoidal humps).	£ 5k £ 10k
Alt3	3	No cycling provision in new residential development with poor links to town centre via Anstey Lane.	Provide local connection (footway construction).	£ 30 per square metre
Alt4	4	Poor access to Alton College Hidden cycle parking.	Study / negotiation of access options Each new access built. Relocate cycle parking to more accessible location, cover and extend.	£ 2k £ 15k £ 20k
Alt5	5	Poor transition between cycling infrastructures, Anstey Road (east) .	Study of existing and design options including stepped tracks. Public engagement.	£ 20k
Alt6	6	Shared footway route mostly OK; awkward access eastern end (Also mentioned in 2004 Cycle Plan).	Minor improvements to access ahead of longer term scheme for next LCWIP.	£ 10k
Alt7	7	Anstey Road: inconsistent provision of measures; no speed reduction measures (Existing measures proposed in 2004 Cycle Plan).	Study: Consider stepped tracks. Single treatment for entire length of street. Develop concept and feasibility designs.	£ 20k
Alt8	8	Poor detailing including obstructive parking at southern end of industrial estate access.	Minor improvements to access including prevention of obstructive parking.	£ 5k
Alt9	9	Poor signing of NCN.	Design and implement additional signage / wayfinding.	£ 5k
Alt10	10	Poor walk/cycle access to station, insufficient cycle parking. Stakeholders identified poor quality crossing from new shared use path.	Design and implement improved access (general maintenance, lining). Add cycle parking.	£ 80k £ 20k
Alt11	general	Absence of cycle parking (also generic).	Provide cycle parking at regular intervals and in groups to cater for higher demand. Price per stand including installation.	£ 200 per stand

Medium to long-term schemes - Alton North

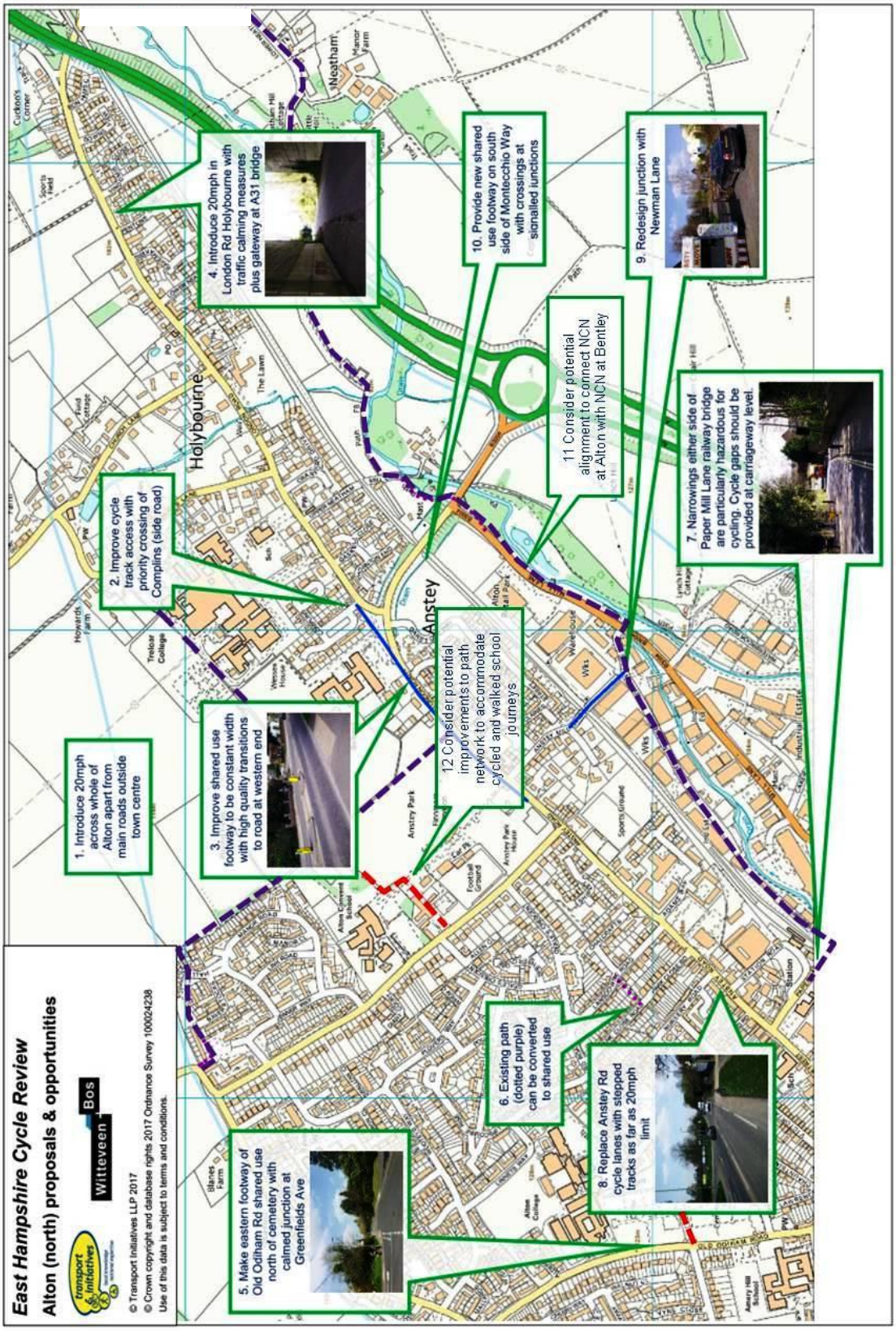


Table 5.9 Alton North: Medium-Long term schemes

Ref	Ref from map above	Suggested longer term solution	Price
Alt12	1	Town wide 20mph zone (town centre and residential streets).	£ 50k
Alt13	2	**Ambitious project:** Detailed design and implementation of recommended measures including raised junction entry treatments giving cycle priority. See Alt6.	£ 1.2m per km
Alt14	3	**Ambitious project:** Detailed design and implementation of recommended measures including raised junction entry treatments giving cycle priority. See Alt5.	£ 1.2m per km
Alt15	4	Introduce town wide 20mph zone. See Alt2.	
Alt16	5	**Ambitious project** Danish style stepped tracks on Old Odiham Road or two way track.	£ 200k
Alt17	6	Convert footpath to shared use.	£ 10k
Alt18	7	Redesign narrowings on Paper Mill Lane to accommodate cycle gaps.	£ 10 per narrowing
Alt19	8	Replace cycle lanes on Anstey Rd with stepped tracks (cycle tracks at intermediate level between footway and carriageway).	£ 500k
Alt20	9	Redesign junction. See Alt8.	
Alt21	10	New shared or segregated footway (footway construction) - low pedestrian flows are a condition of shared use acceptability.	£ 30 per square metre
Alt22	11	Study potential of completing NCN link to Bentley. Implementation: create cycle paths adjacent to carriageways and shared use paths away from carriageways as well as on-road cycling (proposal in 2004 Cycle Plan).	£ 30k £ 30 per square metre
Alt23	12	Study potential for upgrading / building paths to shared use, including engaging with private landowners. Busy route requiring 4.0m width Implementation: footway construction.	£ 10k study or combine with walking study proposal W1 £ 30 per square metre footway construction

Identified issues and quick wins - Alton South

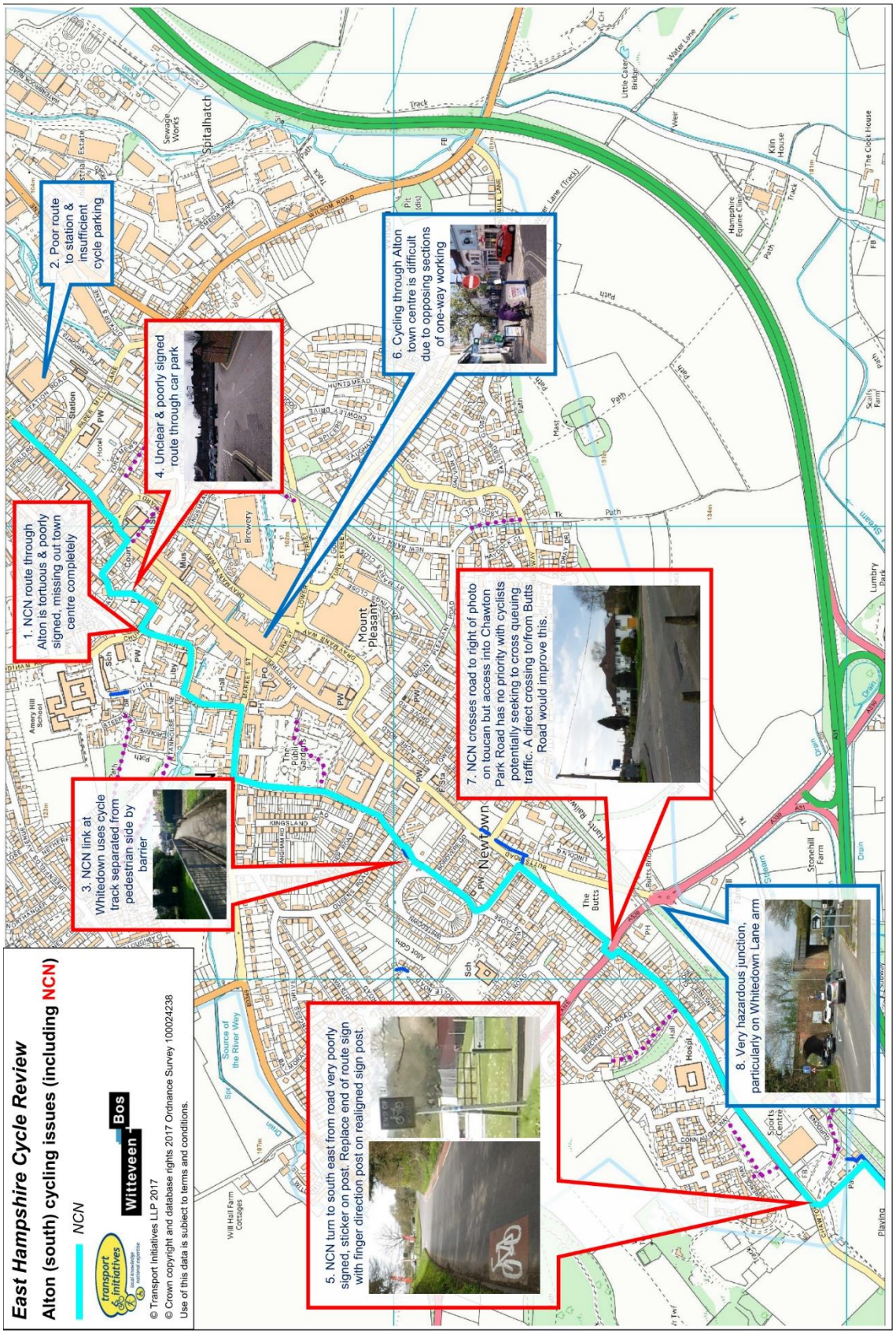


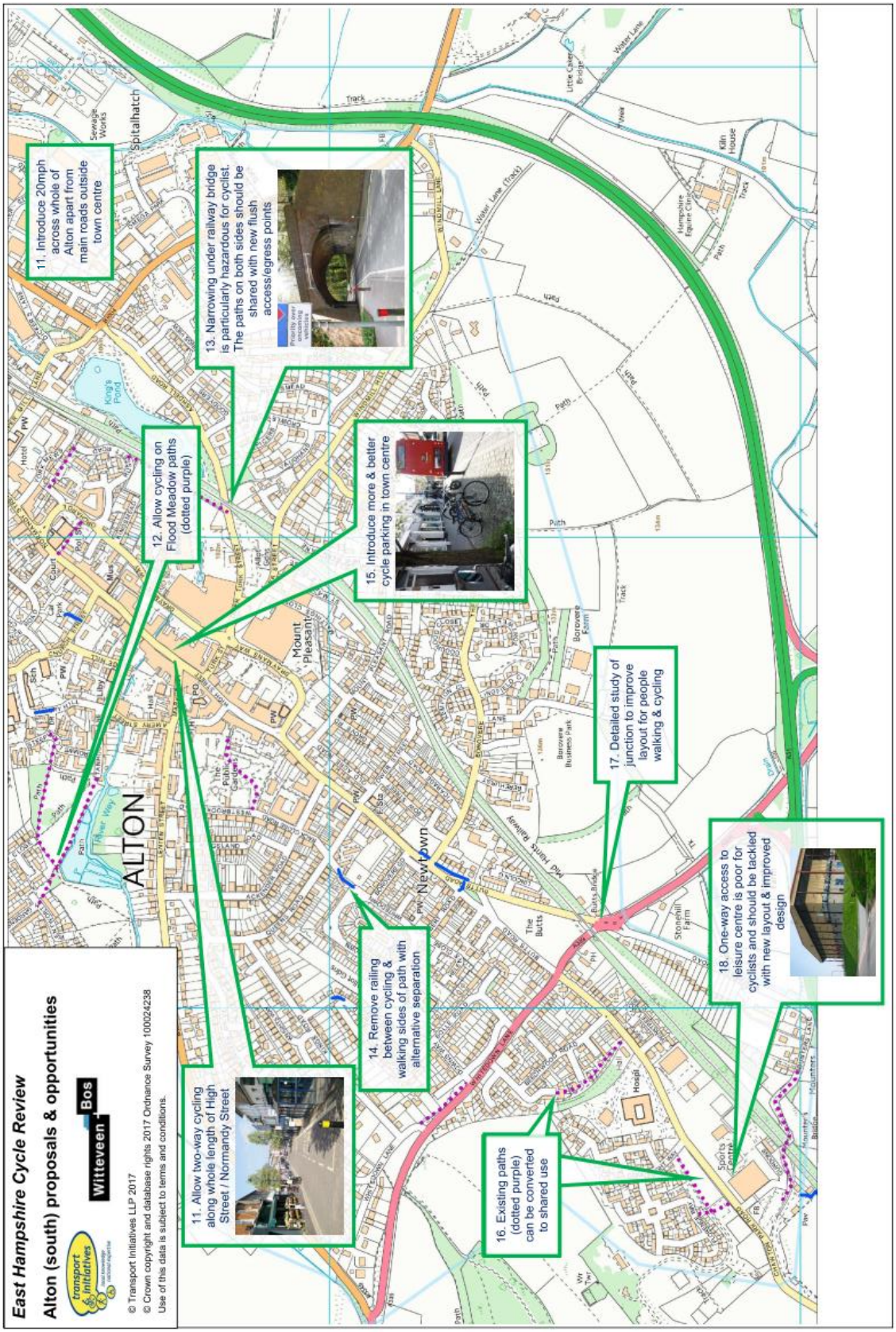
Table 5.10 Alton South: Issues and Quick Wins

Ref	Number on map	Issue	Suggested quick win solution	Price
Alt24	1	NCN route is tortuous and indirect, missing town centre.	Re-route as part of measures to improve Anstey Road provision (Alt6/7).	
Alt25	2	Poor route to station and insufficient cycle parking.	Provide localised improvements as part of link from Alton to Bentley.	£ 80k
Alt26	3	NCN link at Whitedown use cycle track separated from pedestrian side by barrier.	Remove guard rail, replace with kerb.	£ 50k
Alt27	4	Unclear and poorly signed route through car park.	Consider route options and wayfinding alternatives .	-
Alt28	5	NCN turn to south east from road is poorly signed.	Replace 'End of Route' sign with finger post; widen downhill cycle lane and provide uphill cycle lane at least 2.0m wide each way.	£ 30k
Alt29	6	Opposing one way streets on high street; also other one way streets with no cycle contraflow (2004 plan mentions route towards Turks Street).	Consider facilitating / legalising cycling in both directions, this should be part of general improvements on Anstey Road provision (Alt 6/7). May become part of NCN by re-routing (see Alt24).	-
Alt30	7	NCN toucan crossing gives no priority over Chawton Park Road.	Provide direct crossing to / from The Butts replacing existing toucan.	£ 70k
Alt31	8	Hazardous junction: Whitedown Lane / Butts Bridge.	Provide flush kerbs and separated space; amend junction layout ahead of longer term solutions.	£ 30k

Medium to long-term schemes - Alton South

Table 5.11 Alton South: Medium-Long term schemes

Ref	Ref from map below	Suggested solution	Price
Alt32	11	Allow two way cycling on whole length of High St/Normandy St and on other one-way streets where it is practicable to make this provision including the connection from Turks Lane (proposed route to and from rural areas).	£ 100k
Alt33	12	Formalise cycling on Flood Meadow Paths and, where there is available space, alongside River Wey.	£ 20k
Alt34	13	New cycle tracks under railway bridge including flush dropped kerbs.	£ 15k
Alt35	14	Remove railing, see Alt26.	
Alt36	15	Provide additional cycle parking, town centre £ 250 per stand including installation.	£ 10k
Alt37	16	Convert paths to shared use.	£ 40k
Alt38	17	See Alt37. In the longer term provide more separation of time and space at the junction as part of a wider scheme.	-
Alt39	18	Layout changes including cycle-contraflow: leisure centre.	£ 50k



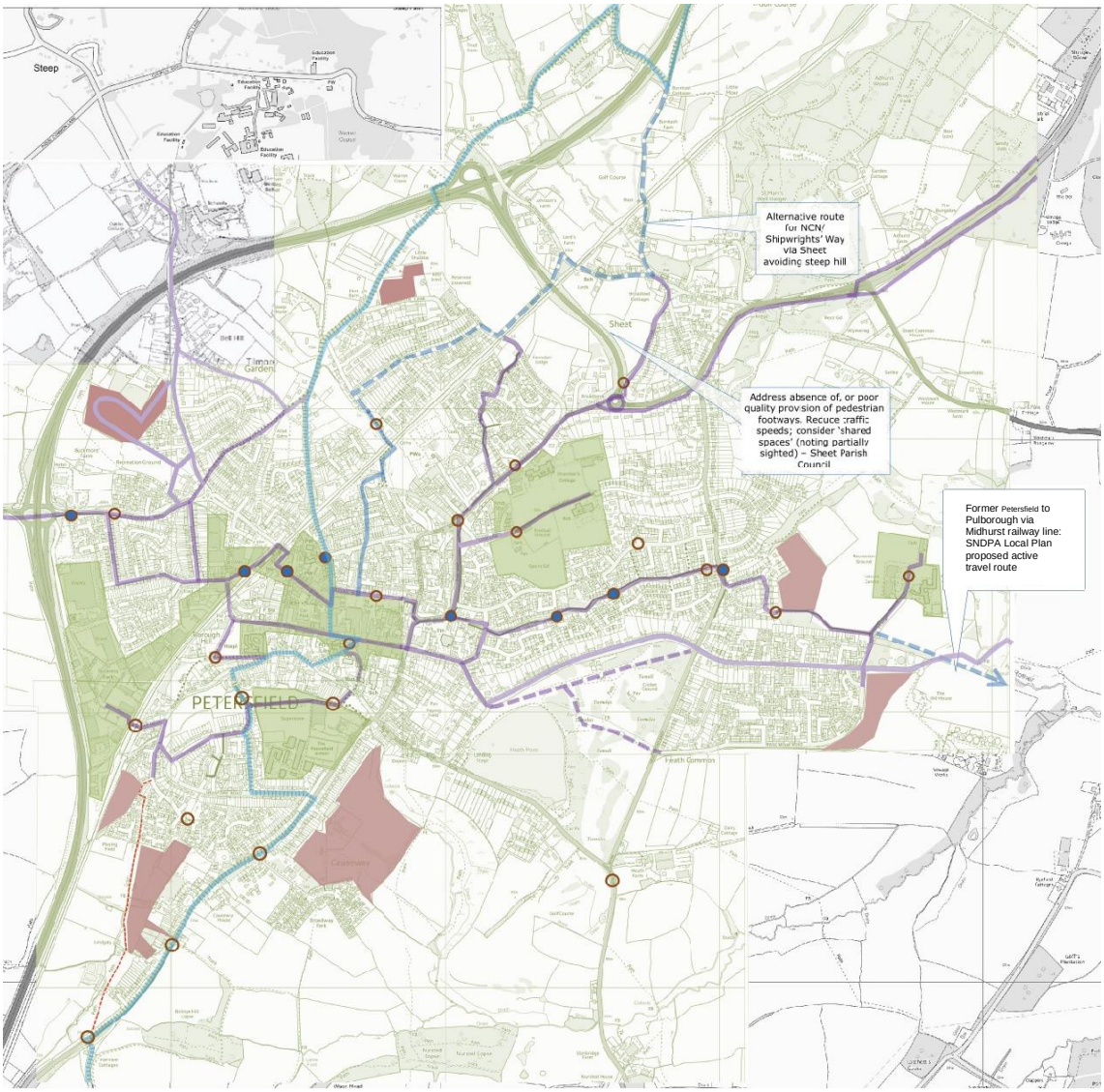
Medium to long-term schemes - Alton South

Table 5.12 Cycle parking

Cycle parking	Broad cost estimates
- Provide Sheffield stands evenly distributed in the town centre and other district or local shopping parades - Provide additional covered, secure cycle parking at Alton and Bentley stations to serve rising demand. Parking should be well lit with incidental or dedicated CCTV coverage. - Provide covered Sheffield stands at schools and prominent cycle parking for school visitors - Require new development to provide covered cycle parking taking the form of in-curtilage storage units, or on-street residential 'hangars' for shared use. - All cycle parking provision should dedicate a minimum of one, or 5 % of the total to non-standard cycles and cycles used by disabled people. A permit system may be appropriate if signing alone proves insufficient. - At long-term cycle parking facilities, lockers should be provided with e-bike charging facilities. Use of the lockers may be chargeable to contactless payment cards.	Sheffield stand £ 200 including installation Cycle storage units in the region of £ 5,000 to £ 10,000 depending on capacity Cycle 'hangars' in the region of £ 5000 per unit however residents pay a fee for continued maintenance

5.4.2 PETERSFIELD

Suggested route network related to proposed interventions - Petersfield



Potential link using existing public routes

Potential link may be established with landowner permission

Potential alternative NCN or Shipwrights Way alignment

Key trip attractor (selected)

Suggested signed route
Dashed line indicates indefinite alignment for further consideration

Suggested alternative NCN/Shipwrights Way route or other route mentioned in SDNPA draft Local Plan.
Dashed line indicates indefinite alignment for further consideration

Larger housing allocation sites (and mixed use – Bordon)

Larger employment allocations

Proposals in relation to proposed routes

Proposal designed mainly for cyclists

Proposal designed mainly for pedestrians.
Note: walking schemes mainly listed as stakeholder inputs and not mapped

Proposal designed to benefit both modes.

Figure 5.4 Petersfield network and interventions

Table 5.13 Network implementation costs

Intervention	Typical cost
Formation of route (basic) featuring: - Quiet on-road sections with traffic calming (£ 15k per speed table + £ 10k for zebra crossing). - Filtered permeability. - Shared use path minimum width 3.0m (£ 30 per sqm footway construction if required). - Segregated path with divider minimum width 4m (£ 30 per sqm footway construction). - Cycle and pedestrian priority at junctions (entry treatments) including tighter geometry. - Right turning pockets as required. - Lighting as required. - Associated signage.	£ 120k per km, including associated localised kerb realignment and resurfacing.
Formation of fully segregated cycle infrastructure including: - Stepped tracks. - Dutch-style fully separated tracks. - Contraflow cycle tracks. - Conversion of existing roundabouts to continental geometry with high quality pedestrian and cycle crossings. - Continuous footway/cycle track at side road entry treatment including junction geometry tightening. - Right turning pockets as required. - Central island removal - preferably replaced with zebra crossings. - Dedicated signals. - Associated engineering construction (extend embankments or cuttings).	£ 1.2m-£ 1.6m per km, includes cycling in both directions and associated localised resurfacing. Full junction signalisation from scratch £ 250k
- Footway reconstruction: all footways to be constructed to min 1.5 m width with 1:40 crossfall and level across driveway entrances and junction treatments	£ 30 per square metre. £ 15k per entry treatment.
- New flush kerb with tactile indicators properly set.	£ 1,000 per instance.

Stakeholder comments

Table 5.14 Stakeholder comments, Petersfield

Ref	Stakeholder comment	Response	Cost / notes
PtrS1	Petersfield Neighbourhood Plan vision: 'We will be able to move easily around the town with a network of footpaths and cycleways. Our town and residential streets will be designed to give pedestrians and cyclists priority over vehicles…'	Noted: - The need for pedestrian and cycling schemes to have priority over motor traffic at junctions and other locations as appropriate. - The desire for a high quality network for walking and cycling. - The desire for new development to adhere to design principles in Manual for Streets, facilitating walking and cycling access.	Reflected in this LCWIP.
PtrS2	Lack of safe signed routes to station.	Develop and sign key routes to station.	£ 5k Ptr49
PtrS3	Lack of safe connections from villages.	Connection enhancements.	£ 10k
PtrS4	Create direct connection between Petersfield and Liss / Improve junction of A272 and B2199.	Develop direct physically and lane separated route between Petersfield and Liss. See also Table 4.32 - Ref HdnS1.	£ 120k per km + additional costs for junction treatments, civil engineering and segregation of cycles from pedestrians
PtrS5	Various routes suggested.	Please refer to rural route map.	-

Identified issues and quick wins - Petersfield North

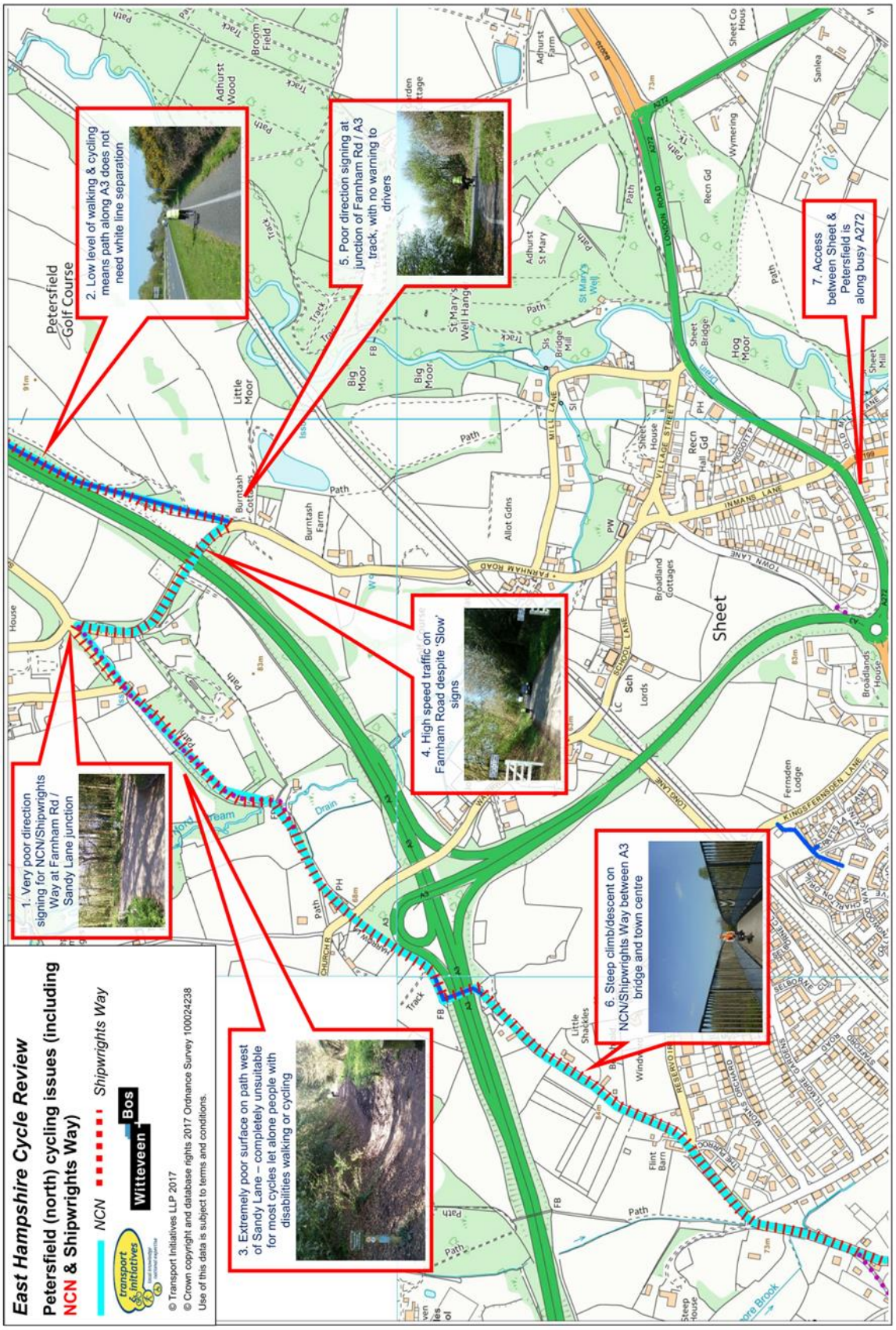


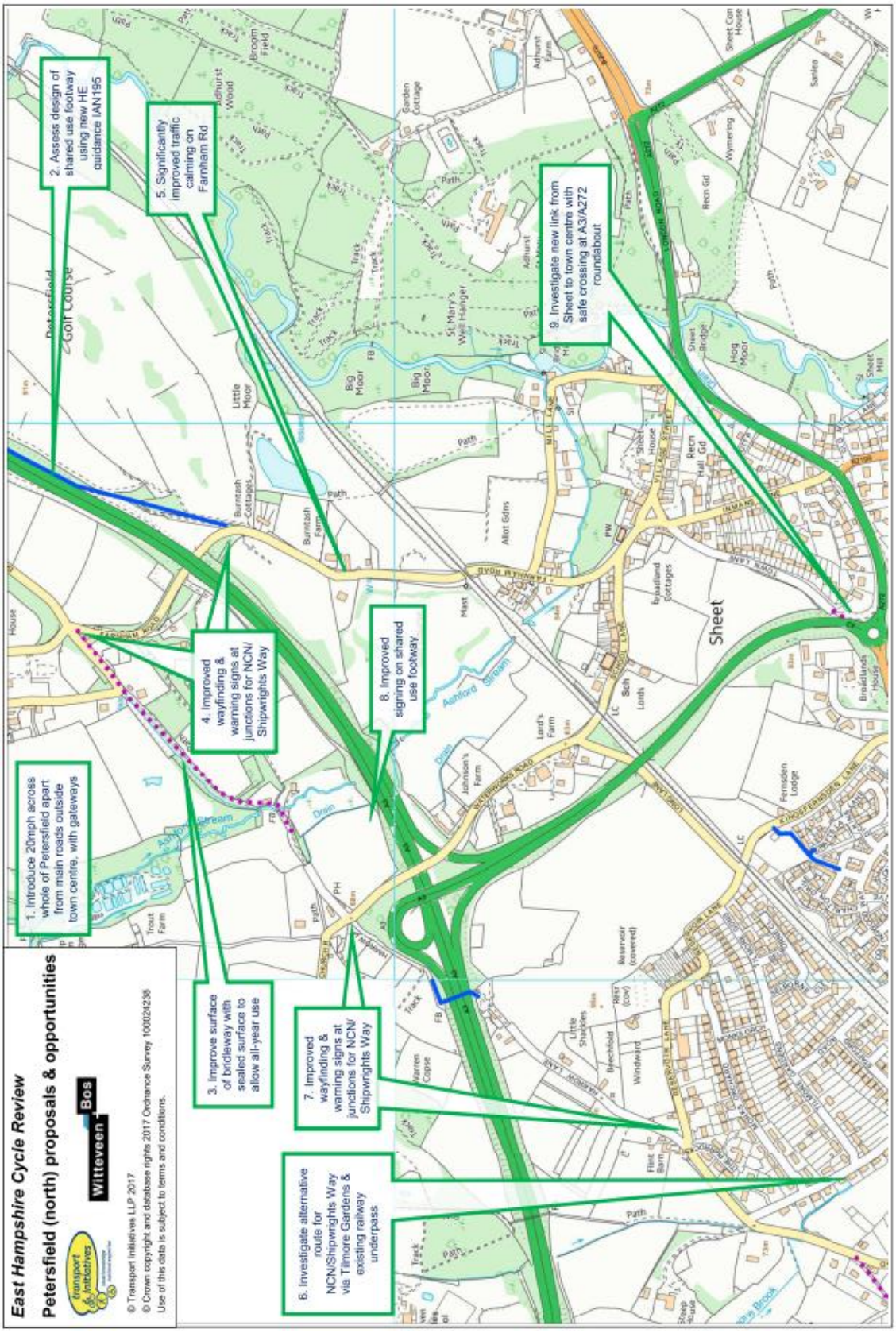
Table 5.15 Petersfield North: Issues and Quick Wins

Ref	Number on map	Issue	Suggested quick win solution	Price
Ptr1	1	Shipwrights Way poor signing at Farnham Rd/Sandy Lane.	New signing.	£ 2k
Ptr2	2	A3 segregation white line.	Do not repaint when worn. Add shared use signage.	£ 2k
Ptr3	3	Unsurfaced path west of Sandy Lane.	See Ptr10.	
Ptr4	4	High speed traffic on Farnham Rd despite 'slow' signs.	Introduce 20mph speed limit and enforce. Consider gateway and sinusoidal humps.	£ 10k
Ptr5	5	Poor direction signing Farnham Rd/A3 track, no warning to drivers.	Review layout design. Install signing.	£ 2k £ 2k
Ptr6	6	Steep gradient to town centre.	Study potential solutions.	£ 5k
Ptr7	7	Access between Sheet and Petersfield along busy A272.	Study design solutions including. 'continental' layout and orbital cycle tracks.	£ 10k

Table 5.16 Petersfield North: Medium-Long term schemes

Ref	Number on map below	Suggested medium to longer term solution	Price
Ptr8	1	Introduce town wide 20mph zone in residential areas and town centre.	£ 20k
Ptr9	2	Assess design of A3 footway.	£ 5k
Ptr10	3	Surface upgrade on bridleway.	£ 200k
Ptr11	4	Wayfinding solutions, see Ptr5.	
Ptr12	5	Add traffic calming (sinusoidal humps) on Farnham Road including new 30mph speed limit, see also Ptr5.	£ 10k per feature.
Ptr13	6	Investigate alternative route for Shipwrights Way avoiding busy routes Implement measures including signs and infrastructure as necessary.	£ 5k Implement price TBC.
Ptr14	7	Wayfinding signage.	£ 2k
Ptr15	8	Shared use footway signage, clear vegetation or widen path to 3.0 m.	£ 2k - £ 50k
Ptr16	9	Design investigation: consider more tightly defined layout to reduce entry and exit speeds; provide easy pedestrian and cycle crossings on each arm.	£ 30k study and concept design.

Medium to long-term schemes - Petersfield North



Identified issues and quick wins - Petersfield South

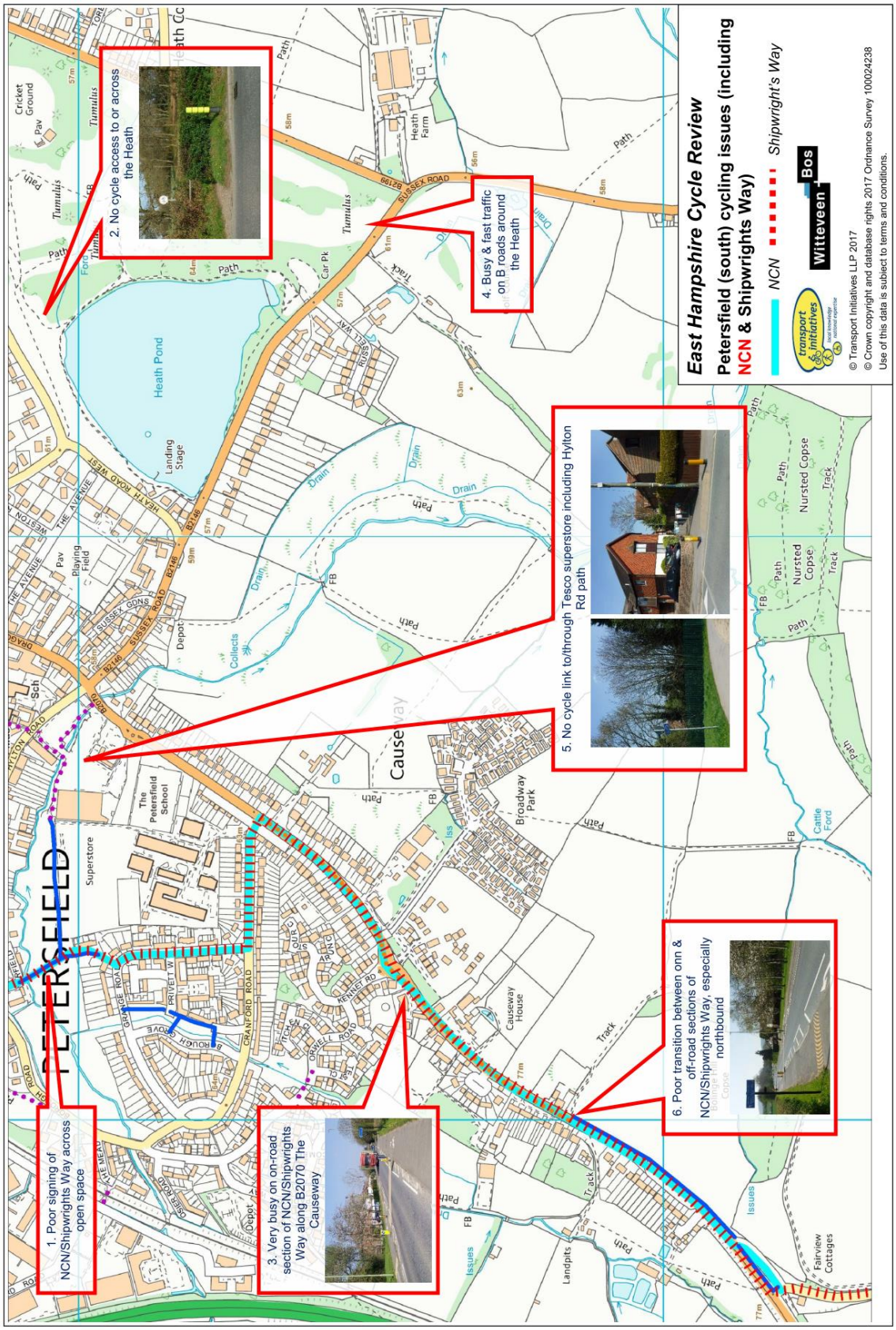


Table 5.17 Petersfield South: Issues and Quick Wins

Ref	Number on map	Issue	Suggested quick win solution	Price
Ptr17	1	Poor signage Shipwrights Way NCN across open space.	Signage.	£ 2k
Ptr18	2	No cycle access to or across the heath.	Permit courteous cycling. See Ptr30.	£ 50k including access points and signage
Ptr19	3	Busy sections of NCN/Shipwrights Way on carriageway of B2070; poor transitions on and off infrastructure.	Study potential design solutions; see Ptr32.	£ 30k
Ptr20	4	Busy and fast roads on B roads around the heath.	Consider measures adjacent to the road, or off-road alternatives - study.	£ 30k
Ptr21	5	No cycle link through Tesco superstore.	Widen and convert existing footpath to shared use.	£ 50k
Ptr22	6	Poor transition between on and off-road sections of NCN/ Shipwrights Way, especially northbound.	Upgrade signage, enhance visual narrowing at crossings.	£ 4k

Medium to long-term schemes - Petersfield South

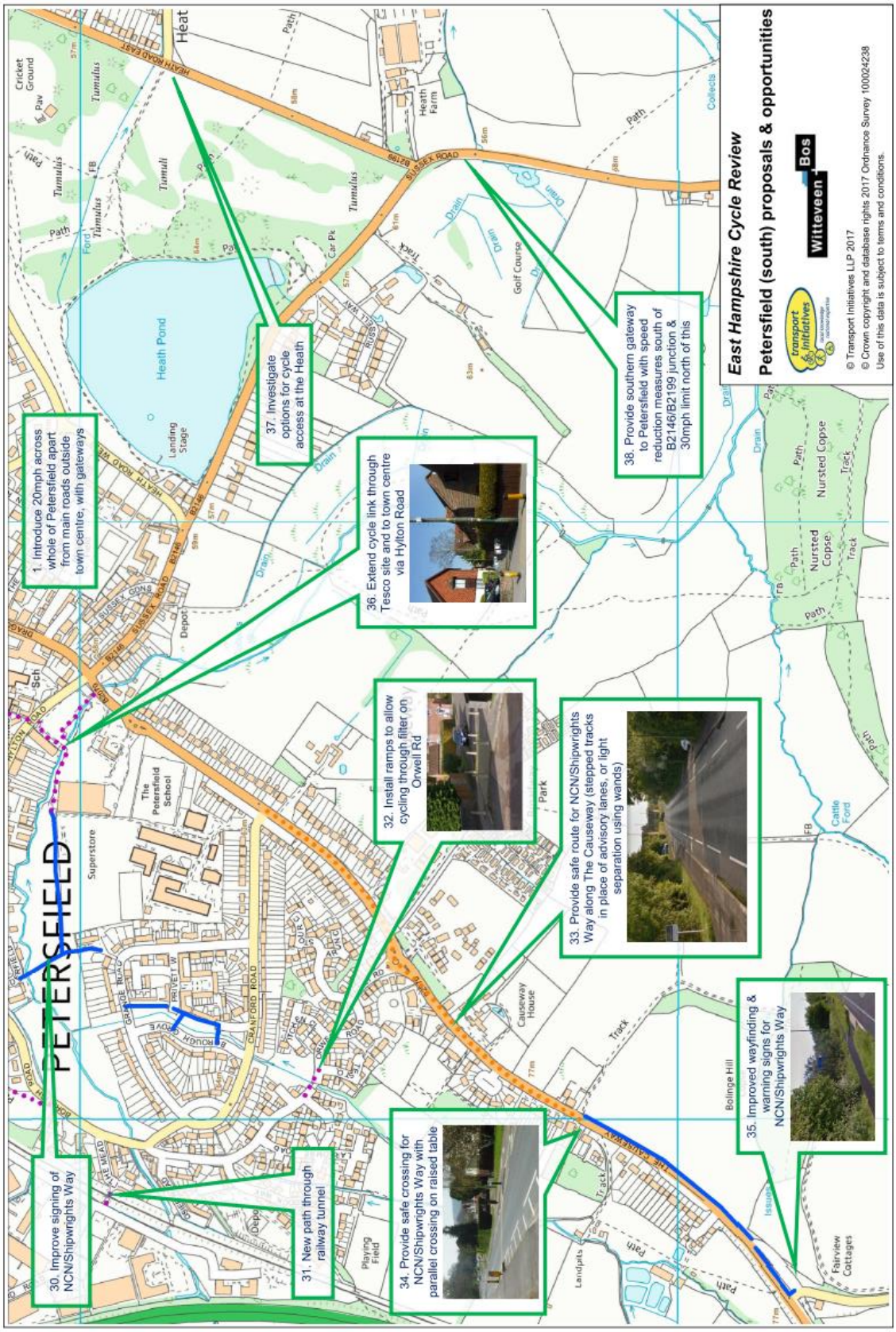


Table 5.18 Petersfield South: Medium-Long term schemes

Ref	Number on map above	Suggested medium to longer term solution	Price
Ptr23	30	Signage.	£ 2k
Ptr24	31	New path through railway tunnel.	£ 20k
Ptr25	32	Dropped kerbs.	£ 3k
Ptr26	33	Install stepped tracks on The Causeway including 'Copenhagen' junction treatments (ramped entry treatments with continuous cycle tracks).	£ 1.2m
Ptr27	34	Parallel zebra crossing, raised.	£ 15k
Ptr28	35	Signing scheme and red anti-skid surfacing/marking.	£ 5k
Ptr29	36	Extend cycle links via Tesco.	£ 50k
Ptr30	37	Design and construct shared use paths across the heath (sealed surface or compacted material); see also Ptr18.	£ 30 per square metre.
Ptr31	38	Introduce new 30mph speed limit and gateway feature. Design and implement 'fietstraat' measures (wide cycle lanes with single lane in centre - drivers divert into cycle lane to pass each other).	£ 30k
Ptr32	-	Construct link between Petersfield and Liss through NCN/Shipwright's way B2070 route connection, See Ptr19.	

Identified issues and quick wins - Petersfield West

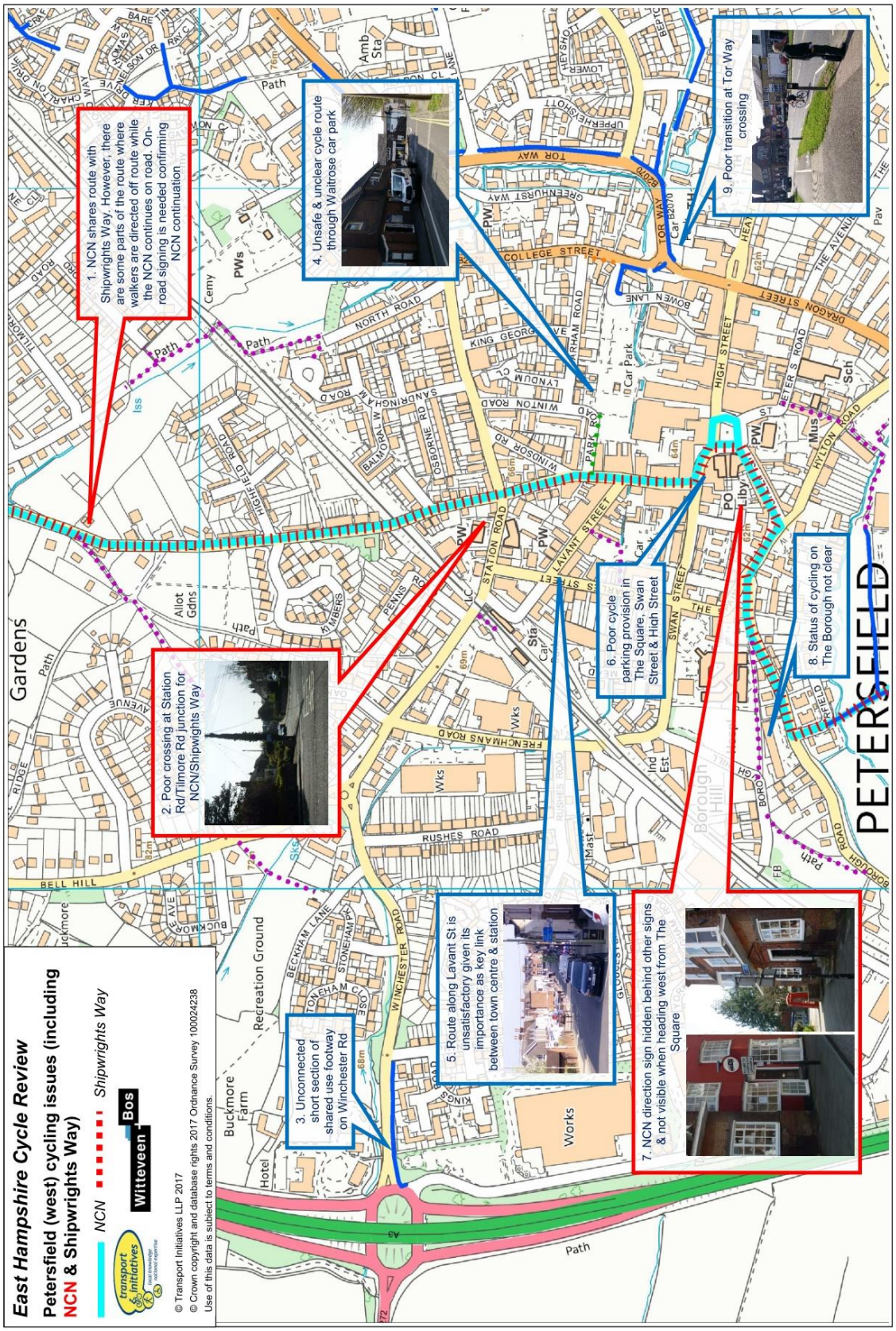


Table 5.19 Petersfield West: Issues and Quick wins

Ref	Number on map	Issue	Suggested quick win solution	Price
Ptr33	1	NCN shares route with Shipwright's way. Lack of clarity regarding routes taken by pedestrians and cyclists.	Improved clarity: road markings and signage.	£ 2k
Ptr34	2	Poor crossing Station Rd Tilmore Rd for Shipwright's Way/NCN	Design potential improved crossing.	£ 20k
Ptr35	3	Unconnected short section shared use footway Winchester Rd.	Study and conceptualise potential solutions including stepped or fully segregated tracks along Winchester Road and modifications at junctions. West of settlement boundary cycle track becomes shared use path (low volumes of pedestrians).	£ 20k
Ptr36	4	Unsafe and unclear route via Waitrose car park.	Consider alternative routes or improvements within car park - study.	£ 5k
Ptr37	5	Route along Lavant Street unsatisfactory given importance of connection with town centre.	Design public realm schemes incorporating wider footways, alternatives to existing parking and cycle parking.	£ 50k
Ptr38	6	Poor cycle parking in town centre.	Provide additional cycle parking throughout town centre.	£ 30k
Ptr39	7	Poor signing of NCN in town centre.	New signing.	£ 2k
Ptr40	8	Status of cycling on The Borough unclear.	Clarify and sign appropriately, with minor improvements (such as localised widening) where necessary.	£ 10k
Ptr41	9	Poor transition of cycle track at Tor Way crossing and from track to eastbound route along Tilmore Brook.	Change layout to make access to Taro Trail clear for cyclists as well as pedestrians. Remove access barriers on Taro Trail.	£ 10k

Medium to long-term schemes - Petersfield West

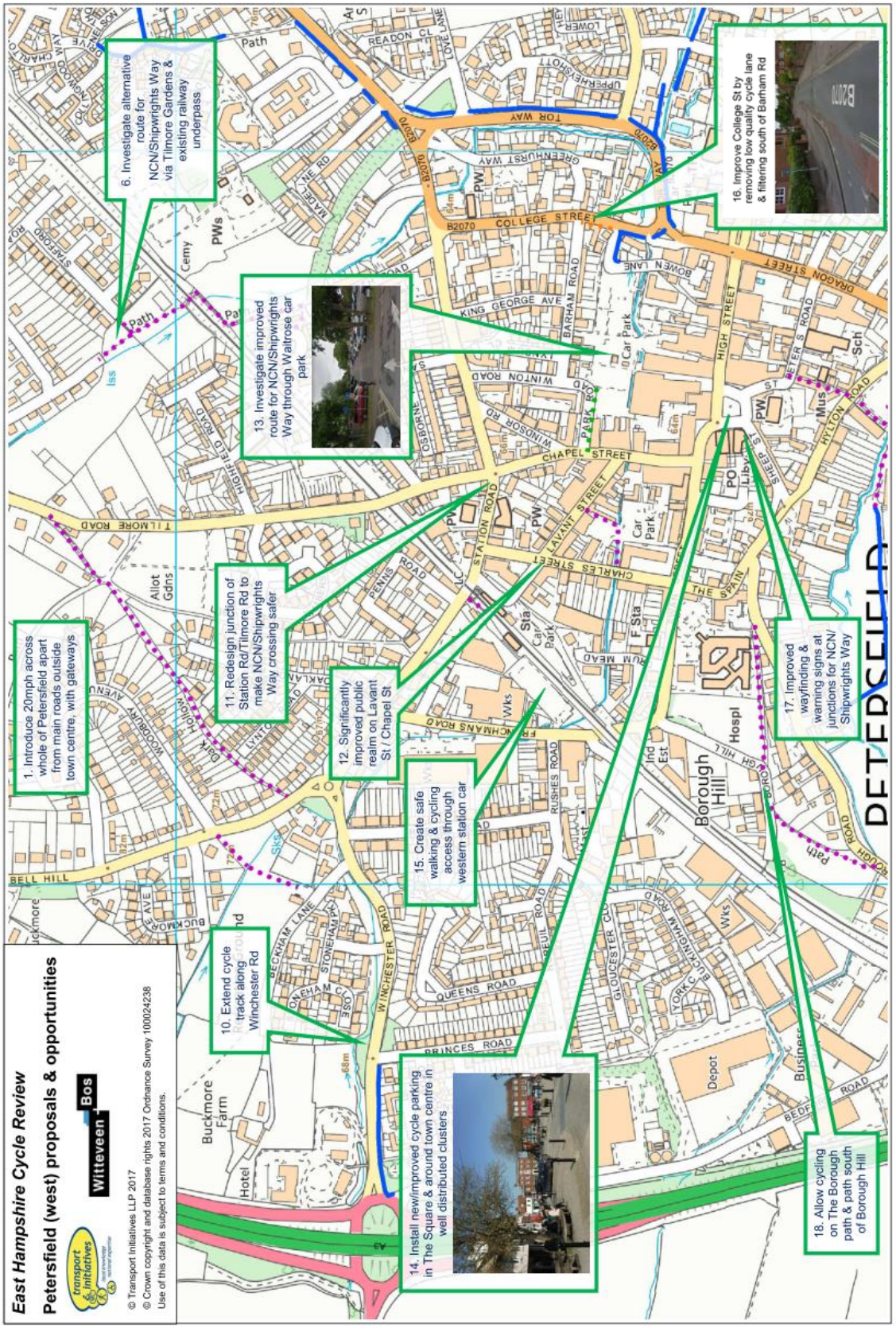


Table 5.20 Petersfield West: Medium-Long term schemes

Ref	Number on map above	Suggested medium to longer term solution	Price
Ptr42	10	See Ptr35. Implement recommended solutions.	£ 500k to £ 1m
Ptr43	11	See Ptr34. Implement recommended solution.	£ 50k
Ptr44	12	**Ambitious project:** See Ptr37. Implement high quality public realm solution with options including shared level surfaces, narrowed carriageways and redistribution of parking as appropriate to make the environment more attractive and accessible for pedestrians. Provide cycle parking at intervals along town centre streets, preferably within the carriageway. Ensure adequate tactile paver guidance for people with limited vision.	£ 4m
Ptr45	13	See Ptr36. Implement recommended solution.	£ 50k
Ptr46	14	See Ptr38.	
Ptr47	15	Create safe walking and cycling route via station car park.	£ 30k
Ptr48	16	**Ambitious scheme** Consider removal of one way gyratory and implement filtered permeability south of Barham Road.	£ 250k
Ptr49	17	Signage.	£ 2k
Ptr50	18	See Ptr40.	

Identified issues and quick wins - Petersfield East

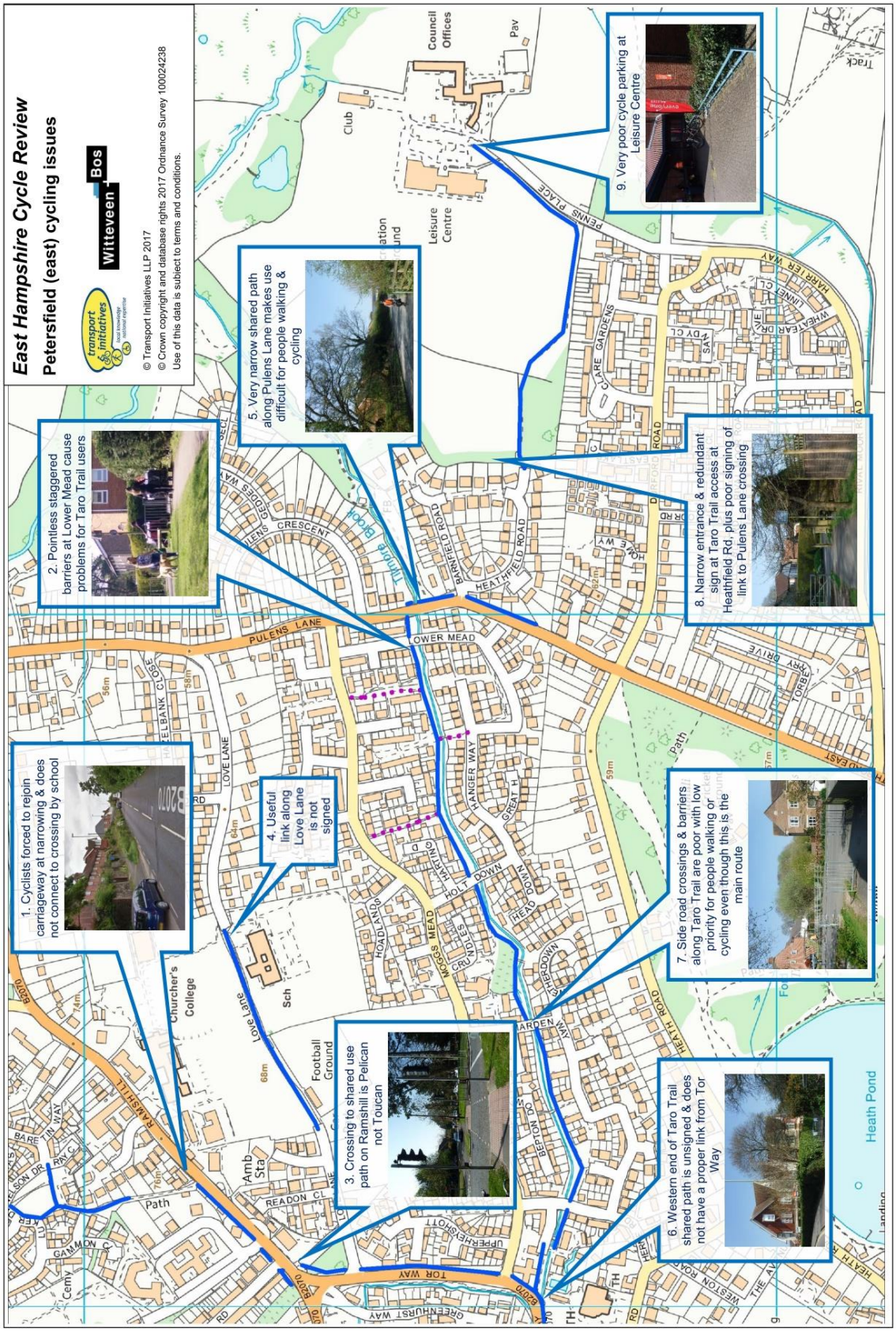


Table 5.21 Petersfield East: Issues and Quick Wins

Ref	Number on map	Issue	Suggested quick win solution	Price
Ptr51	1	Cyclists forced onto carriageway at narrowing; lack of connection to crossing by school.	Study: potential solutions including segregated use and footpath widening.	£ 10k
Ptr52	2	Pointless staggered barriers at Lower Mead cause problems for Taro Trail users.	Removal of barriers.	£ 30k
Ptr53	3	Crossing for shared use path is a pelican not a toucan.	Convert to toucan crossing.	£ 30k
Ptr54	4	Useful link along Love Lane is not signed..	Signage and minor improvements.	£ 20k
Ptr55	5	Narrow shared path along Pulens Lane makes use difficult for pedestrians and cyclists.	Consider options: - Cycles within main carriageway with traffic calming and / or wide cycle lanes (leaving single central lane) - drivers may enter cycle lanes to pass each other. - Widen existing footway to 3.5m and provide segregation. - Widen or add bridge deck, or design better crossing avoiding bridge deck.	£ 10k (study)
Ptr56	6	Western end of Taro Trail is unsigned. Poor interface with existing infrastructure.	Improve layout, including widening entrance to Taro Trail and removing barriers.	£ 20k
Ptr57	7	Side road crossings of Taro Trail are poor quality, removing active travel priority.	Install cycle-pedestrian zebra crossings.	£ 50k
Ptr58	8	Narrow entrance and redundant sign: entrance to Taro recreation ground. Lack of signage to Pulens Lane crossing.	Remove redundant sign; widen entrance. Sign route to Pulens Lane crossing.	£ 20k
Ptr59	9	Inadequate cycle parking at leisure centre. Poor cyclist routing to Council offices.	Install covered cycle parking - Sheffield stands including provision for non-standard cycles (cargo-cycles, wheelchair cycles, tandems). Mark contraflow access to council offices (avoiding car park one way system) Improve accessibility and signage to Taro Trail.	£ 80k

Medium to long-term schemes - Petersfield East

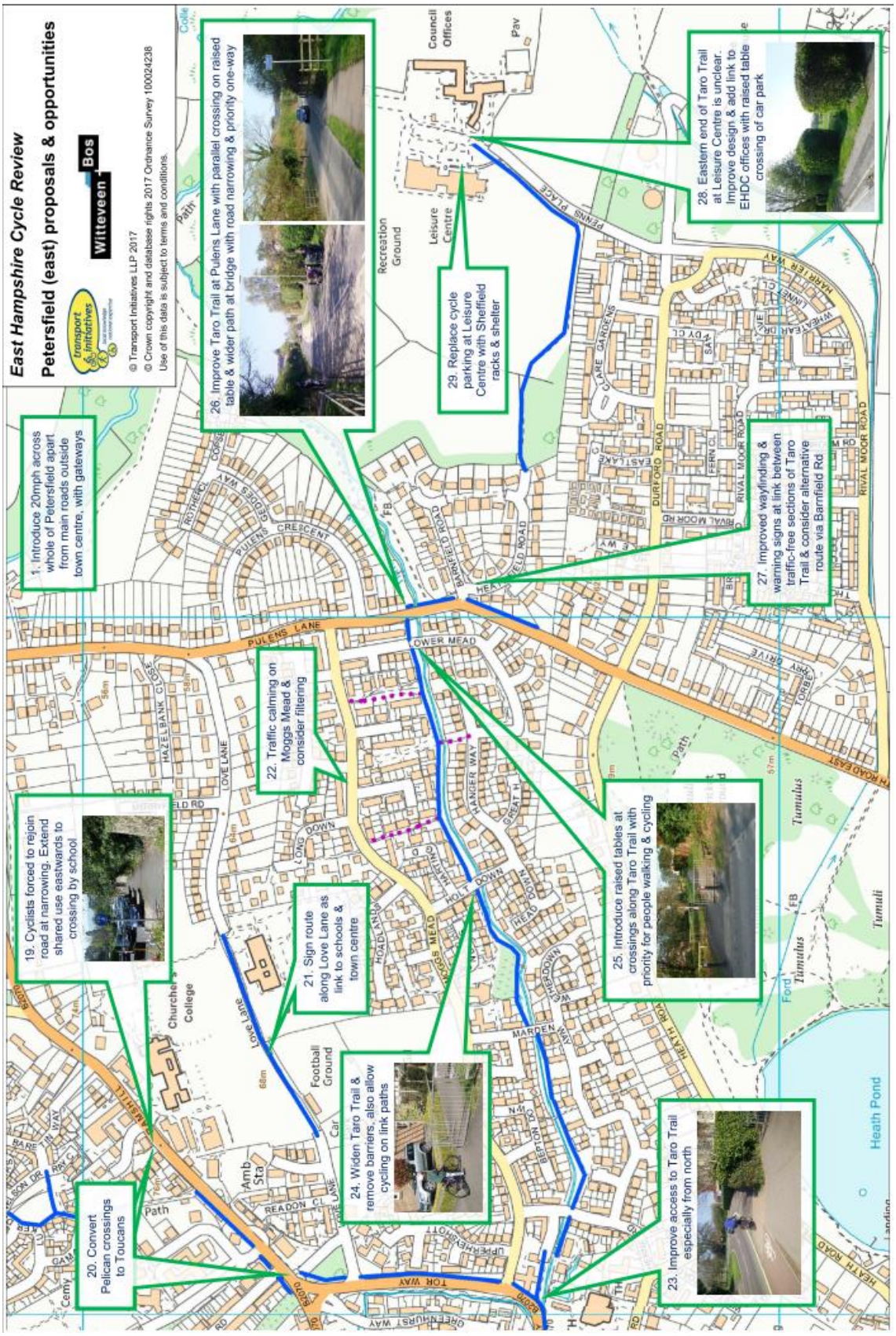


Table 5.22 Petersfield East: Medium-Long term schemes

Ref	Number on map above	Suggested medium to longer term solution	Price
Ptr60	19	Extend cycling infrastructure eastwards to crossing by school (implement Ptr51) preferably with segregation.	£ 50k
Ptr61	20	Convert pelican crossings to Toucan.	See Ptr53
Ptr62	21	Sign route along Love Lane; minor improvements.	See Ptr54
Ptr63	22	Traffic calming along Moggs Mead; consider filtering.	£ 100k (or filter only £ 20k)
Ptr64	23	Improve access to Taro Trail.	See Ptr41,52,56,57
Ptr65	24	Widen Taro Trail path to min 3.0m including segregation on sections with poor forward visibility (crossing the brook). Allow cycling on linking paths.	£ 200k
Ptr66	25	Introduce raised tables at crossings. Repaint quick win (Ptr57) zebra crossings.	£ 15k each
Ptr67	26	Improve Taro Trail at Pulens Bridge (implement study Ptr55).	£ 50k
Ptr68	27	Improve wayfinding and remove redundant signs.	See Ptr58

Table 5.23 Cycle parking

Cycle parking	Broad cost estimates
- Provide Sheffield stands evenly distributed in the town centre and other district or local shopping parades. - Expand covered cycle parking provision at the station, ensuring it is provided for both platforms (most parking should be supplied for the 'down' platform - for passengers returning from London). Provide lighting and dedicated or incidental CCTV. - Provide covered Sheffield stands at schools and prominent cycle parking for school visitors. - Require new development to provide covered cycle parking taking the form of in-curtilage storage units, or on-street residential 'hangars' for shared use. - All cycle parking provision should dedicate a minimum of one, or 5 % of the total to non-standard cycles and cycles used by disabled people. A permit system may be appropriate if signing alone proves insufficient. - At long-term cycle parking facilities, lockers should be provided with e-bike charging facilities. Use of the lockers may be chargeable to contactless payment cards.	Sheffield stand £ 200 including installation. Cycle storage units in the region of £ 5,000 to £ 10,000 depending on capacity. Cycle 'hangars' in the region of £ 5000 per unit however residents pay a fee for continued maintenance.

5.4.3 WHITEHILL & BORDON

The ambition for Whitehill & Bordon is to transform the former garrison town into a green, healthy and connected town. The delivery of high-quality walking- and cycling-infrastructure is, therefore, essential. The design and implementation of an active travel network is provided for in the 2013 Whitehill & Bordon Cycling and Walking Strategy. The Strategy includes an analysis of gaps and barriers to the walking and cycling network in the town and proposes measures to achieve sustainable links with the area via the delivery of the Green Grid / Green Loop (GG/GL). As part of this, the Strategy sets out the materials required for, and the varied character of, the GG/GL in response to the various urban, residential and rural location found in and around the town.

The delivery of the GG/GL will help to create new, and enhance existing, walking and cycling routes in and around the town necessary to increase active travel. The aims of the GG/GL are to reduce car journeys and encourage people to walk and cycle for commuting, leisure and exercise purposes. The GG/GL is currently being developed and, upon completion, will comprise the following:

- **Green Loop**: a 7-mile loop encircling, and connecting, the new and existing town. It will form the basis of the Green Infrastructure (GI) network and provide a high quality, safe and well-signed route which connects the town's greenspaces, SANGs and Oakmoor School to residential, employment and town centre areas.
- **Green Grid:** a secondary network of footpaths and cycle routes connecting the town to the Green Loop. The grid has been developed by two approaches; 1) connect at least two destinations; and 2) support active travel.

The GG/GL-network is indicated with green lines in figure 5.5 on the next page and is currently under development.

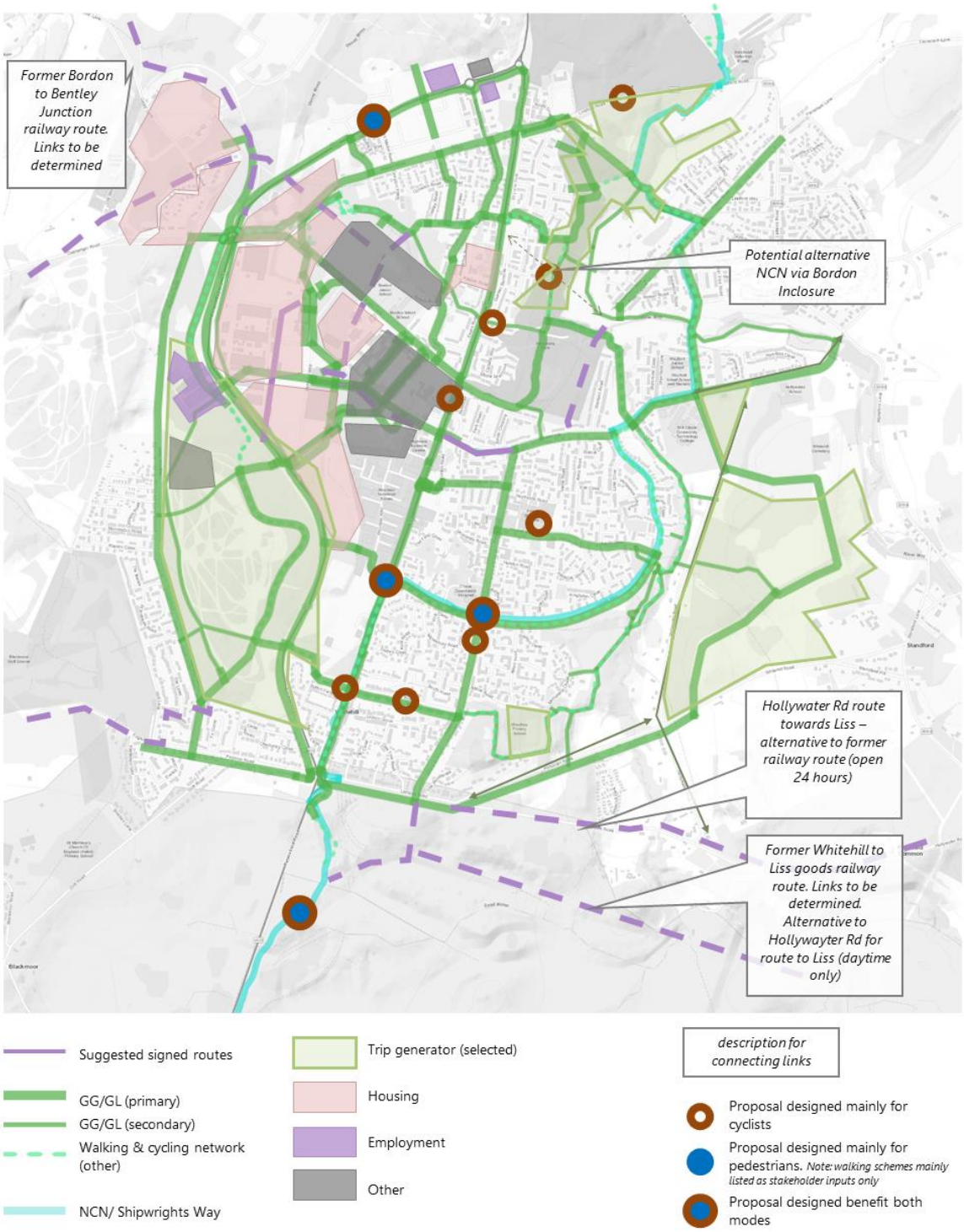


Figure 5.5 Whitehill & Bordon: proposed network and interventions

Suggested route network related to proposed interventions - Whitehill & Bordon (includes new town development area)

Note that the GG/GL-network's realised and planned interventions consider different types of infrastructure, materials and lighting to reflect the changing character of the network as it intertwines and connects urban, residential and rural areas. The typical implementation costs of table 5.24 below will not reflect all these types.

Table 5.24 Network implementation costs, Whitehill & Bordon

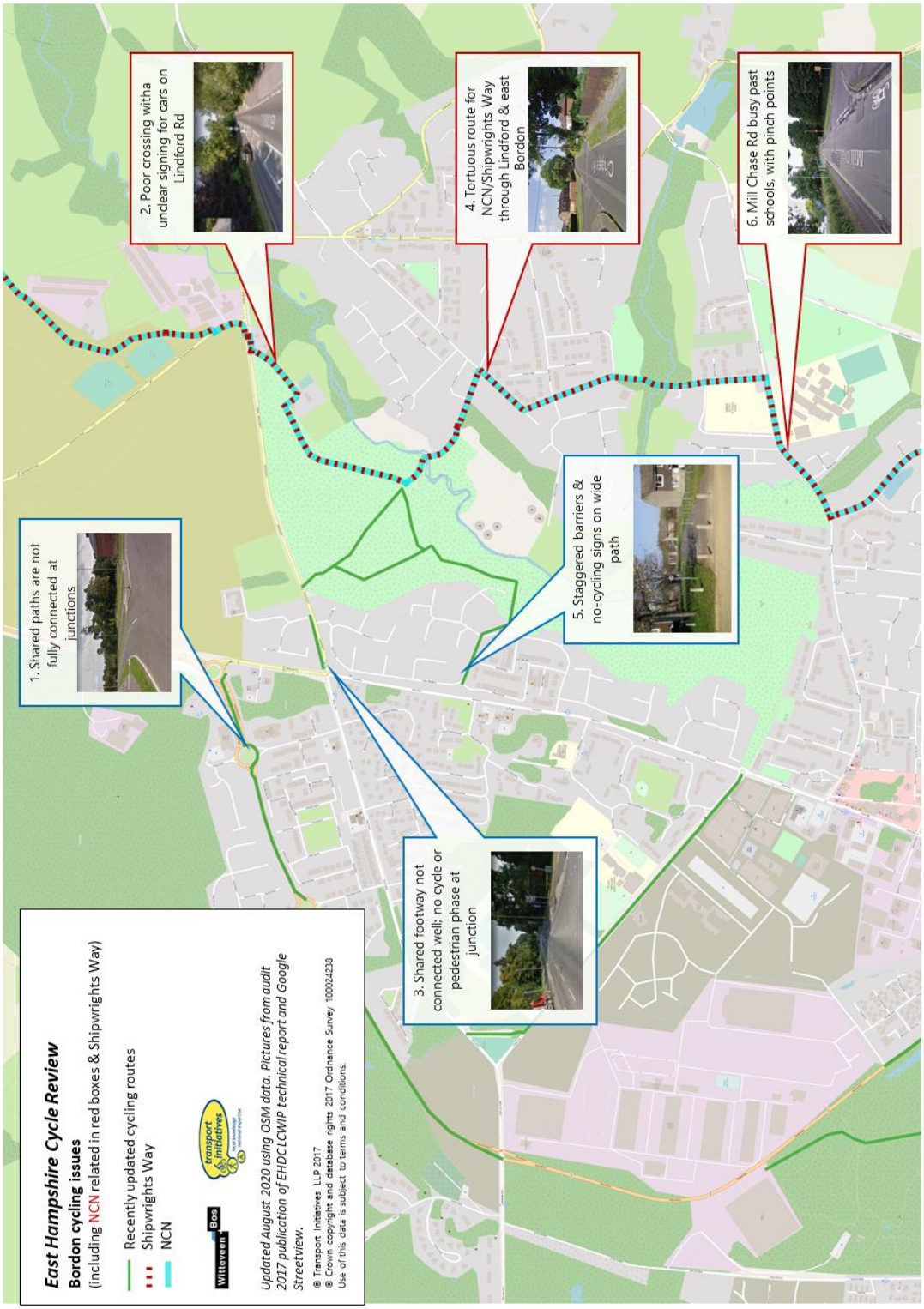
Intervention	Typical cost
Formation of route (basic) featuring: - Quiet on-road-sections with traffic calming (£ 15k per speed table + £ 10k for zebra crossing). - Filtered permeability. - Shared use path minimum width 3.0m (£ 30 per sqm footway construction if required). - Segregated path with divider minimum width 4m (£ 30 per sqm footway construction). - Cycle and pedestrian priority at junctions (entry treatments) including tighter geometry. - Right turning pockets as required. - Lighting as required. - Associated signage.	£ 120k per km, including associated localised kerb realignment and resurfacing.
Formation of fully segregated cycle infrastructure including: - Stepped tracks. - Dutch-style fully separated tracks. - Contraflow cycle tracks. - Conversion of existing roundabouts to continental geometry with high quality pedestrian and cycle crossings (note that this will require a change of design standards). - Continuous footway/cycle track at side road entry treatment including junction geometry tightening. - Right turning pockets as required. - Central island removal - preferably replaced with zebra crossings. - Dedicated signals. - Associated engineering construction (extend embankments or cuttings).	£ 1.2m-£ 1.6m per km, includes cycling in both directions and associated localised resurfacing. Full junction signalisation from scratch £ 250k.
- Footway reconstruction: all footways to be constructed to minimum 1.5 m width with 1:40 crossfall and level across driveway entrances and junction treatments.	£ 30 per square metre. £ 15k per entry treatment.
- New flush kerb with tactile indicators properly set.	£ 1,000 per instance.
- Ambitious projects, additional to propositions of the Walking & Cycling Strategy include: · Bordon to Liss walking and cycle route, along the goods railway route or parallel via Hollywater Road. · Bordon to Bentley walking and cycling route, along the former military light railway line. Its potential benefit will depend on housing development plans. · Conde Way roundabout enhancements and connection to the South East Green Loop.	£ 1.2-1.6m per km assuming one way tracks each side of the road.

Stakeholder comments

Table 5.25 Whitehill & Bordon: stakeholder comments

Ref	Stakeholder comment	Response	Cost / notes
BdnS1	Address the following issues that occur across Whitehill & Bordon: - Overgrown and poorly maintained walking and cycling paths. - Verges overgrowing. - Vegetation overgrowing onto pavement hindering pedestrian access. - Disjointed cycle ways - continuity required. - Lack of secure, covered cycle shelters for parking bikes at strategic points (rail, bus station, community buildings). - Dog waste on pavements and cycle routes. - Lack of 'radar' gate at Hogmoor road to prevent vehicular access to the common. - New Greenspace-areas need accessibility for people with less mobility. - Unadopted roads are dangerous for walkers. - There is need for clear, defined routes for cycling and walking. - A footpath map - preferably with a 'google'-app for all individual towns would be beneficial. - Walking distances and facilities (seats/toilets/cafe) need to be considered. - Hazardous parking in the vicinity of the schools, affecting pedestrians and cyclists. - Lack of CCTV / poor personal safety. - Need for electric cycles scheme and associated charging points.	Detailed condition survey and maintenance. Good quality provision, and connection, of active travel routes should be provided as part of the town's regeneration and delivery of the Green Grid / Green Loop (GG/GL). Work to produce and implement a 'Wayfinding Strategy' across the GG/GL is due to commence in Autumn 2020. Wayfinding infrastructure includes, but is not limited to, seating, signage, planting, public realm improvements et cetera.	Refer to generalised costs in Table 5.24 above

Identified issues and quick wins - Bordon

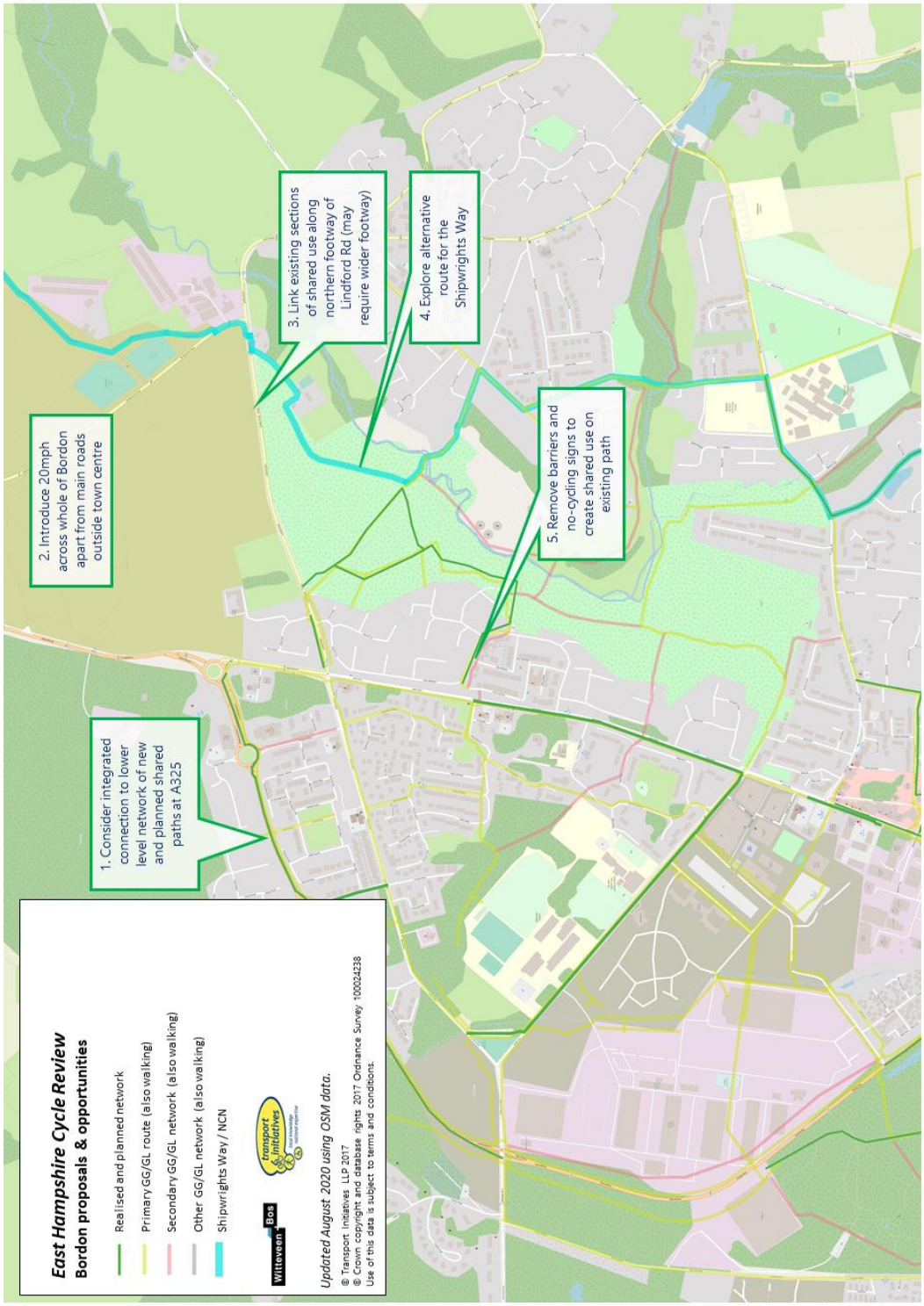


Interventions in the Bordon new development areas are addressed in the Bordon Cycling and Walking Strategy.

Table 5.26 Bordon: Issues and Quick wins

Ref	Number on map	Issue	Suggested quick win solution	Price
Bdn1	1	Currently shared use footways in new development north of Bordon. Challenging crossings of roundabouts.	Status update February 2020: new relief road A325 completed.	n/a
Bdn2	2	Poor crossing with unclear signing for cars on Lindford Road.	Design central crossing island and improved shared use path: - Space between island and edge of carriageway should be <3.1 m or >4.5 m (critical width).	£ 30k (including some localised carriageway widening).
Bdn3	3	Shared footway not connected well; no cycle or pedestrian phase at junction.	Explore improvements at crossroads to facilitate pedestrian and cycle movements in all directions.	n/a
Bdn4	4	Tortuous route for NCN / Shipwrights' Way.	Identify and design quieter route (see route costing reckoner).	£ 5k
Bdn5	5	Staggered barriers & no-cycling signs on wide path.	Explore possibilities to remove barriers & no-cycling signs. Investigate shared use on existing path.	£ 5k
Bdn6	6	Mill Chase Road busy past schools with pinch-points.	Study: potential solutions for walking and cycling. Note that Mill Chase Road and Shipwrights' Way join two major residential areas and connects with schools. Review if still relevant after Oakmoor relocation to Budds Lane.	£ 10k

Medium to long-term schemes - Bordon



Interventions in the Bordon new development areas are addressed in the Bordon Cycling and Walking Strategy.

Table 5.27 Bordon: Medium-Long term schemes

Ref	Number on map above	Suggested solution	Price
Bdn7	1	Shared path along (segments of) A325 relief road are completed or planned. Ensure that connection and safe crossings to wider cycling- and walking-network is realised.	Depends on level of ambition of design still under development.
Bdn8	2	Settlement wide 20mph speed limit.	£ 20k
Bdn9	3	Design and build shared use path along Lindford Way. Path should be 3.5 m including buffer (grass or hard surface). This assumes low volumes of pedestrians.	£ 200k
Bdn10	4	Explore alternative route for the Shipwrights Way.	£ 200k
Bdn11	5	Remove barriers on link paths and permit cycling. See Bdn5	-

Identified issues and quick wins - Whitehill

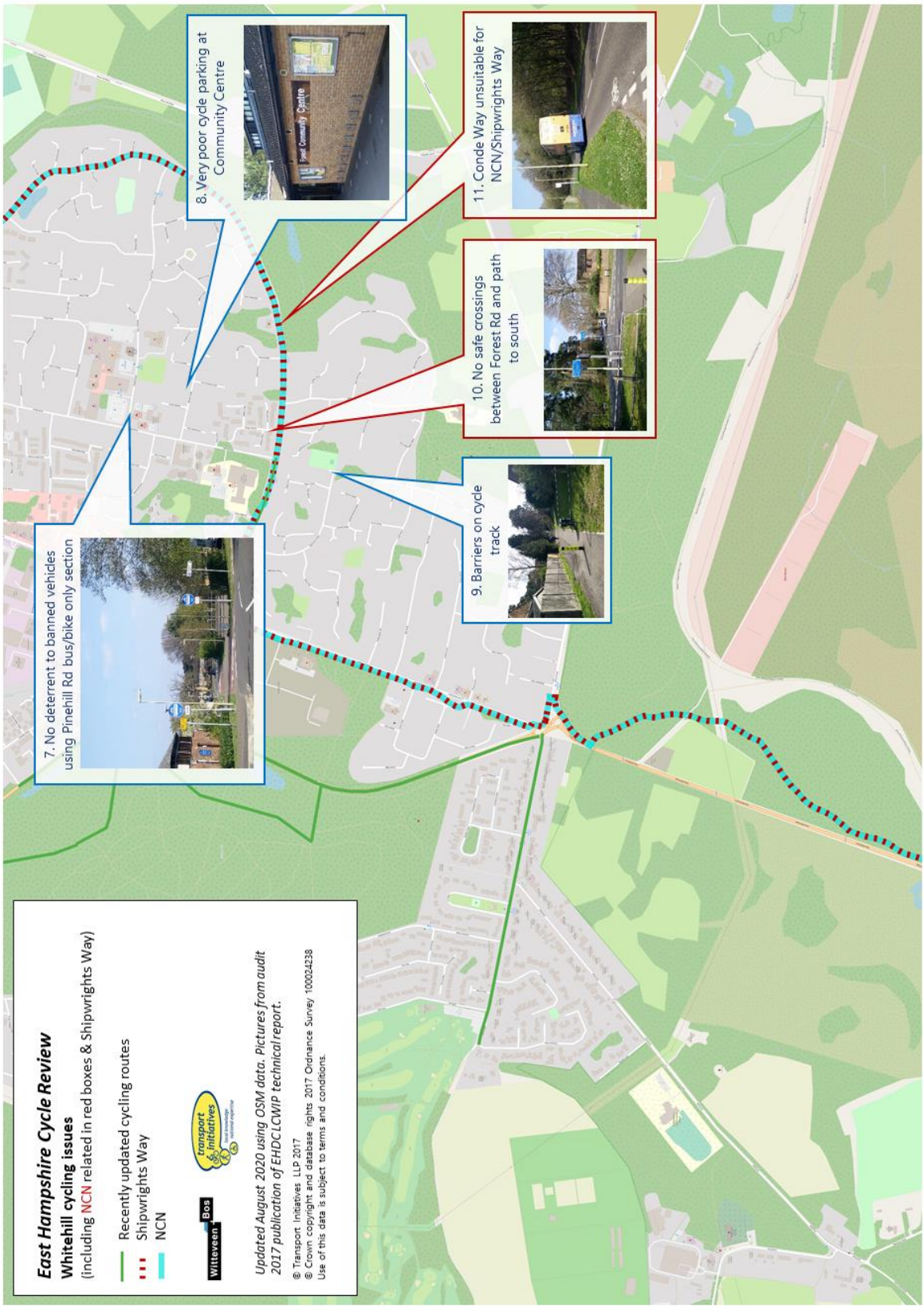


Table 5.28 Whitehill: Issues and Quick Wins

Ref	Number on map	Issue	Suggested quick win solution	Price
Bdn12	7	No apparent deterrent to motors using bus / cycle only section on Pinehill Road.	Design and implement physical / camera enforcement measure.	£ 20k-£ 50k
Bdn13	8	Insufficient cycle parking at community centre.	Provide covered cycle parking (20 spaces).	£ 20k
Bdn14	9	Barriers on cycle track.	Remove barriers and replace with high visibility bollards at 1.5 m centres.	£ 10k
Bdn15	10	No safe crossing between Forest Rosd and cycle track to south.	Design and implement crossing.	£ 70k
Bdn16	11	Conde Way unsuitable for cycling as NCN / Shipwrights Way	Study: consider re-routing Shipwrights Way; Segregated path to access properties.	£ 10k

Medium to long-term schemes - Whitehill

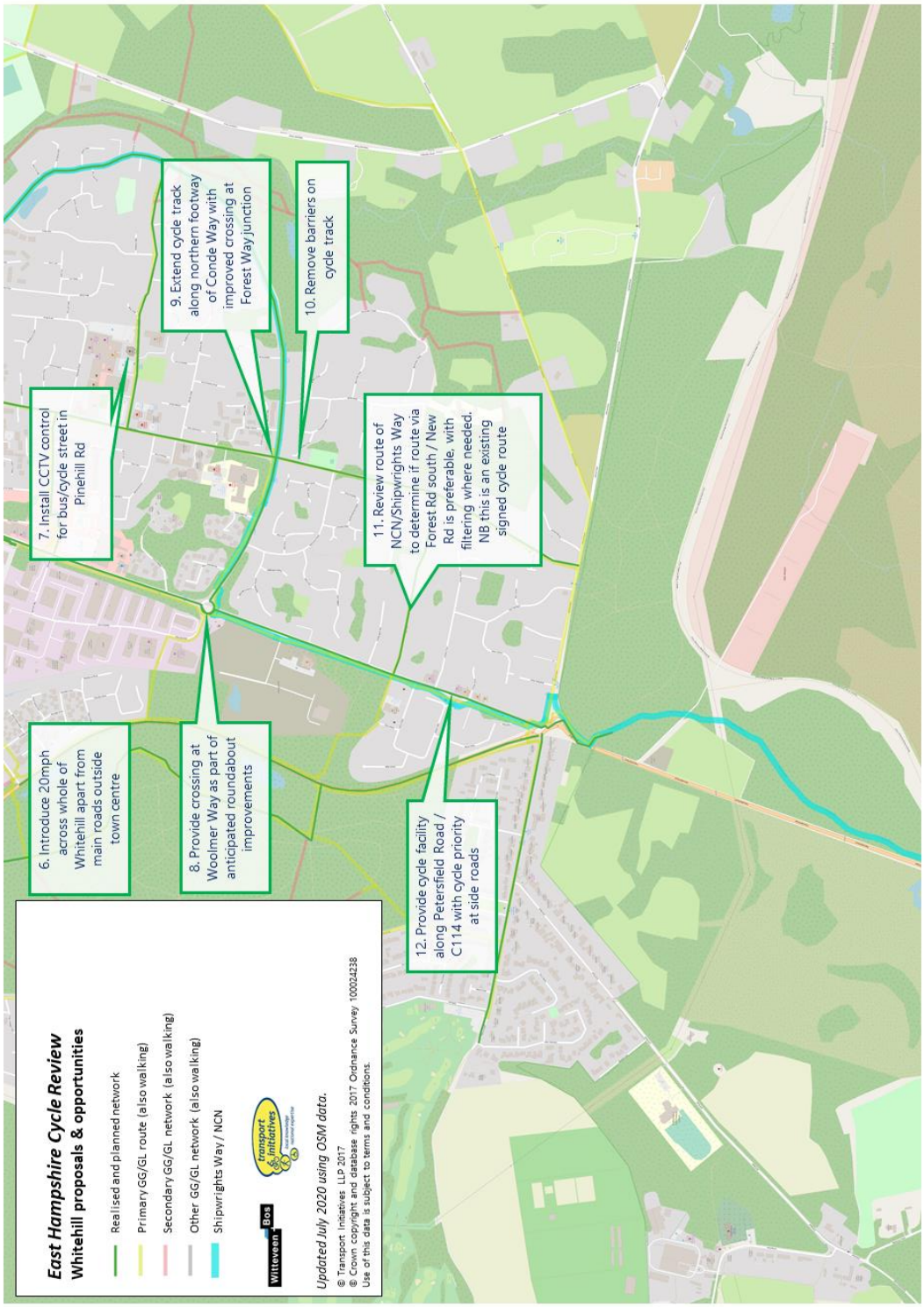


Table 5.29 Whitehill: Medium-long term schemes

Ref	Number on map above	Suggested solution	Price
Bdn17	6	Settlement wide 20 mph speed; see Bdn8.	
Bdn18	7	Enforcement measures; see Bdn12.	-
Bdn19	8	Provision of more crossing points for cyclists and pedestrians.	£ 20k
Bdn20	9	**Ambitious project** extend cycle track along Conde Way.	£ 1.2-1.6m per km
Bdn21	10	Removing barriers; see Bdn14.	
Bdn22	11	Review alignment of Shipwrights Way via Forest Road, possibly combine with Bdn10 for alternative NCN route.	£ 5k
Bdn23	12	Provide high quality conditions for walking and cycling on high street.	£ 200k

Table 5.30 Cycle parking

Cycle parking	Broad cost estimates
- Provide Sheffield stands evenly distributed in the town centre and other district or local shopping parades. - Provide covered Sheffield stands at schools and prominent cycle parking for school visitors. - Require new development to provide covered cycle parking taking the form of in-curtilage storage units, or on-street residential 'hangars' for shared use. - All cycle parking provision should dedicate a minimum of one, or 5 % of the total to non-standard cycles and cycles used by disabled people. A permit system may be appropriate if signing alone proves insufficient. - At long-term cycle parking-facilities, lockers should be provided with e-bike charging facilities. Use of the lockers may be chargeable to contactless payment cards.	Sheffield stand £ 200 including installation. Cycle storage units in the region of £ 5,000 to £ 10,000 depending on capacity. Cycle 'hangars' in the region of £ 5,000 per unit however residents pay a fee for continued maintenance.

5.5 Infrastructure Approaches: Larger Villages

5.5.1 HORNDEAN

Suggested route network related to proposed interventions - map

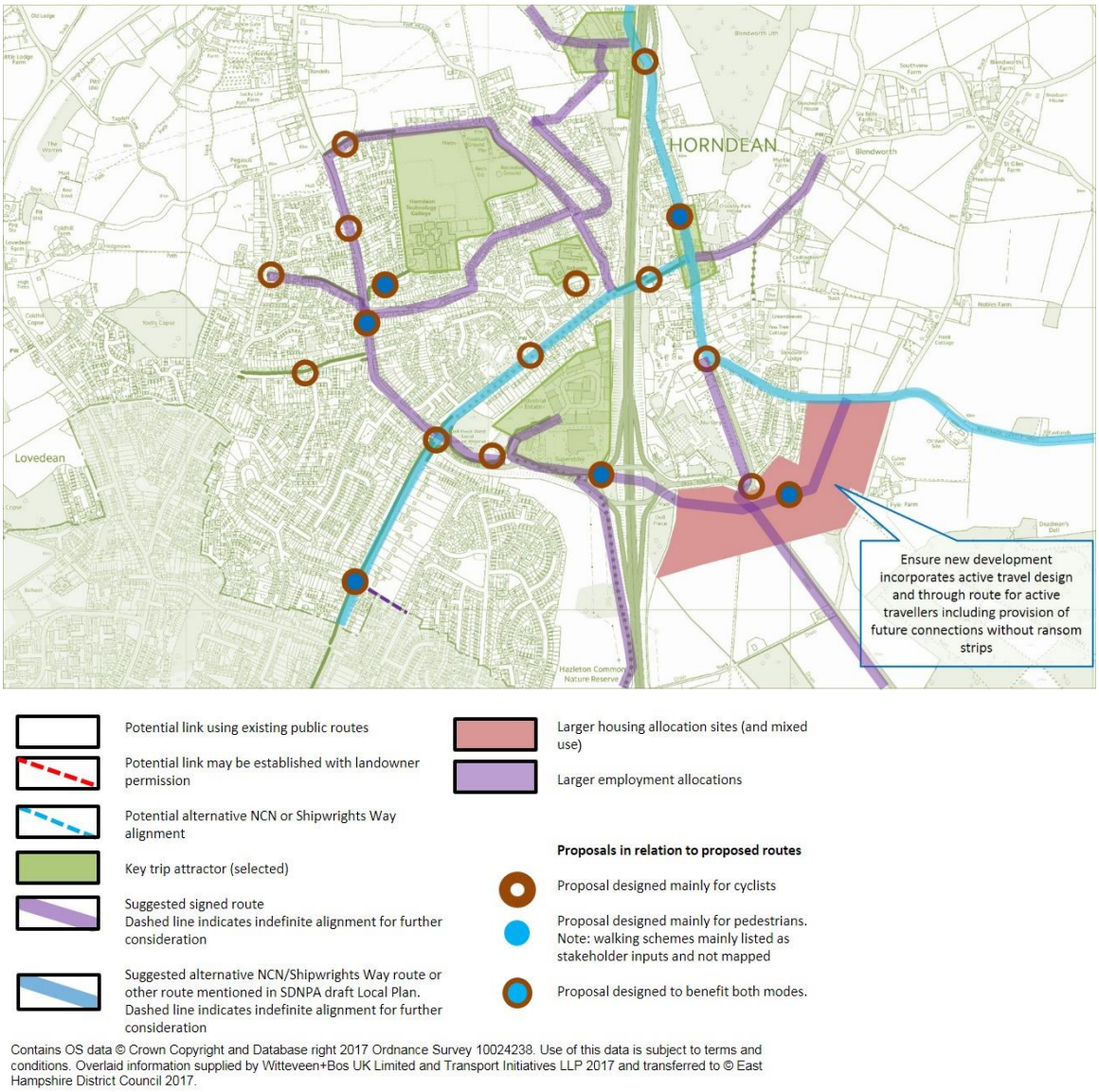


Figure 5.6 Horndean: proposed network and interventions

Table 5.31 Network implementation costs

Intervention	Typical cost
Formation of route (basic) featuring: - Quiet on-road sections with traffic calming (£ 15k per speed table + £ 10k for zebra crossing). - Filtered permeability. - Shared use path minimum width 3.0m (£ 30 per sqm footway construction if required). - Segregated path with divider minimum width 4m (£ 30 per sqm footway construction). - Cycle and pedestrian priority at junctions (entry treatments) including tighter geometry. - Right turning pockets as required. - Lighting as required. - Associated signage.	£ 120k per km, including associated localised kerb realignment and resurfacing.

Intervention	Typical cost
Formation of fully segregated cycle infrastructure including: - Stepped tracks. - Dutch-style fully separated tracks. - Contraflow cycle tracks. - Conversion of existing roundabouts to continental geometry with high quality pedestrian and cycle crossings. - Continuous footway/cycle track at side road entry treatment including junction geometry tightening. - Right turning pockets as required. - Central island removal - preferably replaced with zebra crossings. - Dedicated signals. - Associated engineering construction (extend embankments or cuttings).	£ 1.2m-£ 1.6m per km, includes cycling in both directions and associated localised resurfacing. Full junction signalisation from scratch £ 250k.
- Footway reconstruction: all footways to be constructed to min 1.5m width with 1:40 crossfall and level across driveway entrances and junction treatments.	£ 30 per square metre. £ 15k per entry treatment.
- New flush kerb with tactile indicators properly set	£ 1,000 per instance
- Ambitious project · Implement high quality Danish style infrastructure on A3, Catherington Road, Dell Piece and Havant Road. · Create new cycle link between Horndean and Rowlands Castle station including traffic calming in Rowlands Castle.	£ 1.2-£ 1.6m per km

Stakeholder comments

Table 5.32 Horndean: Stakeholder comments

Ref	Stakeholder comment	Response	Cost / notes
HdnS1	Crossings	1 Across Hulbert Rd in Waterlooville by junction with Tempest Avenue. To enable cycling from Horndean into South Downs College and give a better route south to Eastern Road Employment sites in Portsmouth. A more easterly route north/south would be beneficial due to steepness of roads on south side of Portsdown Ridge. (This is understood to be on Havant BC's medium term plans). 2 On the A272 with its junction with the B2199 to enable safe all weather north south cycling between south of Petersfield and Liss. See also Table 4.14 - Ref PtrS4. 3 Several new crossings will be required as part of the East of Horndean Development, including improvements to the crossing of Dell Piece West and Dell Piece East for access to Horndean Bridleway 24. 4 Going south from Greatham cycle provision is needed alongside the B3006 to the A3 roundabout. Also a cycle crossing is needed to safely access the cycle route south on the west side of the A3 south. See table 4.56 - ref LissS3. 5 Across Lovedean Lane on its junction with A3 Portsmouth Rd. on Horndean / Cowplain boundary. At present when cycling north it's better to cycle on the A3 at busy times of day. Crossing Lovedean Lane on the cycle route often takes a long time and can be high risk. Traffic on Lovedean Lane has increased considerably since the Lovedean Lane to Cowplain section of the cycle track was built.	See generalised costs in table 3.20 above

Identified issues and quick wins - Horndean

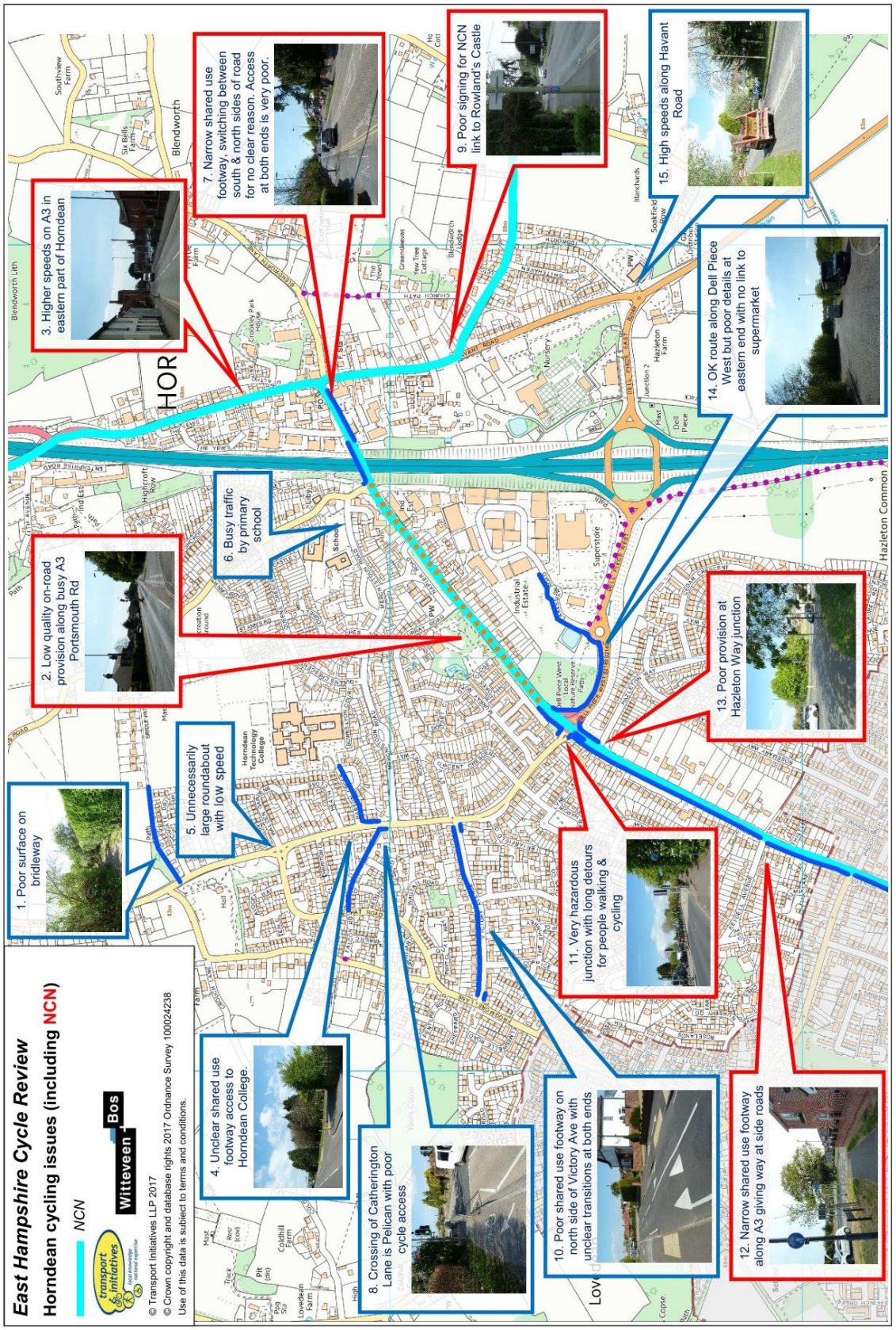


Table 5.33 Horndean: Issues and Quick Wins. Table refers only to map above.

Ref	Number on map above	Issue	Suggested quick win solution	Price
Hdn1	1	Poor surface on bridleway section of Shipwrights Way.	Resurface (footway construction) with adjacent woodchip surfacing if space. Note: Hampshire County Council will not maintain this infrastructure.	£ 50k
Hdn2	2	**Ambitious project:** Poor quality on-road provision on A3 Portsmouth Road. See also Hdn16.	Undertake detailed study of potential for Dutch influenced design solutions including signal and junction design along length (not including modelling).	£ 50k
Hdn3	3	Higher speeds on A3 in eastern Horndean.	Undertake detailed study of potential for Dutch influenced design solutions including signal and junction design along length (not including modelling).	£ 50k
Hdn4	4	Unclear shared use path to Horndean College, Catherington Road.	Improved signage / interpretation. Study: introduce Danish style stepped tracks by narrowing carriageway.	£ 5k minor interventions £ 5k study
Hdn5	5	Large roundabout with no speed reduction.	Introduce Dutch-inspired single lane entry / exit and cycle lanes circulating with zebra crossings on all arms	£ 200k
Hdn6	6	Busy traffic by primary school - Merchistoun Road.	Study potential solutions including filtered permeability, safer routes to school schemes, traffic calming, et cetera. Including engagement with children, parents and teachers.	£ 60k
Hdn7	7	Narrow shared use footway.	See Hdn2.	
Hdn8	8	Poor crossing of Catherington Road.	Convert to toucan; improve approaches.	£ 15k
Hdn9	9	Poor signing of NCN to Rowlands Castle.	Signing.	£ 2k
Hdn10	10	Poor shared use footway on Victory Avenue.	Consider new design incorporated with wider measures on A3 (stepped tracks or two way track on one side).	£ 5k
Hdn11	11	Very hazardous junction.	See Hdn2.	
Hdn12	12	Narrow shared use footway on A3.	Improve as part of Hdn31.	

Ref	Number on map above	Issue	Suggested quick win solution	Price
Hdn13	13	Poor provision at Hazleton Way junction with A3.	Review as part of Hdn31.	
Hdn14	14	Poor detailing eastern end of Dell Piece West cycle track.	Review detailing and amend.	£ 20k
Hdn15	15	High speeds along Havant Road.	Introduce 30mph and 20mph speed limits.	£ 50k

Medium to long-term schemes - Horndean

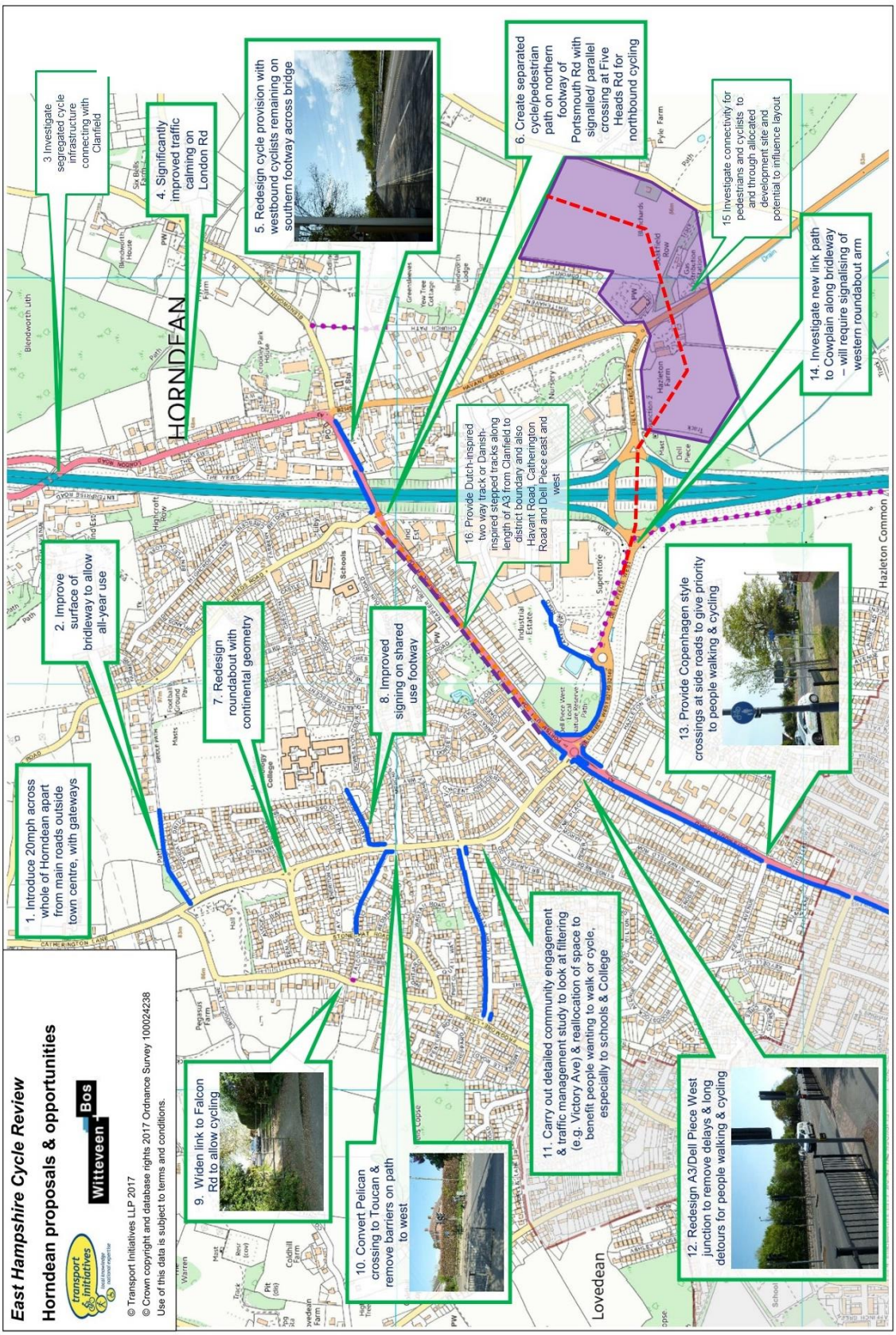


Table 5.34 Horndean: Medium-Long term schemes. Table refers only to map above

Ref	Number on map above	Suggested solution	Price
Hdn16	1	Introduce 20mph across whole of Horndean - residential areas and town centre. Eventual self-enforcement using sinusoidal humps (as funding permits via other schemes).	£ 30k
Hdn17	2	See Hdn1.	
Hdn18	3	Study: Segregated cycle infrastructure connecting Clanfield and Horndean including reconfiguration of junction. Implementation including extended 20mph zone and associated public realm measures.	£ 20k £ 0.8m
Hdn19	4	Implement recommendations of Hdn3.	TBC
Hdn20	5	Implement recommendations in Hdn7.	TBC
Hdn21	6	Implement recommendations in Hdn2.	TBC
Hdn22	7	Implement recommendations in Hdn5.	TBC
Hdn23	8	See Hdn4.	TBC
Hdn24	9	Widen link to Falcon Road, remove barriers and replace with bollards.	£ 30k
Hdn25	10	See Hdn8.	
Hdn26	11	Community engagement to scope potential of and conceptualise safety measures, filtered permeability and dedicated infrastructure for cycling on Catherington Road and in the vicinity of schools and college. This could be linked to a wider behaviour change programme.	£ 20k
Hdn27	12	Implement recommendations in Hdn2.	TBC
Hdn28	13	Implement recommendations in Hdn2.	TBC
Hdn29	14	Investigate new link to Cowplain utilising bridleway (see map).	£ 30k
Hdn30	15	Investigate new link over A3(M) and negotiate route through new development to be provided by developer.	£ 50k
Hdn31	16	**Ambitious project** Design and implement Dutch or Danish inspired segregated cycle tracks on A3, Catherington Road, Dell Piece and Havant Road.	£ 240k-£ 1.2m per km

Table 5.35 Cycle parking

Cycle parking	Broad cost estimates
- Provide Sheffield stands evenly distributed at district or local shopping parades. - Provide covered Sheffield stands at schools and prominent cycle parking for school visitors. - Require new development to provide covered cycle parking taking the form of in-curtilage storage units, or on-street residential 'hangars' for shared use. - All cycle parking provision should dedicate a minimum of one, or 5 % of the total to non-standard cycles and cycles used by disabled people. A permit system may be appropriate if signing alone proves insufficient. - At long-term cycle parking facilities, lockers should be provided with e-bike charging facilities. Use of the lockers may be chargeable to contactless payment cards.	Sheffield stand £ 200 including installation. Cycle storage units in the region of £ 5,000 to £ 10,000 depending on capacity. Cycle 'hangars' in the region of £ 5000 per unit however residents pay a fee for continued maintenance.

5.5.2 LIPHOOK

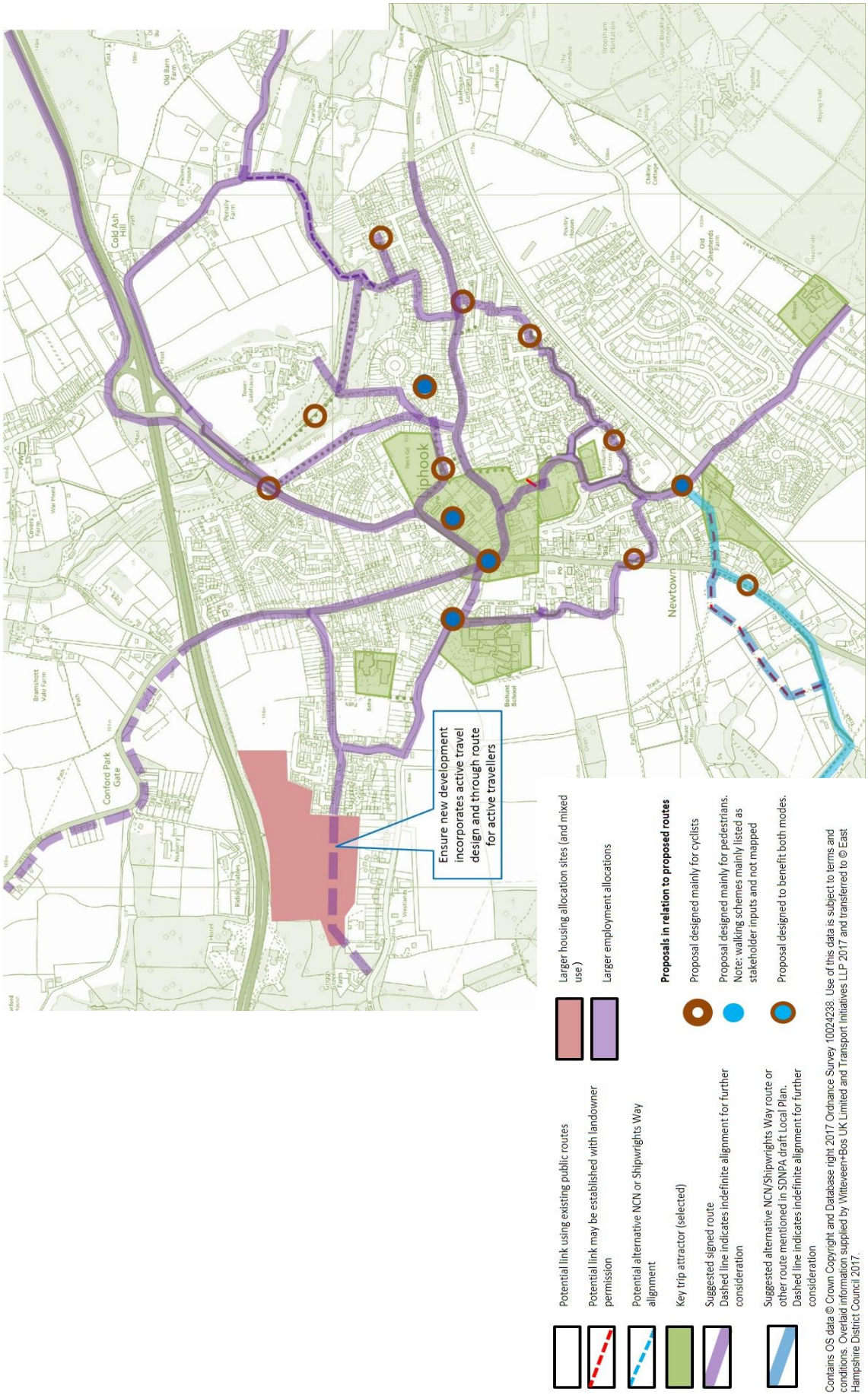

Ensure new development incorporates active travel design and through route for active travellers
Larger housing allocation sites (and mixed use)
Larger employment allocations
Proposals in relation to proposed routes
Proposal designed mainly for cyclists
Proposal designed mainly for pedestrians. Note: walking schemes mainly listed as stakeholder inputs and not mapped
Proposal designed to benefit both modes.
Potential link using existing public routes
Potential link may be established with landowner permission
Potential alternative NCN or Shipwrights Way alignment
Key trip attractor (selected)
Suggested signed route
Dashed line indicates indefinite alignment for further consideration
Suggested alternative NCN/Shipwrights Way route or other route mentioned in SDNPA draft Local Plan.
Dashed line indicates indefinite alignment for further consideration
Contains OS data © Crown Copyright and Database right 2017 Ordnance Survey 10024238. Use of this data is subject to terms and conditions. Overlaid information supplied by Witteveen+Bos UK Limited and Transport Initiatives LLP 2017 and transferred to © East Hampshire District Council 2017.

Table 5.36 Network implementation costs

Intervention	Typical cost
Formation of route (basic) featuring: - Quiet on-road sections with traffic calming (£ 15k per speed table + £ 10k for zebra crossing). - Filtered permeability . - Shared use path minimum width 3.0m (£ 30 per sqm footway construction if required). - Segregated path with divider minimum width 4m (£ 30 per sqm footway construction). - Cycle and pedestrian priority at junctions (entry treatments) including tighter geometry. - Right turning pockets as required. - Lighting as required. - Associated signage.	£ 120k per km, including associated localised kerb realignment and resurfacing
Formation of fully segregated cycle infrastructure including: - Stepped tracks - Dutch-style fully separated tracks - Contraflow cycle tracks. - Conversion of existing roundabouts to continental geometry with high quality pedestrian and cycle crossings. - Continuous footway/cycle track at side road entry treatment including junction geometry tightening. - Right turning pockets as required. - Central island removal - preferably replaced with zebra crossings. - Dedicated signals. - Associated engineering construction (extend embankments or cuttings)..	£ 1.2m-£ 1.6m per km, includes cycling in both directions and associated localised resurfacing. Full junction signalisation from scratch £ 250k
- Footway reconstruction: all footways to be constructed to min 1.5 m width with 1:40 crossfall and level across driveway entrances and junction treatments.	£ 30 per square metre. £ 15k per entry treatment.
- New flush kerb with tactile indicators properly set .	£ 1,000 per instance.
- Ambitious projects · Cycle track to Whitehill. · A3 cycle track to Grayshott. · B2070 cycle track to Petersfield.	£ 1.2-£ 1.6m per km.

Identified issues and quick wins - Liphook North

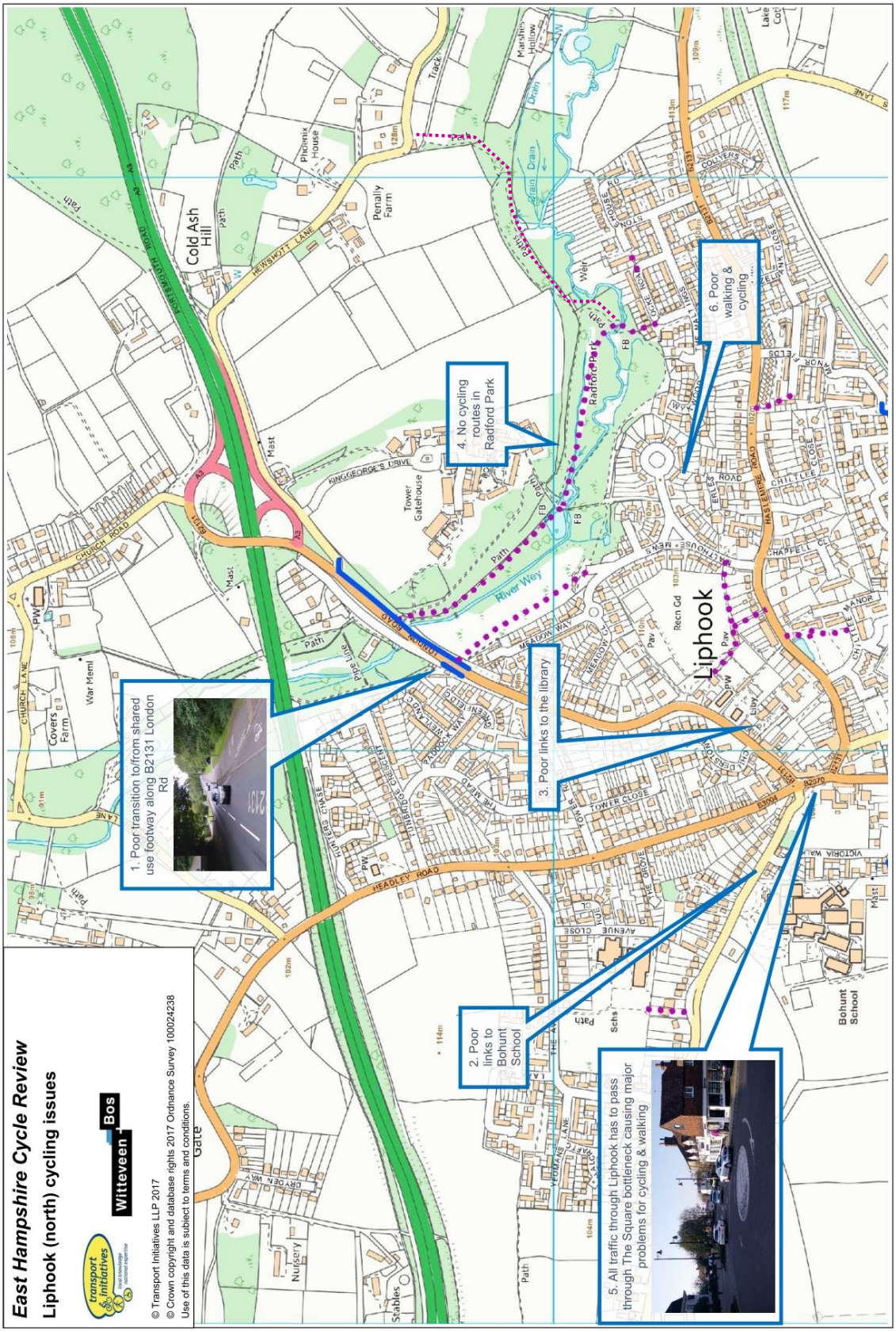


Table 5.37 Liphook North: Issues and Quick Wins

Ref	Number on map	Issue	Suggested quick win solution	Price
Lhk1	1	Poor transition to / from shared use path on B2131 London Road.	See Lhk8.	-
Lhk2	2	Poor links to Bohunt School.	See Lhk10.	-
Lhk3	3	Poor links to the library.	See Lhk22.	-
Lhk4	4	No cycling routes in Radford Park.	Convert existing footpaths to shared use; sign for permissive cycling access.	£ 30 per square metre (footway construction)
Lhk5	5	The Square - bottleneck	See Lhk14 and Lhk23.	-
Lhk6	6	Poor walking and cycling permeability - estates.	Make links suitable for shared use cycling where possible. Ensure that planning policy requires all off road routes to be suitable for. shared use and overlooked by adjacent buildings. This will also improve personal safety and links to future neighbouring development.	£ 120k per km

Medium to long-term schemes - Liphook North

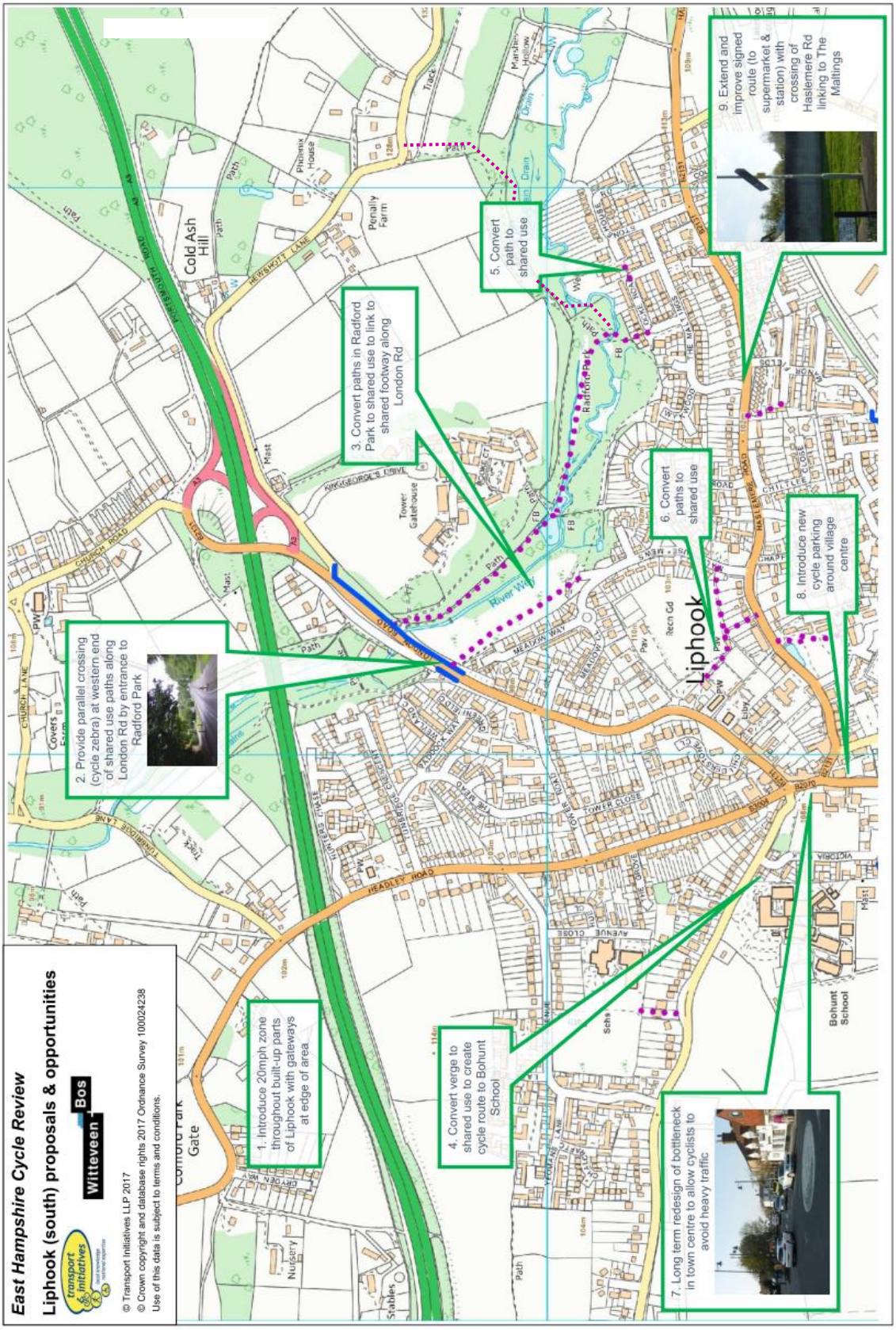


Table 5.38 Liphook North: Medium-Long term schemes

Ref	Number on map above	Suggested solution	Price
Lhk7	1	Introduce village wide 20mph zone.	£ 30k
Lhk8	2	Provide parallel zebra crossing to provide access to cycle tracks by entrance to Radford Park.	£ 20k
Lhk9	3, 5, 6	Convert paths to shared use: traffic order. Footway construction where needed.	£ 5k £ 30 per square metre.
Lhk10	4	Convert Longmoor Road verge to shared use path to give access to Bohunt. School or provide new entrance for pedestrians and cyclists elsewhere.	£ 30 per square metre.
Lhk11	7	See Lhk14, Lhk23 (Liphook South).	-
Lhk12	8	Additional cycle parking - Sheffield stands.	£ 200 including installation.
Lhk13	9	Crossing of Haslemere Road at The Maltings.	£ 25k - £ 70k

Identified issues and quick wins - Liphook South

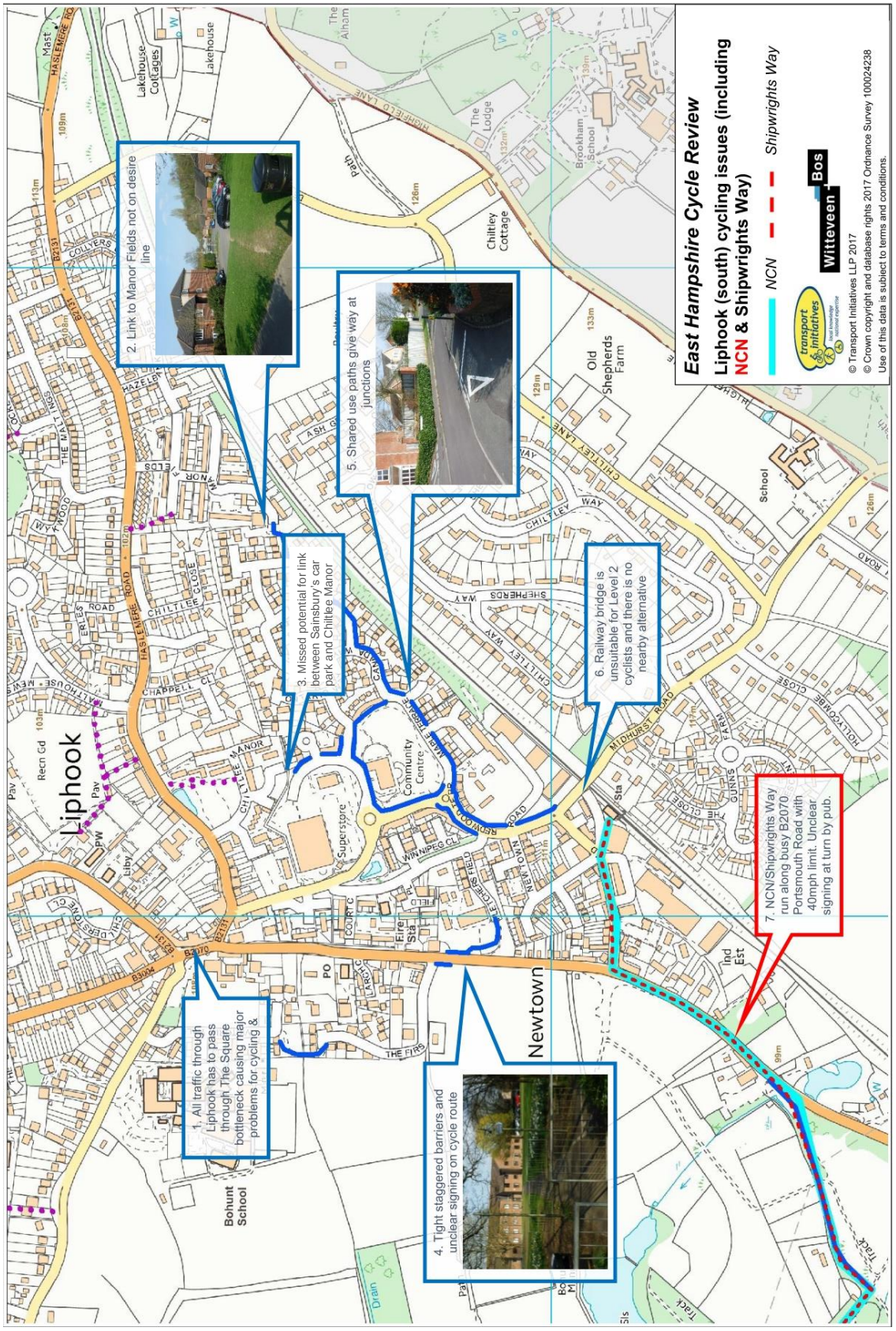


Table 5.39 Liphook South: Issues and Quick Wins

Ref	Number on map	Issue	Suggested quick win solution	Price
Lhk14	1	All traffic has to pass through The Square, causing a bottleneck and hazards for pedestrians and cyclists.	Study: design a new public realm for the town centre taking into account the safety, comfort and convenience of walking and cycling. See long term proposal Lhk23.	£ 20k
Lhk15	2	Link to Manor Fields from Canada Way not on desire line.	Amend footway.	£ 30 per square metre
Lhk16	3	Missed potential for link between Sainsbury's car park and Chiltlee Manor.	Remove section of fence and implement shared path connection (negotiation required).	£ 30 per square metre + fencing
Lhk17	4	Tight staggered barriers, unclear signing.	Remove barriers and replace with bollards spaced 1.5m apart. Provide direction sign.	£ 5k
Lhk18	5	Shared use paths on Canada Way give way at junctions.	Junction entry treatments: tighter geometry, cycle priority, continued in Lhk24.	£ 15k - £ 25k
Lhk19	6	Cycle track to station stops at Station Road with no crossing to station or onward link to south.	Study: design new crossing and engage with rail operator regarding access to station. Assess feasibility of continuing infrastructure south (which may require modifications to level crossing) See Lhk26.	£ 5k
Lhk20	7	NCN/Shipwrights' Way runs along busy B2070.	Study: design of new cycle track or alternative route (including landowner engagement).	£ 15k

Medium to long-term schemes - Liphook South

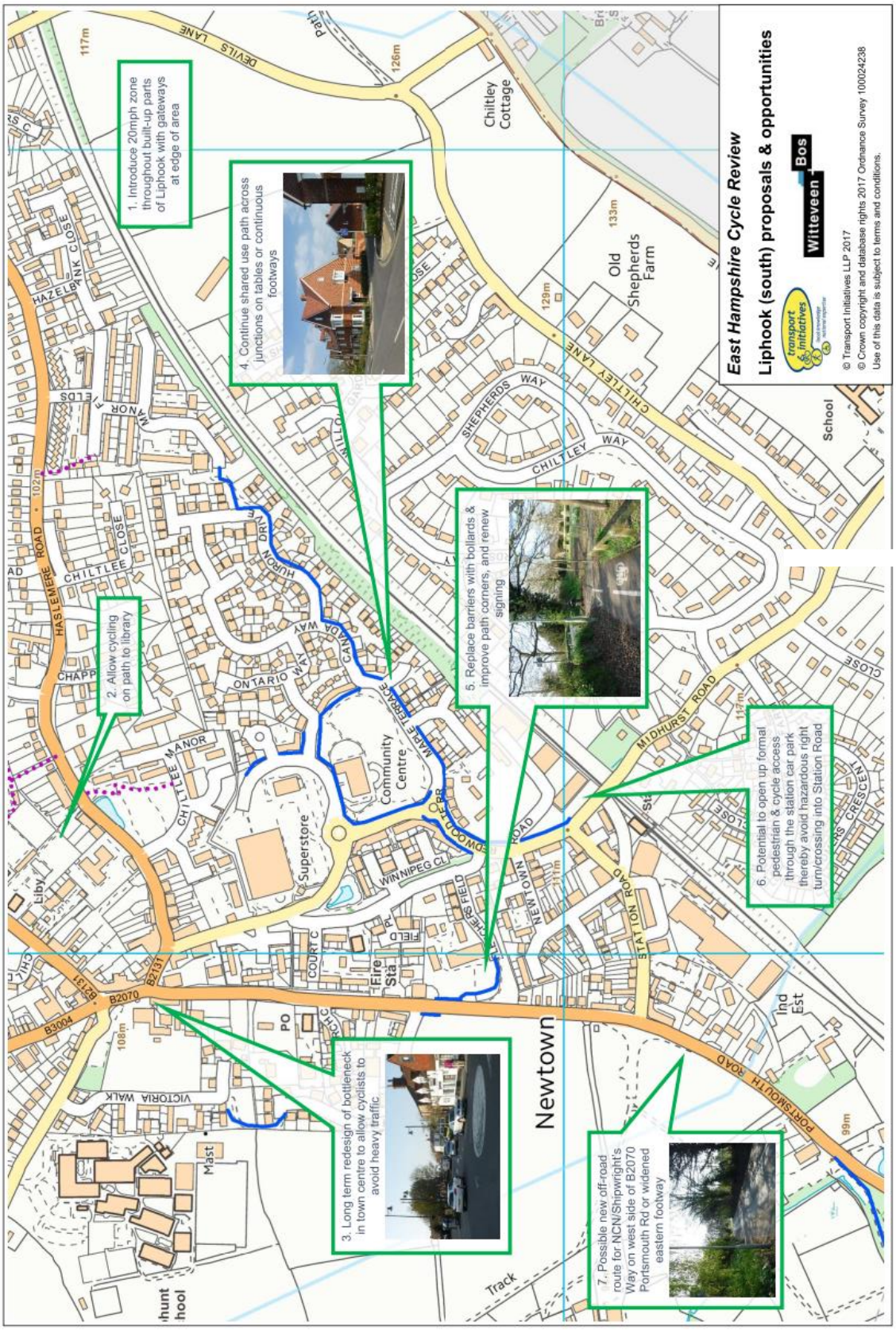


Table 5.40 Liphook South: Medium-Long term schemes

Ref	Number on map above	Suggested solution	Price
Lhk21	1	Town-wide 20mph zone and signing. Gateway feature (each).	£ 30k £ 10k
Lhk22	2	Allow cycling on path to library (traffic order).	£ 4k
Lhk23	3	Public realm treatment to relieve bottleneck in town centre and create attractive town centre. See Lhk14.	£ 2m - £ 3m
Lhk24	4	Junction entry treatments: tighter geometry, cycle priority, segregation preferred (stepped tracks).	£ 15k - £ 125k
Lhk25	5	Improve path alignment. Remove barriers and replace with bollards 1.5m intervals.	£ 30 per square metre. £ 5k
Lhk26	6	Potential to open formal cycle access via station car park.	£ 10k
Lhk27	7	Design and construct cycle track (Shipwrights' Way). (**Ambitious project** B2070 route to Petersfield £ 1.2-£ 1.6m per km)	£ 30 per square metre + 10 % design fee.

Table 5.41 Cycle parking

Cycle parking	Broad cost estimates
- Provide Sheffield stands evenly distributed in the town centre. - Expand existing covered cycle provision at the rail station, ensuring that it has adequate lighting and good incidental or dedicated CCTV coverage, noting that customers will be leaving their cycles all day. - Provide covered Sheffield stands at schools. - Require new development to provide covered cycle parking taking the form of in-curtilage storage units, or on-street residential 'hangars' for shared use. - All cycle parking provision should dedicate a minimum of one, or 5 % of the total to non-standard cycles and cycles used by disabled people. A permit system may be appropriate if signing alone proves insufficient. - Covered cycle parking at key bus stops.	Sheffield stand £ 200 including installation. Cycle storage units in the region of £ 5,000 to £ 10,000 depending on capacity. Cycle 'hangars' in the region of £ 5000 per unit however residents pay a fee for continued maintenance.

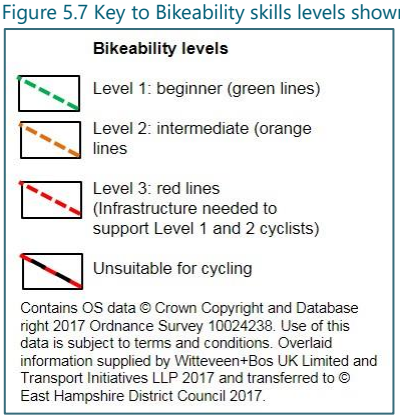
5.5.3 FOUR MARKS

PCT-Cycle tool: demand
large output area including hinterland

Scenario: government target, Four Marks	
Total commuters	4244
Cyclists (Census 2011)	46 (1 %)
Cyclists (scenario)	102 (2 %)

Note that maps in this section, for the larger villages Four Marks, Grayshott, Headley, Liss, Clanfield and Rowlands Castle will show the bikeability levels as indicated in Figure 5.7 below.

Figure 5.7 Key to Bikeability skills levels shown on maps in this section



Desktop bikeability appraisal including key trip attractors, desire lines and potential interventions

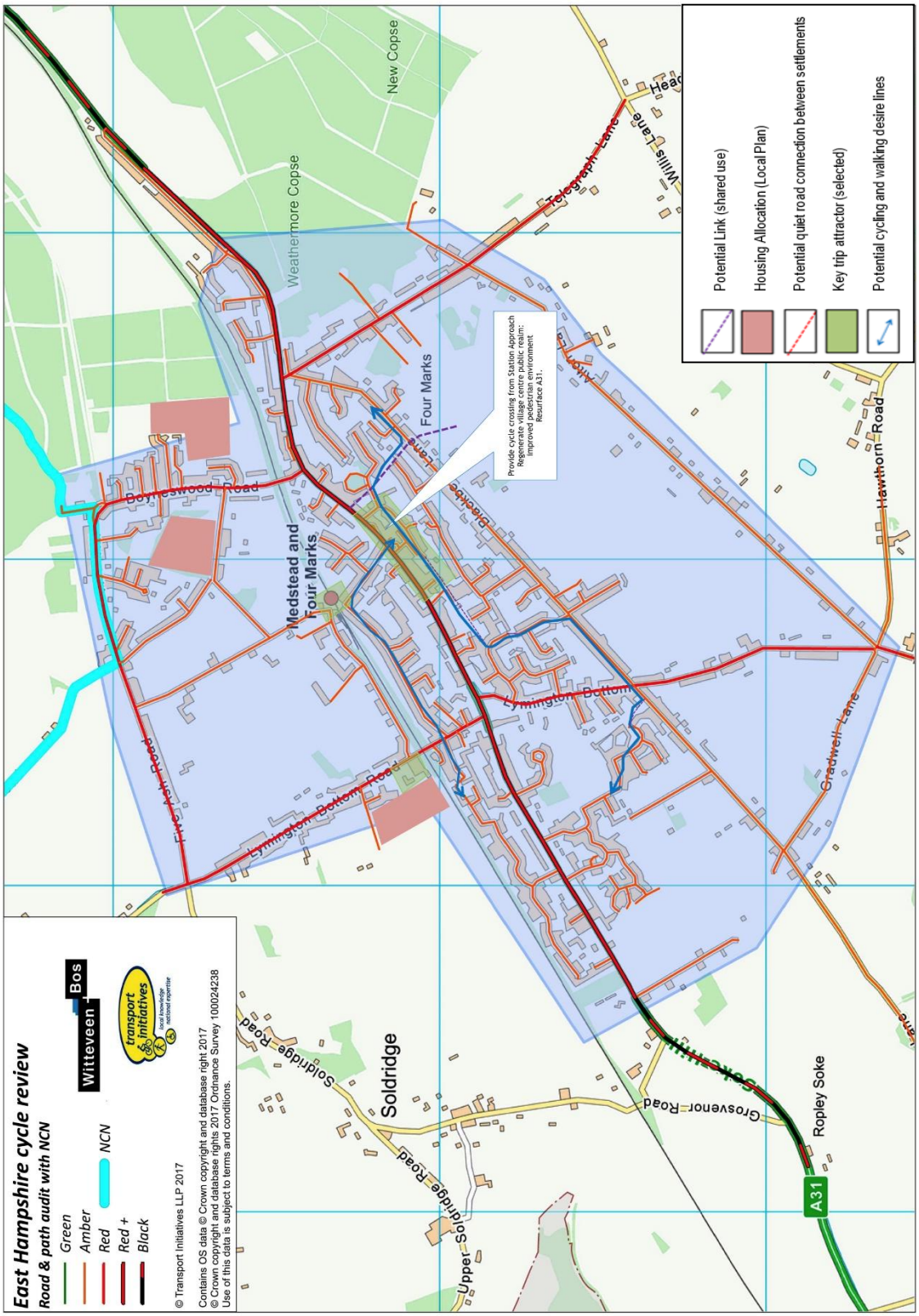


Table 5.42 Four Marks: proposed approaches

Ref	Suggested solution	Price
Mar1	Village-wide 20mph.	£ 15k
Mar2	Cycle crossing at Station Approach; or Widen parallel footpath and upgrade existing pelican crossing to toucan (proposed in 2004 Cycle Plan).	£ 50k
Mar3	Consider public realm improvements to regenerate village centre and services.	£ 500k-£ 1m
Mar4	Sinusoidal humps each where required to reduce speeds.	£ 10k
Mar5	Footpath widening /surfacing as required to deliver links.	£ 30 per square metre.
Mar6	Stoney Lane and Boyneswood Lane (bridleway): upgrade loose gravel surface to rolled scalpings (proposed in 2004 Cycle Plan).	£ 15 per square metre).
Mar7	Route from Four Marks to Ropley (and Alresford) via Brislands Lane incorporating short section of shared use path alongside A31 (proposed in 2004 Cycle Plan) - assumes low volume of pedestrians.	£ 120,000 per km.

Table 5.43 Cycle parking

Cycle parking	Broad cost estimates
- Provide Sheffield stands evenly distributed in the village centre. - Provide covered Sheffield stands at schools and prominent cycle parking for school visitors. - Require new development to provide covered cycle parking taking the form of in-curtilage storage units, or on-street residential 'hangars' for shared use. - All cycle parking provision should dedicate a minimum of one, or 5 % of the total to non-standard cycles and cycles used by disabled people. A permit system may be appropriate if signing alone proves insufficient. - Provide covered cycle parking at key bus stops.	Sheffield stand £ 200 including installation. Cycle storage units in the region of £ 5,000 to £ 10,000 depending on capacity. Cycle 'hangars' in the region of £ 5000 per unit however residents pay a fee for continued maintenance.

Stakeholder comments

Table 5.44

Ref	Stakeholder comment	Response	Cost / notes
	Need for a commuter link between Four Marks and Alton Station.	Indicative route shown on rural network map Figure 5.9.	See table 5.66 item RurS8 in Rural Village chapter.

5.5.4 GRAYSHOTT

PCT-Cycle tool: demand

Table 5.45 Grayshott: potential demand

Scenario: government target, Grayshott	
Total commuters	344
Cyclists (Census 2011)	2 (1 %)
Cyclists (scenario)	5 (1 %)

Desktop Bikeability appraisal including key trip attractors, desire lines and potential interventions

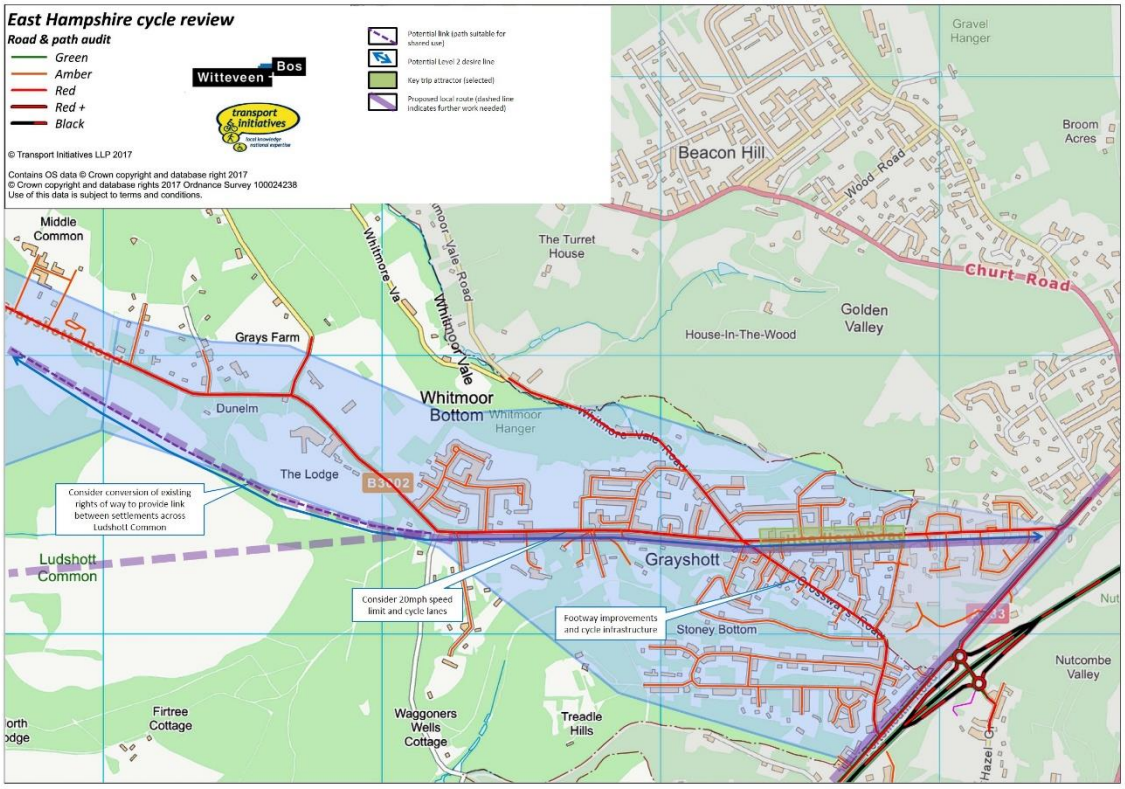


Table 5.46 Grayshott: proposed approaches

Ref	Suggested solution	Price
Gra1	Village-wide 20mph zone.	£ 10k
Gra2	Sinusoidal humps where required to reduce motor speeds.	£ 10k each.
Gra3	New shared surface foot / cycle route(s) to Headley (footway construction) through Ludshott Common.	£ 30 per square metre footway construction.

Table 5.47 Cycle parking

Cycle parking	Broad cost estimates
- Provide Sheffield stands evenly distributed in the village centre .	Sheffield stand £ 200 including installation.

Cycle parking	Broad cost estimates
- Provide covered Sheffield stands at schools and prominent cycle parking for school visitors. - Require new development to provide covered cycle parking taking the form of in-curtilage storage units, or on-street residential 'hangars' for shared use. - All cycle parking provision should dedicate a minimum of one, or 5 % of the total to non-standard cycles and cycles used by disabled people. A permit system may be appropriate if signing alone proves insufficient. - Provide covered cycle parking at key bus stops.	Cycle storage units in the region of £ 5,000 to £ 10,000 depending on capacity. Cycle 'hangars' in the region of £ 5000 per unit however residents pay a fee for continued maintenance

Stakeholder comments

Table 5.48 Grayshott stakeholder comments (Parish Council)

Ref	Stakeholder comment	Response	Cost / notes
GraS1	Address traffic speeds on Headley Road.	Some measures existing. Remove centre line and introduce vertical or horizontal features. Introduce settlement-wide 20mph speed limit.	
GraS2	Poor quality footways on Crossways Road.	Widen and level existing footway.	£ 120k per km
GraS3	Create cycle route from Hindhead to Haslemere and connect with Grayshott.	A3 cycle route already exists. Extend westwards on direct alignment to Liphook (Highways England).	£ 120k per km (basic shared path)
GraS4	Cycle lanes throughout Grayshott.	Proposed route network shows extent of cycle infrastructure.	£ 30k per km

5.5.5 HEADLEY

PCT-Cycle tool: demand, Headley East

Table 5.49 Headley East: potential demand

Scenario: government target, Headley east	
Total commuters	495
Cyclists (Census 2011)	4 (1 %)
Cyclists (scenario)	9 (2 %)

PCT-Cycle-tool Headley West

Table 5.50 Headley West: potential demand

Scenario: government target, Headley west	
Total commuters	627
Cyclists (Census 2011)	2 (0.3 %)
Cyclists (scenario)	10 (2 %)

Desktop bikeability appraisal including key trip attractors, desire lines and potential interventions

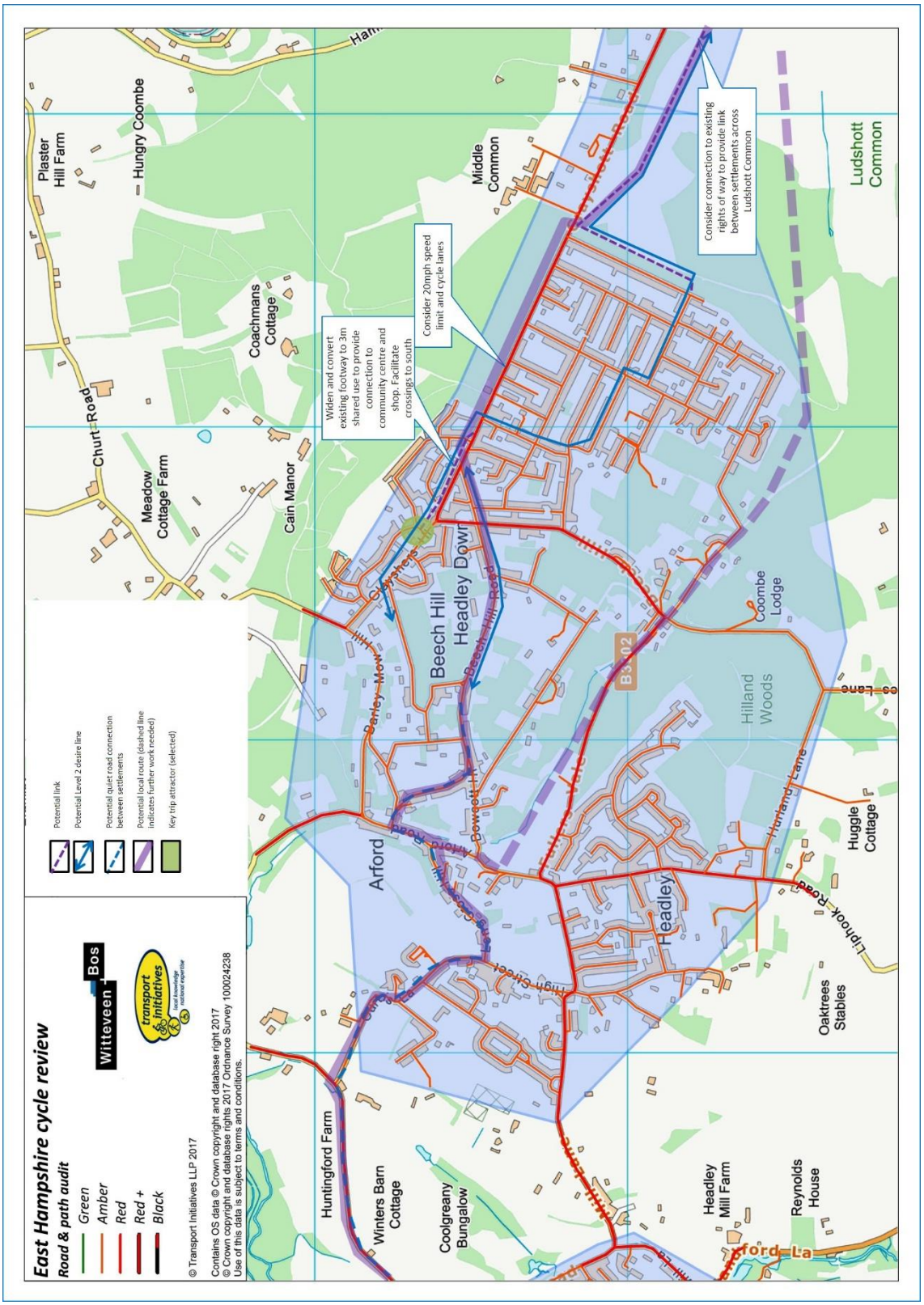


Table 5.51 Headley: proposed approaches

Ref	Suggested solution	Price
Hea1	Village wide 20mph zone.	£ 20k
Hea2	Parallel zebra crossings on Grayshott Road at Wilsons Road and Eddeys Lane; associated connecting shared paths.	£ 25k each
Hea3	New cycle track Grayshott Road (footway construction): between Larch Road and Seymour Road (Ludshott Common). New shared pedestrian / cycle path to Grayshott across Ludshott Common.	£ 30 per square metre
Hea4	New signed quiet route to Bordon via Arford Road, Long Cross Hill, Curtis Lane, Frensham Lane.	£ 15k
Hea5	Sinusoidal humps as required in the settlement to reduce traffic speeds.	£ 10k each

Table 5.52 Cycle parking

Cycle parking	Broad cost estimates
- Provide Sheffield stands evenly distributed in the village centre. - Provide covered Sheffield stands at schools and prominent cycle parking for school visitors. - Require new development to provide covered cycle parking taking the form of in-curtilage storage units, or on-street residential 'hangars' for shared use. - All cycle parking provision should dedicate a minimum of one, or 5 % of the total to non-standard cycles and cycles used by disabled people. A permit system may be appropriate if signing alone proves insufficient. - Provide covered cycle parking at key bus stops.	Sheffield stand £ 200 including installation. Cycle storage units in the region of £ 5,000 to £ 10,000 depending on capacity. Cycle 'hangars' in the region of £ 5000 per unit however residents pay a fee for continued maintenance.

5.5.6 LISS

PCT-Cycle tool: demand (including hinterland)

Table 5.53 Liss: potential demand

Scenario: government target,	
Total commuters	3052
Cyclists (Census 2011)	51 (2 %)
Cyclists (scenario)	102 (3 %)

Desktop bikeability appraisal including key trip attractors, desire lines and potential interventions

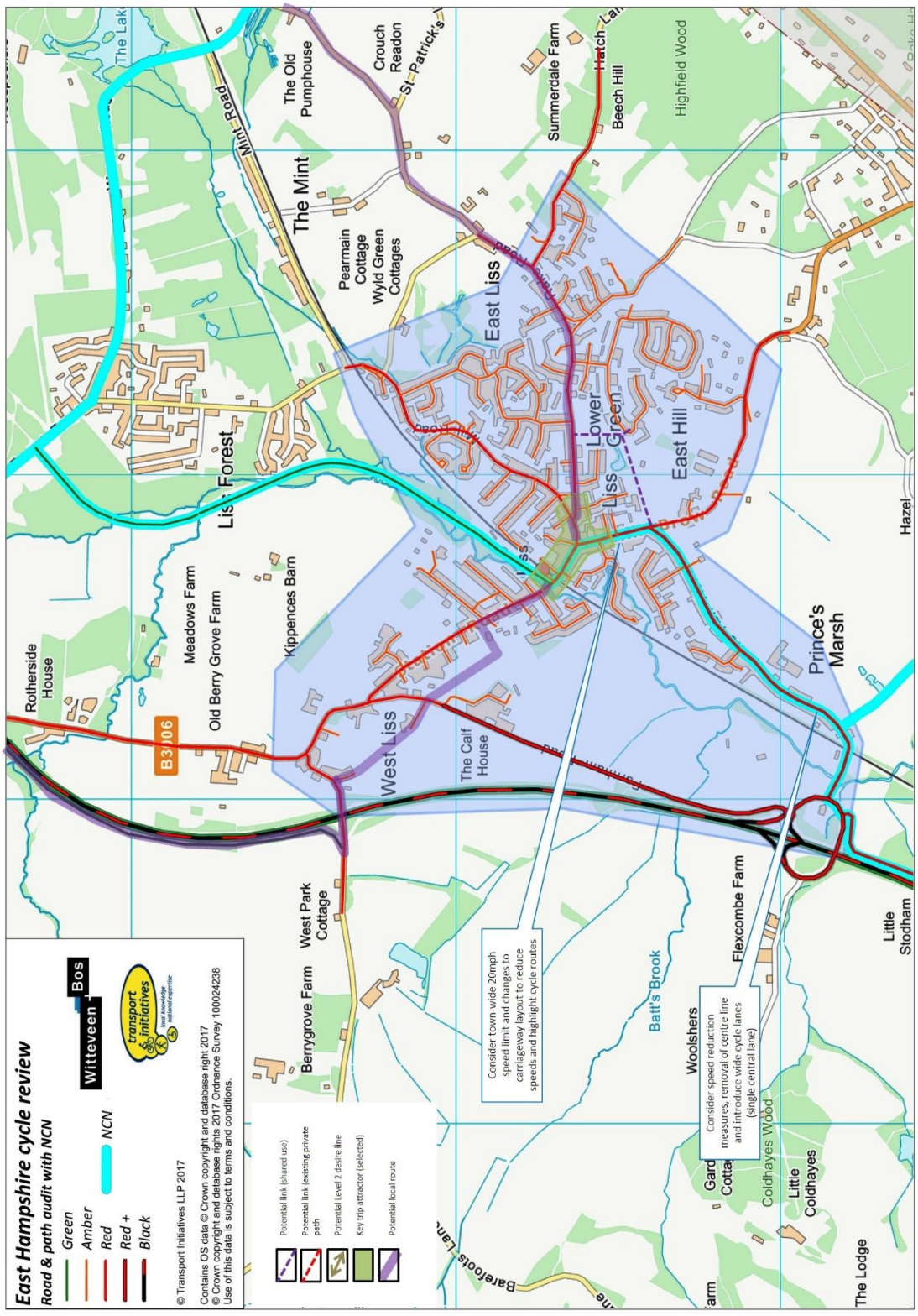


Table 5.54 Liss: proposed approaches

Ref	Suggested solution	Price
Liss1	Village wide 20mph zone.	£ 20k
Liss2	Sinusoidal humps where required to reduce traffic speeds.	£ 10k each
Liss3	Cycle lanes (2m width) - paint and coloured surfacing (anti-skid) on Andlers Ash Road - leaving single central lane. Drivers move into cycle lanes to pass each other.	£ 5 per square metre

Table 5.55 Cycle parking

Cycle parking	Broad cost estimates
- Provide Sheffield stands evenly distributed in the village centre. - Expand existing covered cycle parking at the rail station and ensure that it is well lit and has good incidental or dedicated CCTV. - Provide covered Sheffield stands at schools and prominent cycle parking for school visitors. - Require new development to provide covered cycle parking taking the form of in-curtilage storage units, or on-street residential 'hangars' for shared use. - All cycle parking provision should dedicate a minimum of one, or 5 % of the total to non-standard cycles and cycles used by disabled people. A permit system may be appropriate if signing alone proves insufficient. - At long-term cycle parking facilities, lockers should be provided with e-bike charging facilities. Use of the lockers may be chargeable to contactless payment cards.	Sheffield stand £ 200 including installation. Cycle storage units in the region of £ 5,000 to £ 10,000 depending on capacity. Cycle 'hangars' in the region of £ 5000 per unit however residents pay a fee for continued maintenance.

Stakeholder comments

Table 5.56 Liss: Stakeholder comments

Ref	Stakeholder comment	Response	Cost / notes
LissS1	Restrict and enforce parking including footway parking at Liss Primary and Junior Schools. Consider 'dragons teeth'	Improvements as suggested	
LissS2	Improve crossings in Liss village centre. Preferably install zebra or toucan crossing	Part of a wider public realm improvement	Zebra: £ 15k Toucan: £ 70k
LissS3	Crossings A3	Going south from Greatham cycle provision is needed alongside the B3006 to the A3 roundabout. Also a cycle crossing is needed to safely access the cycle route south on the west side of the A3. See table 5.32 - Ref HdnS1	See generalised costs in table 4.20

5.5.7 CLANFIELD

PCT-Cycle tool: demand (including hinterland)

Table 5.57 Clanfield: potential demand

Scenario: government target,	
Total commuters	3364
Cyclists (Census 2011)	26 (1 %)
Cyclists (scenario)	70 (2 %)

Desktop bikeability appraisal including key trip attractors, desire lines and potential interventions

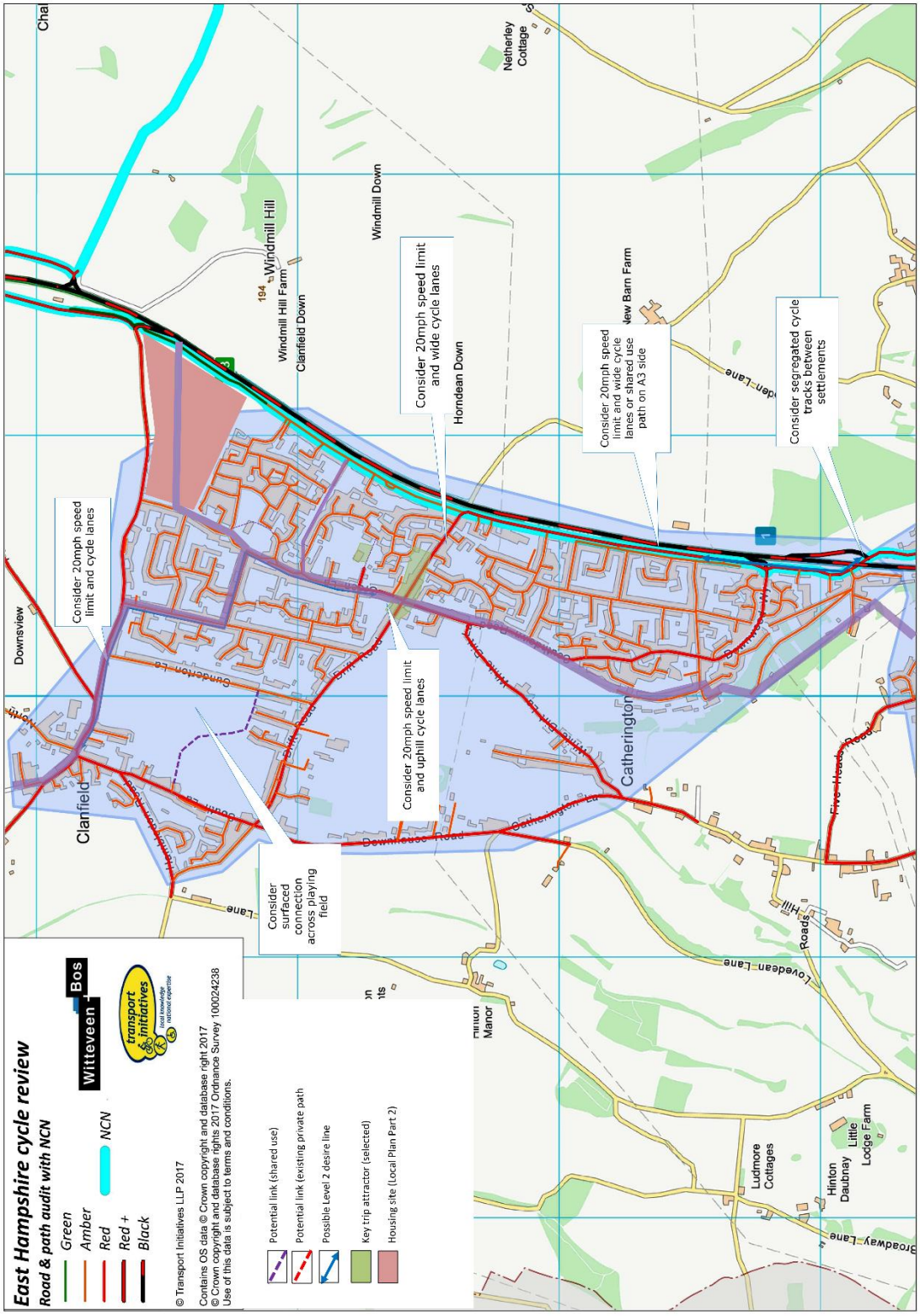


Table 5.58 Clanfield: proposed approaches

Ref	Suggested solution	Price
Cla1	Village wide 20mph zone (traffic order and signs).	£ 50k
Cla2	Vertical traffic calming (sinusoidal humps) where required to reduce traffic speeds.	£ 10k each
Cla3	Uphill cycle lane (white paint plus removal or alteration of centre line) on Drift Road from junction with Green Lane; (re)move centre line (removing centre lines has been shown to reduce motor traffic speeds).	50p per metre.
Cla4	A3 London Road: Segregated cycle track, connector or path across open space (footway construction).	£ 30 per square metre.

Table 5.59 Cycle parking

Cycle parking	Broad cost estimates
- Provide Sheffield stands evenly distributed in the village centre. - Provide covered Sheffield stands at schools and prominent cycle parking for school visitors. - Require new development to provide covered cycle parking taking the form of in-curtilage storage units, or on-street residential 'hangars' for shared use. - All cycle parking provision should dedicate a minimum of one, or 5 % of the total to non-standard cycles and cycles used by disabled people. A permit system may be appropriate if signing alone proves insufficient. - At long-term cycle parking facilities, lockers should be provided with e-bike charging facilities. Use of the lockers may be chargeable to contactless payment cards.	Sheffield stand £ 200 including installation. Cycle storage units in the region of £ 5,000 to £ 10,000 depending on capacity. Cycle 'hangars' in the region of £ 5000 per unit however residents pay a fee for continued maintenance.

5.5.8 ROWLANDS CASTLE

Stakeholder comments and further rationale for Rowlands Castle can be found in the Horndean section.

PCT-Cycle tool: demand (including hinterland)

Table 5.60 Rowlands Castle: potential demand

Scenario: government target,	
Total commuters	2805
Cyclists (Census 2011)	51 (2 %)
Cyclists (scenario)	109 (4 %)

Table 5.61 Network implementation costs

Intervention	**Typical cost**
- Ambitious project Create new cycle link between Horndean and Rowlands Castle station including traffic calming in Rowlands Castle.	£ 1.2-£ 1.6m per km

Ref	Suggested route	Description
Row1	Horndean / Clanfield to Rowlands Castle (station).	Cycle track that can be used by pedestrians

Table 5.62 Cycle parking Rowlands Castle

Cycle parking	**Broad cost estimates**
- Provide Sheffield stands evenly distributed in the village centre. - Provide covered Sheffield stands at schools and prominent cycle parking for school visitors. - Require new development to provide covered cycle parking taking the form of in-curtilage storage units, or on-street residential 'hangars' for shared use. - All cycle parking provision should dedicate a minimum of one, or 5 % of the total to non-standard cycles and cycles used by disabled people. A permit system may be appropriate if signing alone proves insufficient. - At long-term cycle parking facilities such as the railway station , lockers should be provided with e-bike charging facilities. Use of the lockers may be chargeable to contactless payment cards.	Sheffield stand £ 200 including installation. Cycle storage units in the region of £ 5,000 to £ 10,000 depending on capacity. Cycle 'hangars' in the region of £ 5000 per unit however residents pay a fee for continued maintenance.

5.6 VILLAGES AND LANES: EAST HAMPSHIRE RURAL NETWORK

East Hampshire is fortunate in possessing some of Britain's finest countryside, most notably the South Downs National Park. The district is ripe for the development of a strong active-travel based tourism industry which will support the rural economy, enabling rural pubs, shops and bus services to survive and prosper and stimulate more tourism businesses.

However this LCWIP is mainly about utility walking and cycling, taking inferences from the Government's CWIS (2017) and the need to focus diminishing resources on areas where we can achieve the greatest potential positive benefits for health and transport. The greatest benefit is likely to be felt in built up areas.

This is not to suggest that rural areas are not important. Outside of the main towns and larger 'small' settlements, a network of small villages and hamlets provide localised opportunities for utility walking and cycling journeys, mostly with minimal intervention. Some of the small settlements include shops, pubs, community facilities and places of worship; others have no such services. Many village settlements are within commuter cycling distance of main towns and require infrastructure to overcome major roads and make the necessary connections.

Accessibility on foot and cycle is particularly important for people with physical and sensory challenges. Initial observation, backed up by stakeholder comments, is that in rural areas footways are rarely inclusively accessible. They may be too narrow, too close to speeding motor traffic, or not properly maintained. Junctions are wide with fast turning vehicles and no dropped kerbs. Public footpaths between near settlements and signed shared use cycling and walking routes away from the road network are not usually surfaced. A consistent approach is required that leads to a fully accessible and inclusive environment that will in turn benefit active travellers of all abilities.

Approximately one in five rural households do not have access to a car. As people become older, many are forced to give up their cars, yet walking and cycling in rural villages can be hazardous with high speed traffic on often narrow streets with no footways. At the same time, rural bus services are constantly reducing in number; only a few rural settlements are fortunate enough to be on commercial inter-urban routes. For households without cars, a strong sense of isolation and dependency on the kindness of others may result.

Enabling everyone to walk and cycle safely is an important part of ensuring that those who find themselves unable to drive can continue to enjoy independence and a strong sense of 'belonging': being able to cycle to meet the bus, or walk or cycle to the local pub or shop is potentially significant.

Villages (utility active travel)

The focus for rural investment within villages, avoiding 'urbanising' the public realm, will be:

- Speed limit changes (traffic orders).
- Measures to enforce the speed limit changes (traffic calming measures including sinusoidal humps, carriageway narrowing and the removal of centre lines which are shown to reduce speeds).
- New footways where necessary.
- Tighter junctions, some with speed tables and changed priority.

- Bus stop shelters incorporating cycle parking, allowing integration of modes.

The following table provides an indication of the types of measures to be considered and introduced when funding permits:

Table 5.63 Potential interventions (generic): East Hampshire villages

Suggested solution	Approximate price guide (noting that each settlement will require its own design appraisal, so costs may be higher or lower)
Village 20mph (traffic order and signing)	£ 10k
Village accessibility study including recommendations: - Footway / cycle track widths. - Condition of pedestrian / cycle infrastructure. - Gradients - engineered structures. - Steps. - Discriminatory 'access' barriers. - Dropped kerbs and / or entry treatments. - Tactile warnings. - Junction treatments. - Linear barriers such as railways and busy roads, and recommended solutions. - Concept costed sketched designs.	£ 1k-£ 10k
Vertical or horizontal traffic calming measure (per measure).	£ 10k-£ 15k
Carriageway narrowing (removing hard surfacing and working with residents to introduce planting beds for wildflowers and grasses protected by 'dragons' teeth' but retaining passing and parking places where necessary).	£ 50k per 100m.
New footway per sqm including construction of hard-surfacing on existing unsurfaced rights of way where this would deliver important connections.	£ 30 per square metre (depending on depth).
Proxy footway (area marked out for pedestrians) (per sqm).	£ 10
Junction treatment (each).	£ 15k
Centre line removal (speed reduction feature).	£ 10k

Table 5.64 Cycle parking

Cycle parking	Broad cost estimates
- Provide Sheffield stands to support village shops, public houses, community centres and so on. - Provide covered Sheffield stands at schools and prominent cycle parking for school visitors. - Require new development to provide covered cycle parking taking the form of in-curtilage storage units, or on-street residential 'hangars' for shared use. - Provide covered Sheffield stands at bus stops (public transport integration).	Sheffield stand £ 200 including installation. Cycle storage units in the region of £ 5,000 to £ 10,000 depending on capacity. Cycle 'hangars' in the region of £ 5000 per unit however residents pay a fee for continued maintenance.

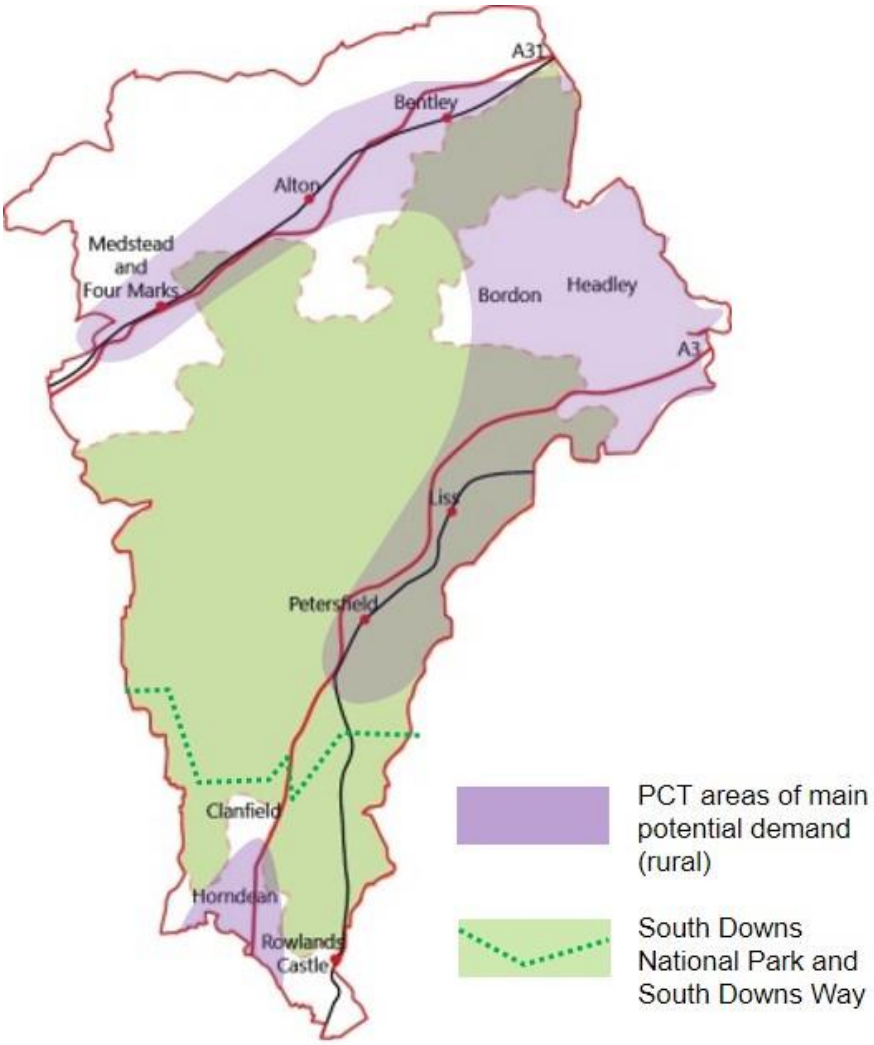
Rural Cycle Network

Demand and potential for utility cycling in rural areas is low (at <1 % of journeys in most places, with potential for doubling cycling from this low base). However there is considerable potential to promote rural tourism by designating a number of routes that double up as commuter and recreational routes consistent with the Government's intention to promote utility active travel.

In summary, the Propensity to Cycle Tool (PCT) shows likely desire lines in the topographically flatter areas of the north and east of the district, with cyclists avoiding the steep escarpments of the South Downs.

Proposals for the rural network respond directly to areas of higher relative demand, as shown in Figure 5.8 below.

Figure 5.8 PCT assessment of cycling potential (Government targets) - whole district



The rural cycling network comprises a mix of narrow, single track rural lanes which are steep in places; wider unclassified roads and A and B class roads. There are few roadside footways and in most cases traffic may travel at the national speed limit of 60mph. No part of the network is judged suitable for inexperienced cyclists or unaccompanied children.

A strategy of focussing general traffic on the major roads whilst reducing the attractiveness of the narrow lanes, implementing lower rural speed limits and providing footways and main road crossings will be the main means of making cycling safer and more pleasant. East Hampshire is fortunate in having few rural settlements on its A road network; however Farringdon Parish Council has made specific requests for footways and crossings of the A32 and a segregated cycling route to Alton. The Parish Council has also highlighted the absence of public transport - which is a separate issue but underlines the importance of providing alternatives to car travel and maintaining people's independence.

The following map on figure 5.9 indicates a number of rural cycling network suggestions, not all of which may be feasible in the LCWIP period. Some of these, notably the SDNPA proposals for routes along the

former Alton to Wickham and Petersfield to Midhurst railway lines, the South Downs Way and the large network of strategic walking routes, will also be suitable and highly attractive for recreational walking.

In view of constrained resources and the need to deliver value returns, the council has identified a limited number of priority routes aimed at achieving commuter / utility value, which due to their length are necessarily focused on cycling. Priority is judged based on population size of the settlement and the opportunity to increase active travel.

Figure 5.9 East Hampshire District rural network showing existing and potential routes, with further highlighting for priority investments

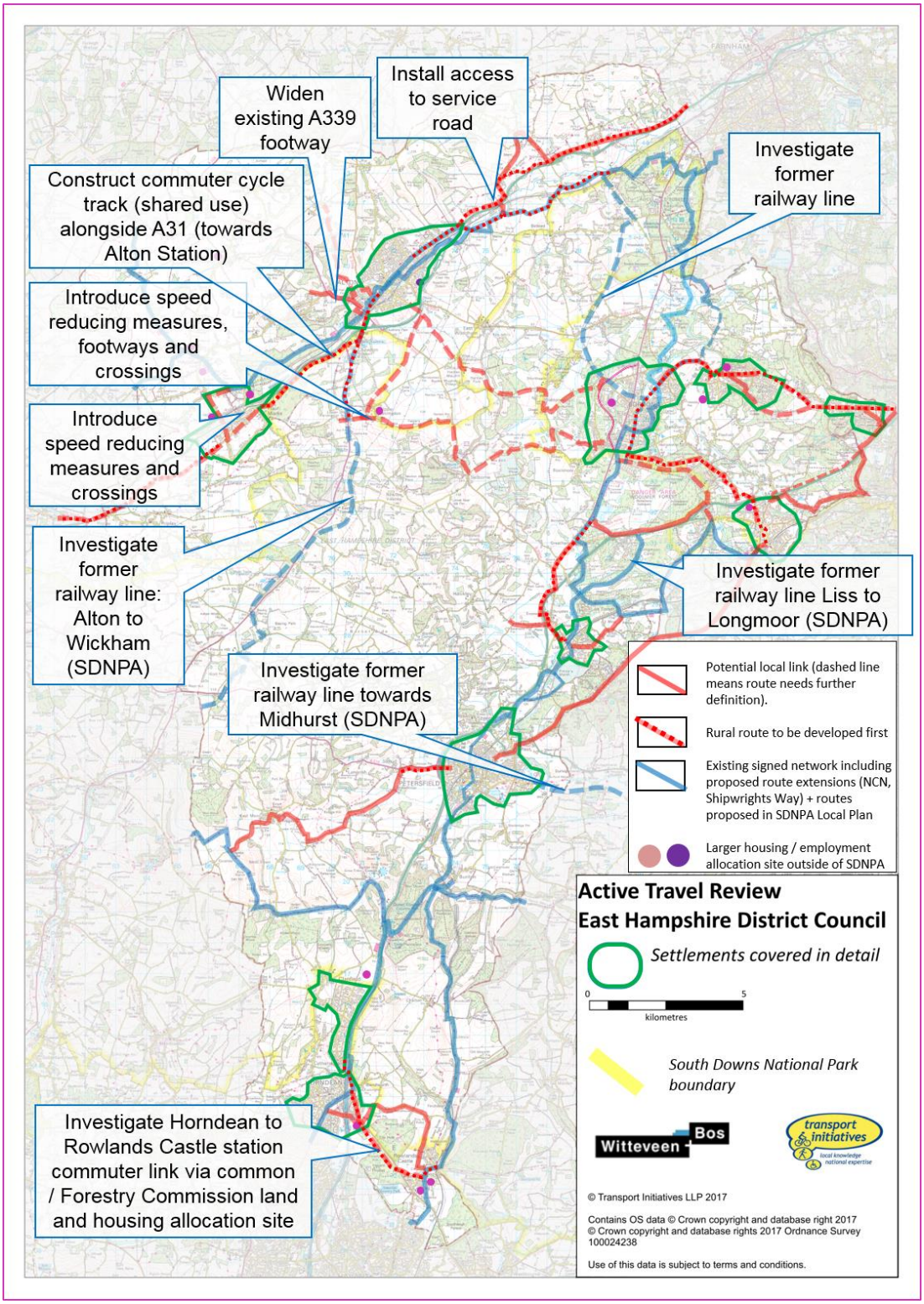


Table 5.65 Inter-settlement cycling and walking routes: priority alignments

Ref	Priority route	Features Costs approximately £ 120,000 per km of track
Rur1	Grayshott / Headley / Lindford / Bordon / Whitehill to Liphook or Bentley commuter route.	Traffic calming in Grayshott and Headley; quiet lanes; cycle track which may be used by pedestrians through Ludshott Common and via Bordon greenspace and towards Liphook or Bentley via Hollywater Road or former railway line.
Rur2	Four Marks to Farnham via Alton commuter route along the A31.	Cycle track that can be used by pedestrians + linking roads.
Rur3	Farringdon to Alton: commuter route along the A32 and village pedestrian improvements.	Cycle track that can be used by pedestrians + linking roads. Wider / new footways and a crossing of A32 within settlement.
Rur4	Stroud to Petersfield: commuter route to Petersfield Station.	Cycle track that can be used by pedestrians.
Rur5	Four Marks to Alresford along A31: tourism / commuter link.	Mainly on-road with short section of cycle track which may be used by pedestrians.
Rur6	Alton to Bentley NCN link.	Mainly on-road with sections utilising existing public footpaths.

Stakeholder comments: parishes, villages and rural areas

Table 5.66 Stakeholder comments, parishes, villages and rural areas

Ref	Stakeholder / area	Response	Cost / notes
RurS1	Binsted	Address parking, vehicle movement, pedestrian and cyclist conflict issues: Binsted Primary School, St Andrews Endowed, Alton Convent School, Eggars Secondary School, Alton College.	£ 10k (Studies and feasibility design, each school).
RurS2	Binsted	Provide walking and cycling connections between villages (in the parish).	Study needed to determine requirements, implications and cost.
RurS3	Ropley: Shell garage	Address degraded and absent footways.	Study needed to determine requirements, implications and cost (see RurS7).
RurS4	Farringdon to Chawton; Farringdon to Alton	Address absence of footpaths and safe walking routes within the settlement and absence of any public transport.	Study needed to determine requirements, implications and cost (See RurS7). Construction of cycle track £ 120k per km.
RurS5	A32 unsafe and unsuitable for walking or cycling; no non-car access to services in Alton (4 miles from Farringdon on A32).	Provide safe and well maintained foot and cycle paths with reasonable and direct routes.	Study needed to determine requirements and cost. Cycle track £ 120k per km. See also RurS7.
RurS6	Farringdon: walking.	Provide new crossing of A32 at Farringdon.	£ 15k-£ 50k.
RurS7	Lack of pedestrian footways	Common theme: - Undertake detailed review of footways and safety in all rural settlements and also between	£ 1k-£ 5k accessibility study depending on size of settlement.

Ref	Stakeholder / area	Response	Cost / notes
		settlements in some cases. Recommend interventions.	Additional cost if this involves early negotiations with landowners.
RurS8	A31 Four Marks to Alton.	Provide cycle infrastructure for a direct commuter route.	£ 150k per km.
RurS9	A339 Basingstoke Road.	Maintain infrastructure installed in 1990s.	£ 80k - remove encroaching grass and resurface /modify crossings.
RurS10	Chawton end of Alton-Chawton underpass.	Remove signs directing cyclists to Selborne on unsuitable route. Remove 'cyclists dismount' sign.	Modify signs £ 1,000.
RurS11	NCN224 Jubilee Park / Chawton Park Road, Alton.	NCN Route 224: This route enters Chawton Park Road south-westwards out of Alton then follows a route round the far side of Jubilee Playing Fields before re-entering Chawton Park Road. Shortly after this, the road turns sharply left into Northfield Lane, while the NCN route continues via a right-hand turn along a track to Chawton Park Farm. This manoeuvre is very unsafe as it involves crossing on-coming traffic on a blind bend on a busy route used as a rat-run. A preferable route would be to allow an exit from Jubilee Playing Fields nearer the railway bridge where sightlines would be better.	£ 30 per square metre - footway construction.
RurS12	Alton: roads B3349, B3004, B3006 unsuitable for cycling.	Provide alternative routes as these roads are narrow and busy.	Alternatives are suggested in this LCWIP including providing surfaced paths.
RurS13	Steep Parish Council	Address lack of footway provision in the village, reduce traffic speeds, pedestrians in carriageway on Stoner Hill.	£ 100k/km.
RurS14	Lindford Parish Council	Address poor linkages between Linford and Bordon. Ensure good natural surveillance including lighting, wider paths, foot patrols (particularly at school times) and good sight lines.	£ 100k/km.
RurS15	Petersfield cyclists.	Route A: Petersfield to Midhurst preferably using old railway line Address road danger and barrier effect of A272 east of Petersfield (new crossing).	Reflected as an ambition in SDNPA Local Plan . £ 120k per km for shared path, not including civil engineering.
RurS16	Petersfield cyclists.	Route B: Petersfield to Nursted, South Harting, West Marden etc towards Chichester.	Route A addresses this connection.
RurS17	Petersfield cyclists.	Route C Petersfield towards Clanfield via the Causeway. Address poor quality cycle lanes and traffic calming which results in dangerous close-passing on this section of Shipwrights' Way. Address other issues raised with regard to this route.	Consider alternative route to Causeway including rural paths that may be converted to permissive use.

Ref	Stakeholder / area	Response	Cost / notes
RurS18	Petersfield cyclists.	Route D between Petersfield and Stroud. Construct off-road cycle track which pedestrians may use.	£ 120k per km.
RurS19	Sheet to Liss	Sheet to Liss A3 cycle track. Remove overgrowth and install metal barriers on section closest to 70mph carriageway. Address poor visibility of concrete bollard at the Farnham Road end of the cycle track. Provide a hard surface between the new A325 cycle track and the junction with Blackmore Road - currently a muddy desire line.	TBC. New path £ 30 per square metre.
RurS20	Greatham to Liss Connects Whitehill to Liss Station.	Provide cycle track on east side of B3006 to connect with A3 shared use path. Widen A3 shared use path and install missing sections of metal barrier.	£ 150k..

5.7 Cycle storage

For each settlement a generic approach has been taken to providing adequate cycle storage facilities. Our observations are that at the moment there is very little cycle parking across the district, even in town and village centres. Cycle parking is very low cost and it should be easy to plan and install it to match future demand.

Good quality cycle parking should be located near to trip generators including stations, shops, schools, community centres and employment areas, and should be conveniently located and accessible in order to promote usage. It needs to be safe, and covered with a particular aim of supporting use of e-cycles and more diverse cycle types which help replace car journeys. The presence of cycle parking signals the importance of cycling as a mode of transport that is encouraged and supported. This section establishes some key principles for design:

Short term cycle parking

Like drivers, cyclists require cycle parking to serve immediate needs as well as longer-term requirements. Short term cycle parking may be used on visits to the town centre for shopping, or to stop and visit friends, or for visitors to schools, community centres and hospitals who may not be staying long.

Short stay parking normally takes the form of 'Sheffield' stands - effectively upturned U-shaped tubular steel which is fixed into the ground. The simpler the stand, the better, however there are rules:

- Sheffield stands may be grouped. In town centres it is better to provide small groups of 2-4 stands evenly distributed and easily spotted to avoid people fly-parking on signs and other street furniture.
- Cycle parking should not be provided on the footway unless there is no alternative. The preferred location is within the carriageway - perhaps on a build-out or in its own dedicated space. Ten cycles can be parked in the space equivalent to one car. That's ten customers instead of one!
- In groups of stands, the one at each end should have a 'tapping rail' so that it is detectable by cane users.
- Stands should not be closer together than 1.0m.
- The ends of the stands should not be closer than 60cm to a wall or other obstruction. Stands for non-standard cycles, particularly tandems and recumbents should not be closer than 1.0m to the obstruction.

Long-stay cycle parking

Long-stay cycle parking refers to that which people use because they are away for long periods of time - commuters, for example. These people want their cycles to be there when they return and they want to feel confident that the infrastructure is secure and will deter theft. Typical locations include railway stations, key bus stops, offices, schools and colleges.

In broad terms, long-stay cycle parking should be:

- Under cover - in a sheltered, secure location.
- Easily seen - in a prominent location with lots of passers-by so that there is natural surveillance.
- Convenient - so that it gets used.
- Covered by CCTV - either incidental coverage from existing cameras or with dedicated coverage.
- Well lit.

Solutions include fully enclosed cycle lockers, two-tier mechanical stands and traditional 'Sheffield' stands placed under cover - perhaps in a smart-card operated corral.

Home cycle parking

Modern homes do not often include sufficient space for cycle parking. Even if it was provided originally the available space may have been put to other purposes. It is important to ensure that people have access to convenient dedicated cycle storage and the best available solution is the shared 'bike hangar'.

Currently, whilst a number of manufacturers produce attractive looking units, only one company provides a fully serviced solution. Each of CycleHoop's bikehangars has eight cycle spaces which are leased for an

annual fee to their users. The fee covers the cost of ongoing maintenance and customer service, meaning that there is no maintenance or management burden upon the local authority once installed. A trial installation may be possible to determine levels of interest and potential demand for this type of cycle storage.

Storage for adapted and non-standard cycles

The needs of disabled cyclists and people with non-standard cycles such as cargo-bikes, tricycles and tandems should be considered in the design of cycle parking. Proposals in this document follow Wheels for Wellbeing's advice in its 2017 *A guide to inclusive cycling* that at least one space, or 5 % of cycle parking spaces should be set aside and designed for non-standard cycles. Signing should normally be sufficient to ensure that the space remains free to use; however in some cases permits and a degree of enforcement may be required.

Of course, enabling people with disabilities to access the cycle parking requires the provision of level areas, ramps, easy-open gates and access geometry that enables a person with a wheelchair cycle attachment to manoeuvre effectively.

5.8 Information, behaviour-change and safety

Infrastructure measures to promote active travel need to be promoted so that people will use it and gain the intended benefits. Experience has shown that it is not possible to increase walking and cycling by infrastructure alone or promotion alone. The two activities are complementary.

Information

Letting people know what is available to them is something that needs to happen before the project is designed and delivered - people should be engaged in the planning and development of each scheme. This may be achieved as follows:

- Branding and communication means developing a recognisable product that builds familiarity - so that people always know what's being talked about and can describe it in brief to others.
- Early engagement means inviting people to attend events, take part in online activities and to comment on conceptual schemes. Often when funding bids are developed, winning authorities will have carried out extensive engagement as part of the process of developing the bid, to identify local priorities and to understand reasons behind any objections.
- During construction of the scheme it is important to maintain a level of news feed and ongoing dialogue with affected parties. This keeps the flow of information going.
- Once the scheme is open information is made available:
  - Letting people know the scheme exists and is finished.
  - Running tours of the infrastructure so that people can experience what it is like to use it, perhaps with an inducement such as an 'active travel breakfast'.
  - Showing people the opportunities, for example, onward pleasant connections to schools, shops and other activities.
  - Explaining how the scheme should be used - matters of etiquette, safety and so on.
  - Seeking feedback on the finished product so that people feel engaged in the whole process of its development.

Behaviour change

This LCWIP is all about achieving behaviour change through effective interventions and communication. This requires continued engagement, qualitative and quantitative monitoring and a clear explanation of the

purpose of supporting measures such as filtered permeability. The council's objective is to improve the health and wellbeing of its population and this will include the creation of safe inviting environments for active travel and restraints on very short car journeys.

For behaviour to change, infrastructure interventions need to be highly visible, of obvious quality and they need to give status to active travel. This means that both pedestrians and cyclists should have more priority over motor vehicles - it means changes to the layout and design of junctions, for example. People need to know and feel that they are doing the right thing for themselves and other people in a co-operative environment.

Incentives and help are needed to generate and embed change. These include:

- Establishing development travel plans incorporating walking and cycling, including where appropriate proposed changes to the public realm in the nearby surrounding area of each development, showing targeted improvements to be delivered through developer contributions.
- Setting up lunchtime walking clubs for local organisations and businesses so that people have a structured opportunity to stretch their legs in good company.
- Implementing improved public realm and signed walking routes, for example a 'green route', a 'blue route' etc, to encourage people to explore but be guided. This could work with interactive apps and information boards covering points of interest.
- Building 'active travel hubs' incorporating coffee-shops, changing / toilet facilities, cycle storage and lockers (example: Stirling Council's active travel hub at Stirling Station).
- Making Bikeability training at all levels available to adults as well as children. It will be worth rebranding this to make it more attractive (example York City Council runs 'Urban Cycling' courses).
- Providing free month trial cycle hire to residents - to try out a bike before riding it. If they like cycling they have the option of purchasing the cycle. An e-bike version of this could be very popular.
- Running annual 'walking and cycling across town' for school children in groups - making active travel fun for all ages (example: Hackney Council's Bike across the Borough).
- Holding major events, such as charity walks and bike rides, which raise the profile of cycling and make people want to join in.

Safety

Road danger reduction means identifying and controlling the primary causes of danger on the District's road network. It means that road design and driver education should reduce the potential risks to vulnerable road users caused by drivers of cars, buses and heavy goods vehicles. Danger reduction is not about focussing on actions to be taken by vulnerable road users, such as wearing helmets and high visibility clothing in order to adapt to the danger presented to them by others.

In villages and town centres, settlement wide self-enforcing 20mph speed limits are proposed as funding becomes available. However simple measures can make a difference, such as a policy decision not to re-mark centre lines. Education is important, too:

- Bikeability training teaches adults and children about the safest positions to take when cycling with traffic, and how to manage the traffic environment to deliver safety for the individuals being trained and in the process for all road users. It teaches people how to identify and manage risks to themselves.

- Enforcement teaches potential or actual offenders about the consequences of their road user behaviour on the safety and comfort of others. West Midlands Police provides best practice in this regard by enforcing a 1.5m distance rule. A plain-clothed cyclist police officer observes passing distances with the assistance of a camera and enforcement against poor driving behaviour takes place further along the road. Results are reported to be promising with a significant improvement in driver behaviour along routes where very well publicised enforcement has taken place. A close-pass initiative has also been undertaken by Hampshire police.

6

INTEGRATION, BIDDING AND REVIEW (STAGE 6)

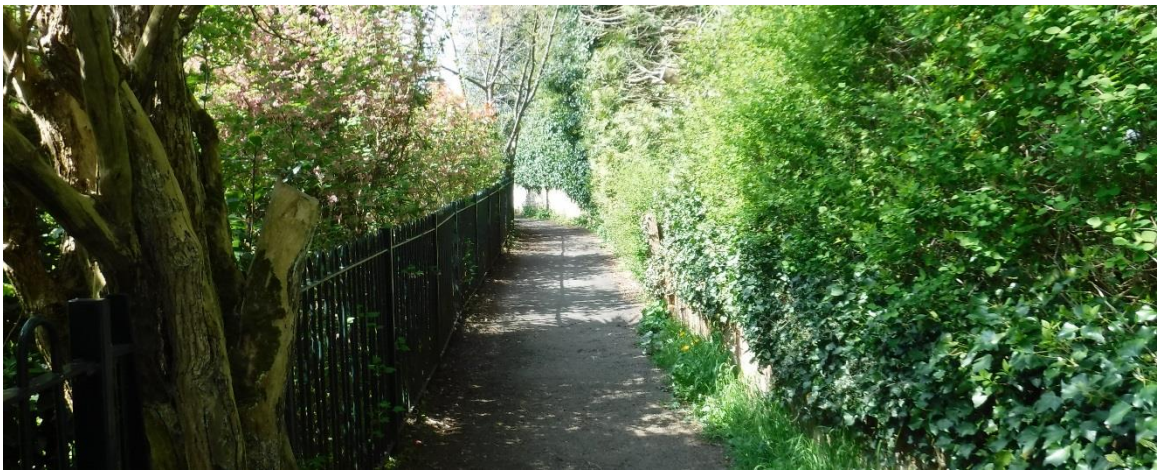
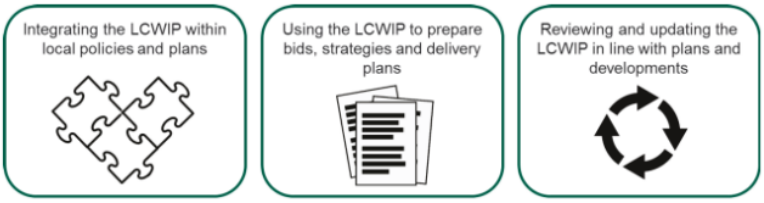


Figure 6.1 Integration, bidding and review



6.1 Integration with local policies and plans

Local Plans

The LCWIP will be used as an evidence base to inform any future Local Plan and Strategic Infrastructure Plans by ensuring consideration is given to cycling and walking within general local plan policies as well as site allocations with regards to provision within a proposed development site and its connectivity to the wider cycling and walking network.

Local Transport Plan and local daughter documents (Hampshire County Council)

- Local transport strategies will be revised or prepared in order to support the District Council's case for inward investment in transport projects including infrastructure and complementary measures that favour active travel and road danger reduction.
- The Council will continue to negotiate funding for transport projects within the district, making match-funding contributions where necessary from developer contributions and other funding sources.

6.2 Using this document to prepare bids, strategies and delivery plans

Bids, strategies and delivery plans

A clear background policy direction in support of active travel is essential to achieving success in future funding bids. Across Hampshire, East Hampshire and SDNPA there is overall a supportive policy context which supports delivering better development and transport in the future, including retro-fitting existing settlements with inviting conditions for active travel. Again, the purpose of the LCWIP is to ensure that this can delivered more cohesively as opportunities arise, for example through:

- Delivering effective local interventions that make the district's networks of quieter roads more connected across linear barriers such as roads, railways, rivers, and specific barriers such as junctions. Such projects will benefit both pedestrians and cyclists, with added value from combined funding approaches.
- Delivering local quietway routes mainly using quiet streets with low cost interventions such as signing and traffic calming. These are aimed at local cyclists but they will provide benefits to pedestrians because of lower speeds, wider footpaths and signage.
- Delivering more strategic routes which use a mixture of quieter streets and infrastructure-assistance on larger roads. This approach will deliver a rural network aimed mainly at cyclists but with clear demonstrable benefits for pedestrians including, for example, new lengths of shared footway where these could not be justified before.
- Building an ever stronger business case for further investment through monitoring to gain knowledge from local experience of a growth in active travel, rising customer satisfaction and reducing car dependency for local journeys. This is a long term objective with the first target being to meet the Government's targets in relation to walking and cycling.

Partnership building and grass-roots action

Given the lack of available funding for walking and cycling projects, East Hampshire District Council and South Downs National Park Authority are open to suggestions for community-led initiatives including such ideas as:

- Community-funded and led projects to deliver walking and cycling connections, such as reviving old railway lines. Websites such as Spacehive provide an online platform where people can post ideas and build support for proposed walking and cycling projects. For example, the Peckham Coal Line in South East London raised over £ 70k through crowdfunding to commission a feasibility study to turn a disused railway line into a linear park for walking and cycling.
- Sustrans volunteer projects to construct new surfaced walking and cycling connections in rural areas, making important connections between communities and promoting rural tourism.

Monitoring

Monitoring is an essential component of the delivery of this LCWIP and meeting Government targets. The Department for Transport is yet to decide monitoring criteria so the following suggested list is subject to change depending on the outcome of that work.

Table 6.1 Suggested data collection

Objective	Survey type	Possible datasets including
Doubling cycling by 2025.	Quantitative	2011/2021 Census data Cycle counts - static sites and surveyors
Substantially improve conditions for active travel on foot and cycle (completed infrastructure / routes).	Quantitative / Qualitative	Meters of new or upgraded walking and cycling network respectively designed to LCDS / IAN195-16 and/or local standards Satisfaction with the quality of infrastructure: pedestrians, cyclists. Perceptions of safety: parents' willingness to allow children to travel independently.

Objective	Survey type	Possible datasets including
		Stated intention to walk or cycle for more journeys, replacing short car journeys
Facilitating integrated journeys (walking/cycling, public transport).	Quantitative	Walked journeys - Number of people who walk to the station. - Number of people using mobility aids to access the station. Cycle parking counts: - Increases in provision of cycle parking at stations. - Uptake of cycle parking. - Fly-parking (indicative of a shortage of cycle parking). - Number of train/bus passengers who make part of their journey by bicycle.
Access for everyone.	Qualitative Quantitative	- Perception of accessibility: quality, satisfaction. - Extent of walking network that is accessible. - Number of cycle parking areas that accommodate inclusive cycles types such as adapted cycles, trikes or cargo bikes.
Walking and cycling to school.	Qualitative	- Hands-up surveys. - Percentage of children who state they would prefer to cycle.
Health data.	Quantitative	- Number of people (children, adults, older people) who are taking more exercise. - Change in rates of key indicators - obesity, overweight, type-2 diabetes directly related to sedentary lifestyles. - Cost-savings.

6.3 Review and updating

This Technical Report provides an initial evidence base for the first East Hampshire District Council LCWIP. The LCWIP is conceived as a live document which can be progressed at regular intervals, in concert with delivery partners outlined here including Hampshire County Council, SDNPA, and local town councils and parishes. The preparation of more localised LCWIPs can in turn inform the East Hampshire District Council LCWIP, and importantly help make the case for and prioritise investment commitments.

APPENDIX A - ONLINE SURVEY RESULTS ACTIVE TRAVEL SURVEY

East Hampshire Active Travel Survey Results

This document provides a breakdown of the responses received to the East Hampshire Active Travel Survey, conducted between 10 February and 22 March 2020. The survey was circulated online and promoted via social media.

Executive Summary

- Most view walking and cycling as recreational activities, not as a mode of transport to work or education
- The consensus on priorities moving forward concern connectivity – the need for a well-connected network of routes away from traffic for people to use and be able to travel to local destinations.
- Responses suggest that this network may encourage more to travel to work / education.
- Even when results are split by settlement size (i.e. comparing large towns with rural areas) and locations (e.g. Petersfield, Alton, Whitehill & Bordon), these still broadly reflect the overall results, indicating a consensus between areas on current practices and future priorities.
- This is also the case when the younger age ranges (16-24 years-old) are investigated, as these largely follow the wider results with only minor variances.

Summary of Responses

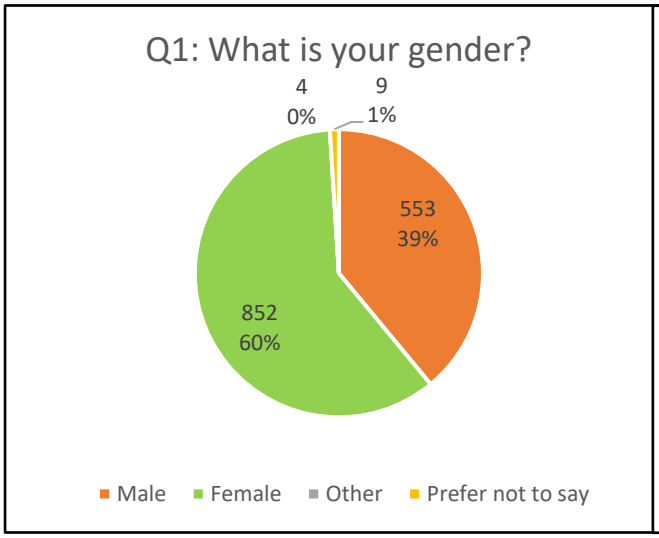
In total, the survey received 1,422 responses. In addition, the survey received written representations from the following:

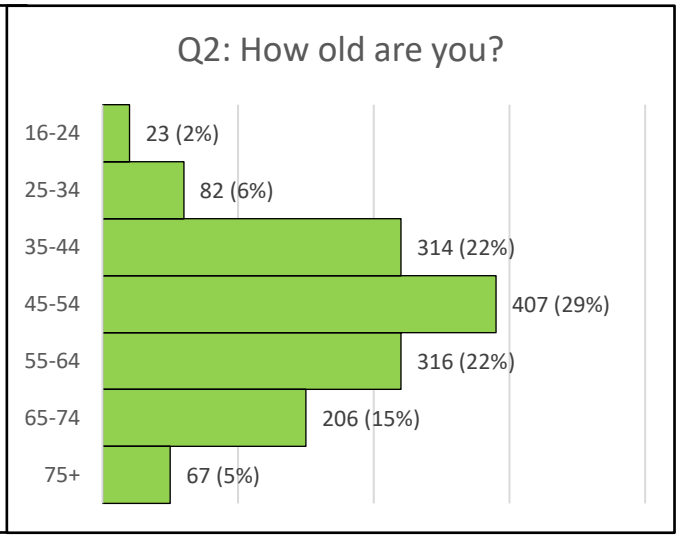
- Beech Parish Council
- Rowlands Castle Parish Council
- Cycling UK Campaigner
- Midhurst Area Cycling
- Cllr Evans
- Comments collected from Petersfield area Let's Talk events
- National Takeover week survey results
- RPM team

These are sent in full in an attached file. Each response is detailed and needs to be read in full.

Analysis of Responses

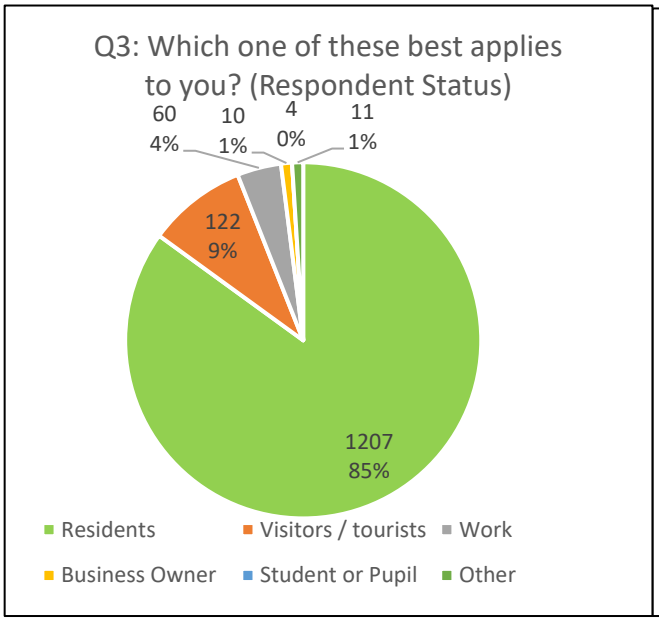
Using responses for Questions 1 to 4, the breakdown of these respondents is as follows:

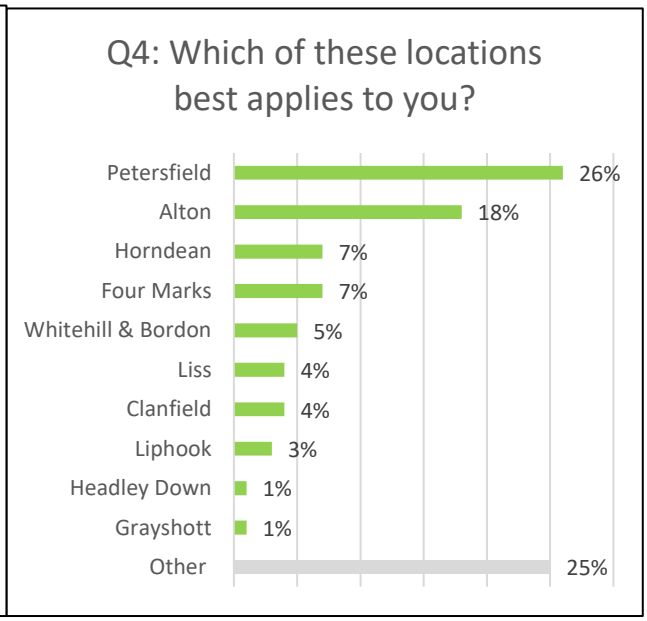




60% of the respondents were female and 39% were male. 4 respondents indicated 'Other' in their response, while 9 (or 1%) did not wish to say.

In terms of the age of respondents, the most common age range was the 35-44 bracket, which accounted for 29% of the total. 73% of responses came from those aged between 35 to 64, which broadly reflects the demographic of the East Hampshire district.





85% of respondents state they are residents of East Hampshire, followed by those visiting (Visitors/Tourists, 9%), workers (4%), business owners (1%) and other (1%). 4 students / pupils responded to the survey.

Of the locations given as options, Petersfield was the most common response with just over a quarter of the total. Alton (18%), Horndean (7%) and Four Marks (7%) were also among the higher scorers.

25% of respondents however indicated ‘Other’ in response to this question, and here is a summary of these locations given by their answers:

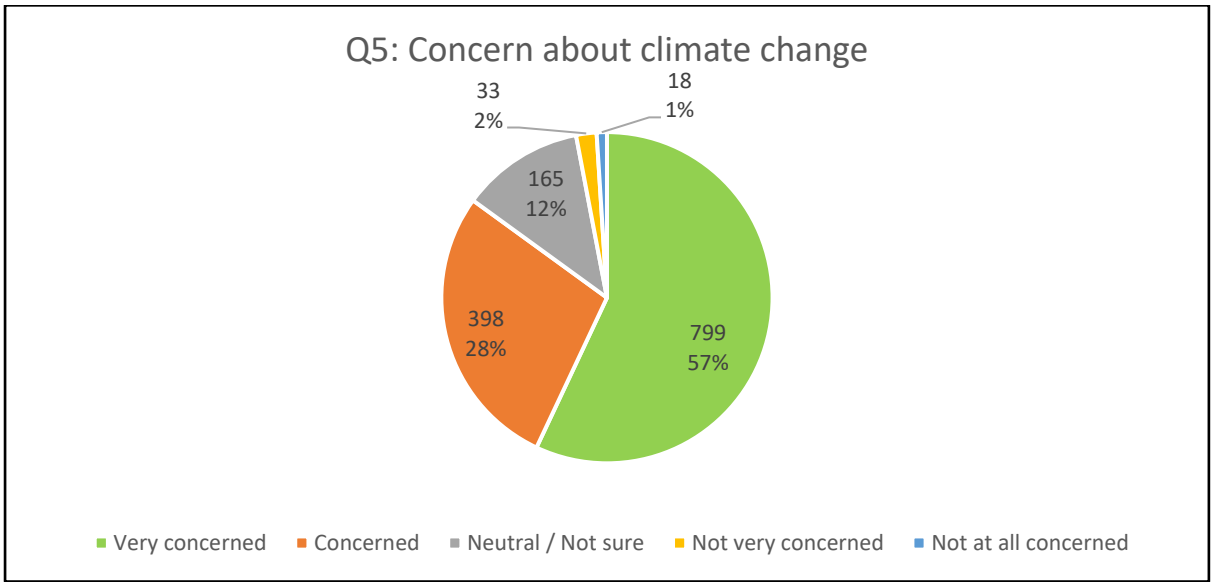
Residents

Other Responses	Number
Rowlands Castle	47
Beech	22
Farringdon	22
Medstead	18
Rowledge	13
Upper Farringdon	11
Lindford	9
Oakhanger	8
Denmead / Greatham / Ropley / Waterlooville	5
Lower Farringdon	4
Buriton / East Meon / Lovedean	3
Blacknest / East Tisted / East Worldham / Farnham / Frith End / Froxfield / Headley / Selborne / Sheet / Stroud / Cowplain	2
Bentley / Bentworth / Binsted / Catherington / Chawton / Conford / Finchdean / Holt Pound / Kingsley / Odiham / Village near Petersfield / South Harting / South Warnborough / Steep / Wield	1

Visitor / Work / Business Owner / Student / Other

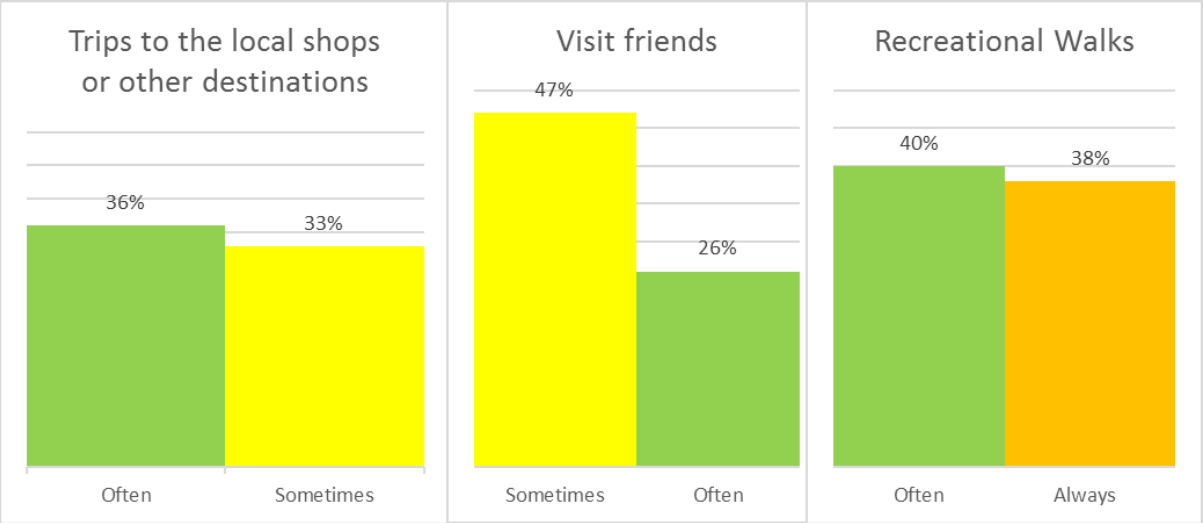
Other Responses	Number
Totton	23
Hayling Island	16
New Forest / Yateley	7
Bramley	6
Ashurst	5
Aldershot / Emsworth / Havant / Waterlooville	4
Hounsdown / Lyndhurst / Southampton / All over	3
Fareham / Gosport / Hampshire	2
Bartley / Basingstoke / Chalton / Colden Common / Cowplain / Derbyshire / East Hampshire / Eastleigh / Farlington / Greatham / Hart / Hook / Leigh Park / Lovedean / Netley Marsh / Portsmouth / Rowlands Castle / Rowledge / Rushmoor / Wales / Whiteley / Winchester / Winsor	1

Q5: Travel and transport is the sector with the largest carbon emissions in the UK, and recognised as the hardest to tackle. Please rate how concerned you are about climate change and its impacts globally and locally.



85% of respondents indicated that they were very concerned or concerned about climate change and its impacts globally and locally, amounting to just under 1200 responses. Only 18 (or 1%) indicated that they are not at all concerned.

Q6: How often do you make any of the following journeys on foot?

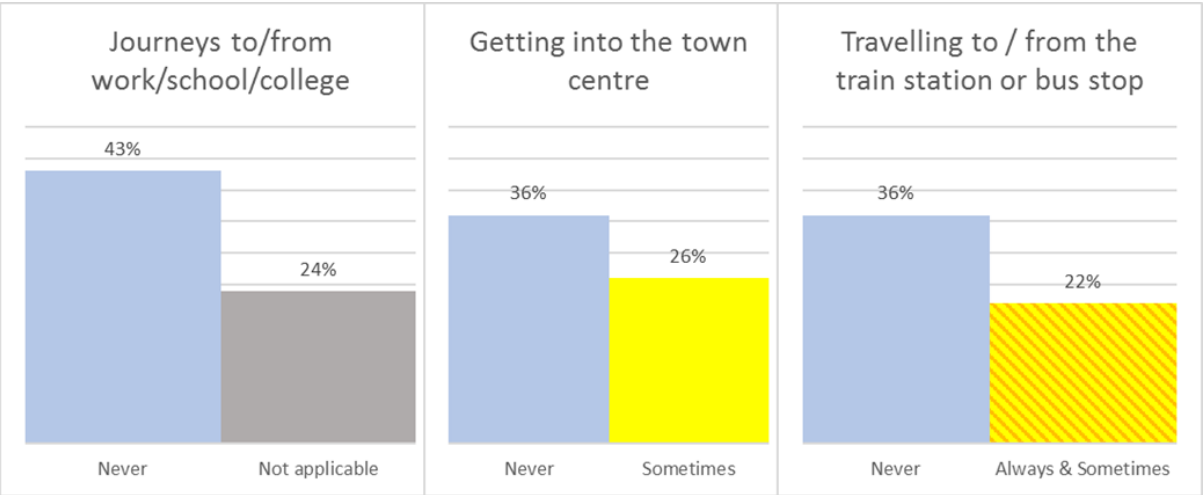


Respondents indicated that they are much more likely to walk for leisure / recreational reasons as opposed to business purposes. Journeys such as to the local shops / destinations, visiting friends and recreational walks scored highly as journeys that people 'often' or 'sometimes' undertake, with recreational walks being the option responses most commonly indicated 'always' for (38%).

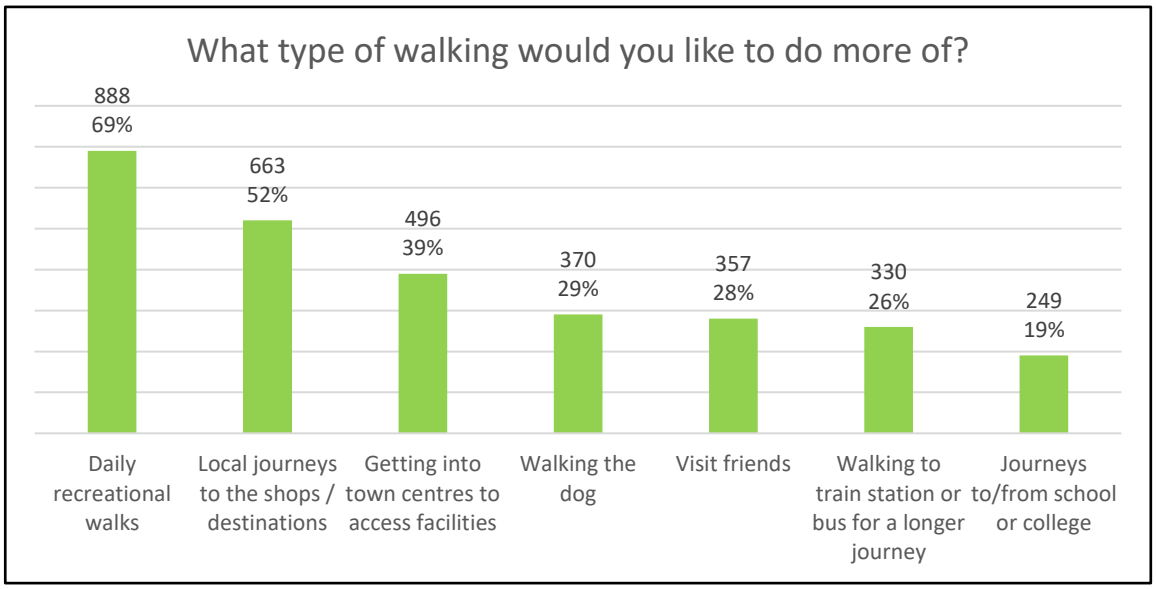
This is contrasted with other tasks – namely journeys to/from work/school/college, getting into the town centre and travelling to/from the train station or bus stop – where the main response was 'never'. In the case of journeys to schools, colleges and work, the second most common response was 'not applicable', emphasising how this is not viewed as an option for several respondents.

These results indicate that the majority of respondents currently view walking as a recreational activity, and not as a mode of transport for work or towards onward travel.

For full details on response numbers for this question, please see Appendix 1.



Q7: What type of walking would you like to do more of?



People would like to walk more for recreational and localised shopping purposes. Over two thirds would like to go on daily recreational walks, with just over half also indicating they'd like to walk to local shops / destinations. This local theme is reflected in the other more common answers.

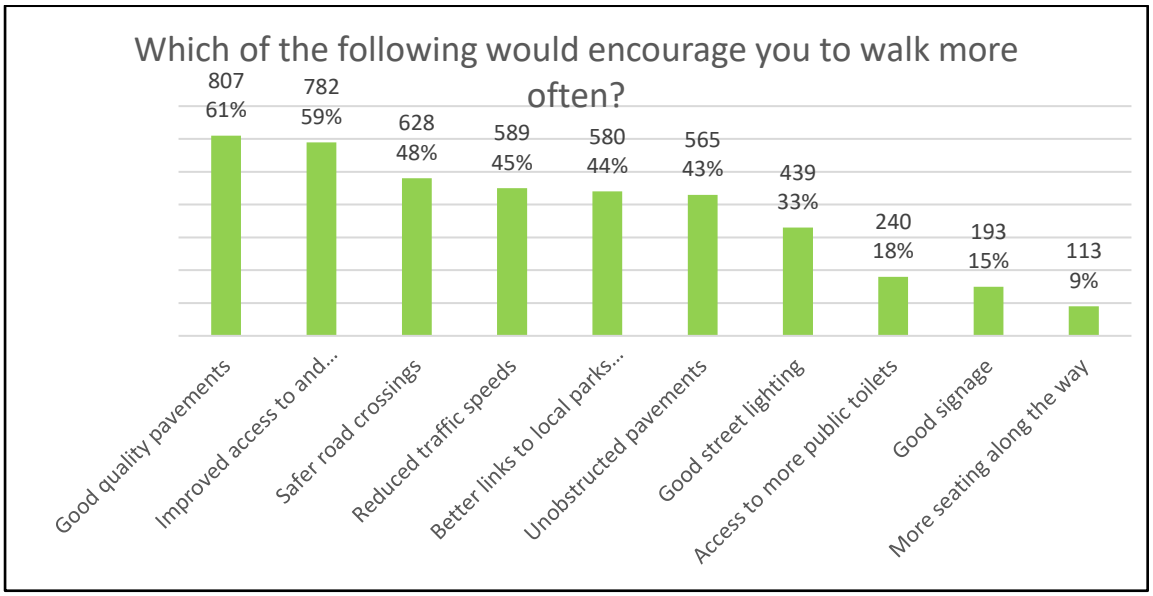
The lowest scoring options were again related to travelling to work or education (19%) and incorporating walking into a longer journey (26%), again suggesting a difficulty or reluctance for several respondents in walking for these purposes.

Respondents were also given the opportunity to identify other types of walking they would like to do more of, and the below table provides a summary of the responses received:

Miscellaneous	20
Already walk	17
Recreational walks	12
Use Public transport	10
Walk to work	7
Lack of Pavement	6
Unsafe to do so	5
Mobility Issues	5
Use Horses	5
Walk to school	4
Countryside walking	4
Cycle	3

While interesting to note that respondents identify issues that stop them from walking more often (i.e. safety / mobility issues), there are no key issues raised in great numbers through responses to this question.

Q8: Which of the following would encourage you to walk more often?



Improvements to the quality and safety of walkways would be key in encouraging people to walk more. Good quality pavements and improved access to/maintenance of Rights of Way were both selected by over half of respondents, while safer road crossings, reduced traffic speeds and unobstructed pavements also scored highly.

The least popular options were more seating along the way (9%), good signage (15%) and access to more public toilets (18%). This suggests that facilities are not as important to users, as having clear and safe walkways available to them.

Respondents were also given the opportunity to identify anything further that would encourage them to walk more often, and the below table summarises the answers received to this question:

Paths / Pavements	63
Miscellaneous	28
Public Transport	26
Safer crossings / pedestrian access	15
Local facilities	14
Speeding	13
Cycle routes	12
Traffic	9
Already do	8
Dogs (mess / control of)	7
Parking on Pavements	6
Pedestrianised areas	5
Direct routes	4
Lighting	3
Mobility Issues	2
Horses	2

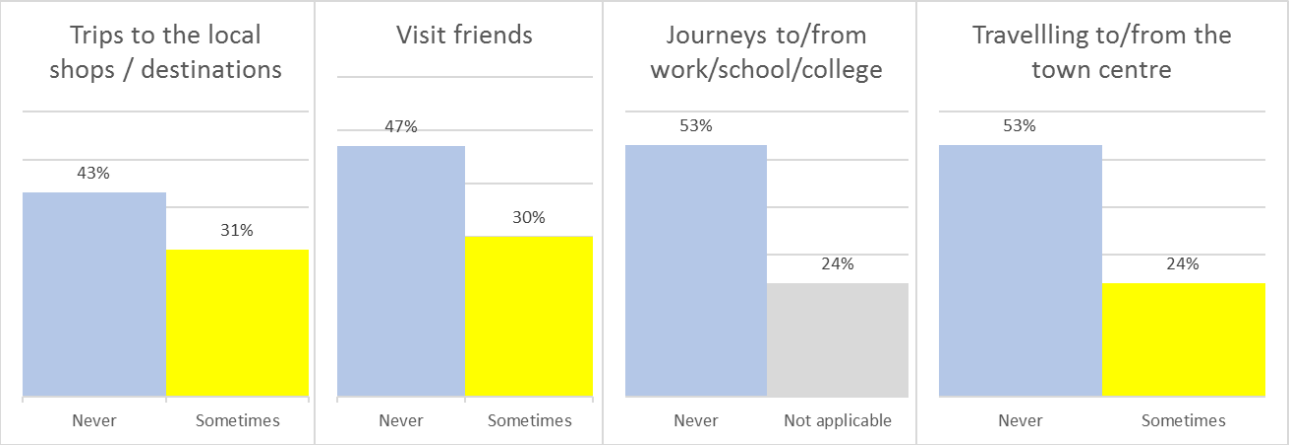
A clear message comes through from these responses, with a good number of responses indicating that improvements to the quality and safety of paths and pavements would encourage them to walk more often.

The key messages emphasised in comments concerned the need for pathways to connect villages / destinations and the importance of separate and safe walkways away from traffic.

26 respondents also indicated that improvements to public transport – in its availability, regularity and coverage – would encourage them to walk more often.

It is encouraging to note the high numbers of individual responses to this question, which indicates that there is a real enthusiasm amongst respondents to walk more often.

Q9: How often do you make any of the following journeys by bicycle?

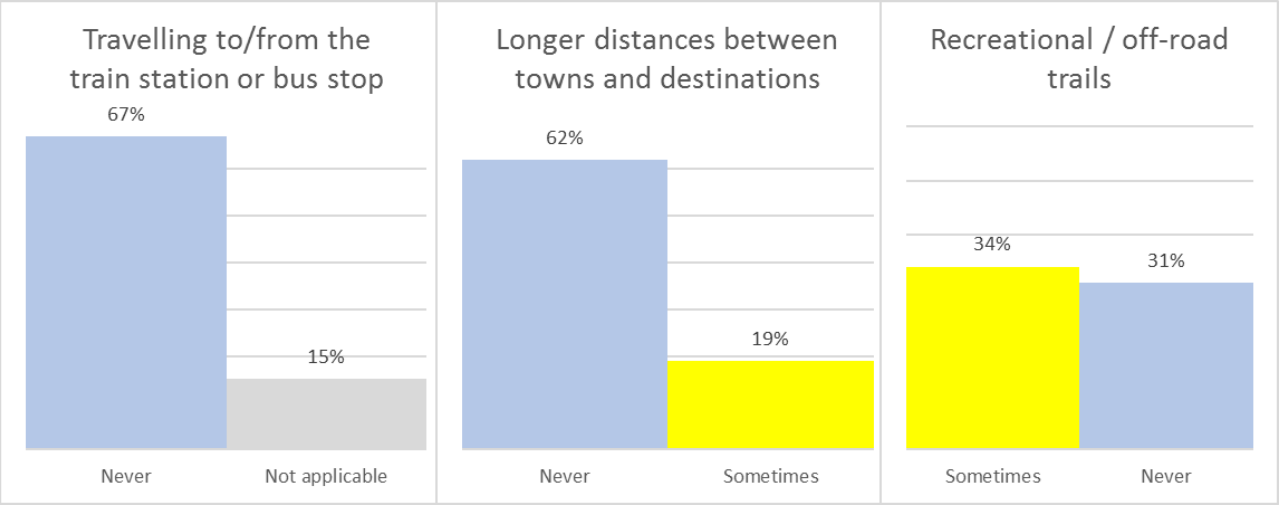


A high number of respondents never use cycling as a mode of transport. This is shown as 'never' ranks as the most common response for all but one of these options.

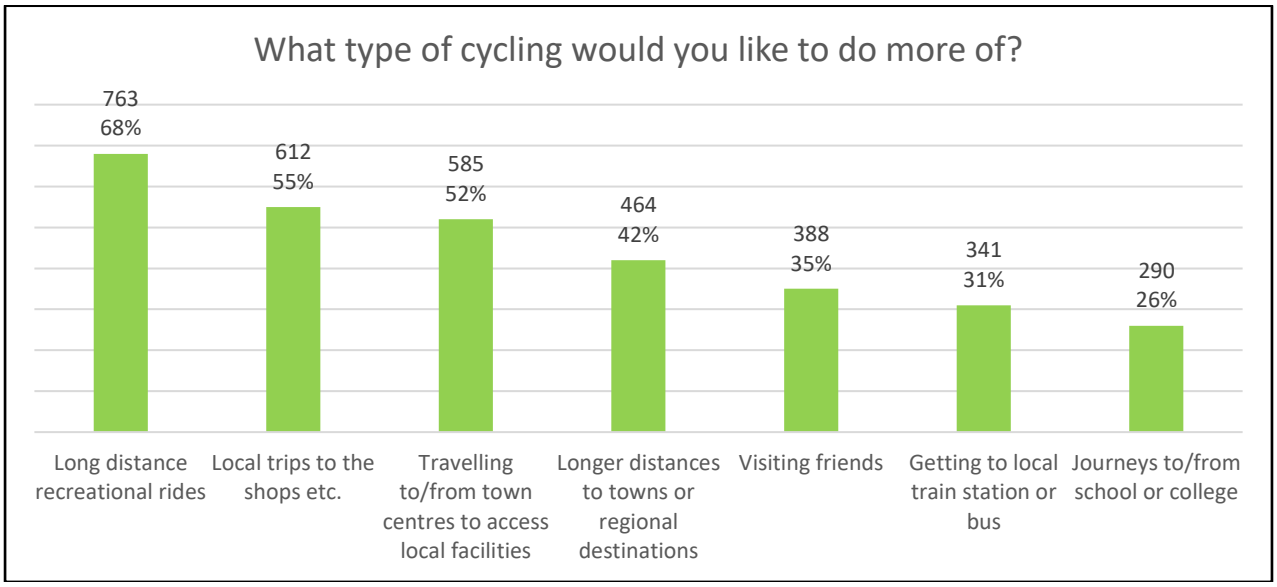
The options that received the more positive responses (i.e. the second most common response was 'sometimes') were more recreational and localised, such as trips to local shops / destinations, visiting friends and travelling to town centres.

The only option that did not have never as the most popular response was 'recreational / off road trails', which again is a more leisurely activity and suggests a section of the population that enjoy this as a hobby.

Full details on responses to this question can be found in Appendix 2.



Q10: What type of cycling would you like to do more of?



People would like to do more leisure-related cycling, with over two thirds indicating they'd like to do more long distance recreational rides. Good numbers would also like to use their bikes for more localised journeys, while 42% would like to do so for longer distances to get to destinations.

The least popular option was using their bike to journey to or from school/college, with just over a quarter indicating they would like to cycle for this journey.

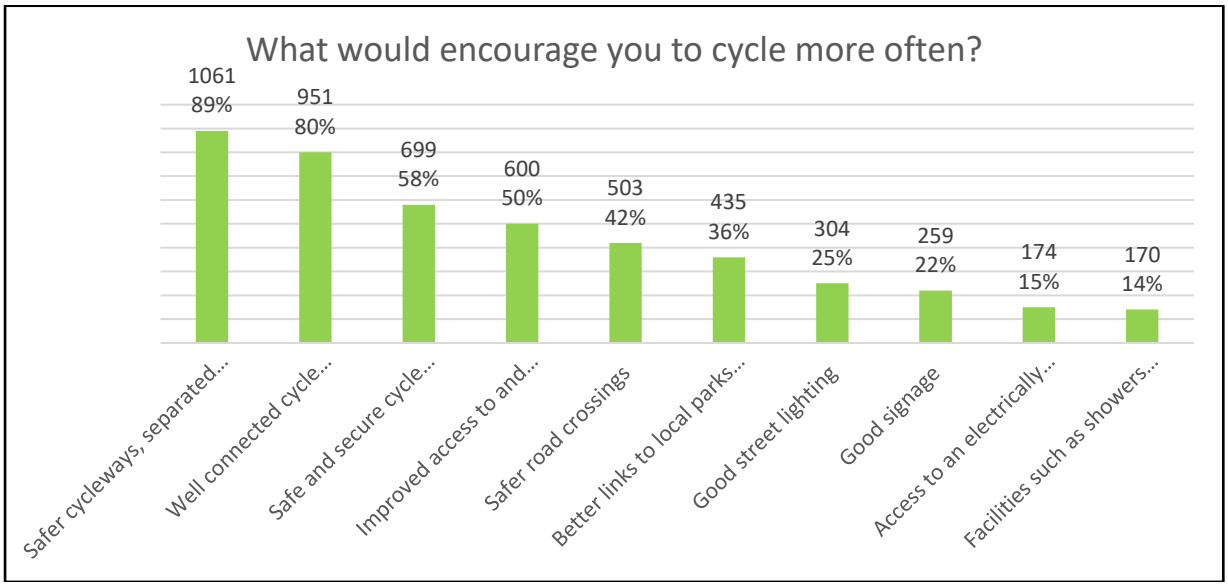
This indicates that there is an appetite for more recreational cycling among residents.

Respondents were given the opportunity to identify any other cycling that they would like to do more of, and the below table summarises the answers to this question:

Cycling to work	29
Don't own a bicycle	20
Off Road Trails	16
Recreational	13
Miscellaneous	12
Can't / Unable to cycle	11
Nothing	11
Cycleways / Pavements	10
Children / Family	8
Safety	8
Cycle to different areas	6
Trains	4
Horses	2

Although low in number, it is interesting to note that the most common wish was to be able to cycle to work, suggesting there may be an appetite for this amongst respondents.

Q11: What would encourage you to cycle more often?



An improved cycling infrastructure would encourage people to ride their bikes more often. This is reflected in the top two most common responses – safer cycleways, separated from traffic and a well-connected cycle network – which received 89% and 80% responses respectively. Safe cycle storage, improved access to Rights of Way and safer crossings also relate to improvements to the district's cycling framework.

Facilities such as showers and lockers at work and access to electrically-charged bikes ranked as the least important options for respondents.

This again highlights the desire for a more integrated and safe cycleway throughout the district, which would encourage more residents to cycle for journeys.

Respondents were given the opportunity to provide details on anything further that would encourage them to cycle more often, and the below table provides a summary of these answers:

Cycle-paths / Safe Cycling	92
Road conditions	48
Miscellaneous	26
Do not cycle or own bike / Never learned	25
Drivers consideration	21
Speed restrictions	16
Nothing	11
Public transport	6
Pavements / Paths	4
Geography	4
Cost	3

There is a clear indication from the responses received that improvements to cycle-paths to enable safe cycling would encourage people to ride their bike more often. Comments refer to the need for a joined-up network for people to cycle to destinations within the district, the maintenance of cycle pathways and the importance that these are separate to traffic, thus making them safer.

A good number of people also refer to the road conditions, citing potholes and cycle lanes as particular concerns.

It is again encouraging to note the number of responses here, indicating that there is a desire amongst respondents to cycle more if certain changes are made.

Q12: There are a number of ways we could start to improve our local walking routes – Please rate the following ideas in terms of which you think is the greatest priority (1) to the lowest priority (6)

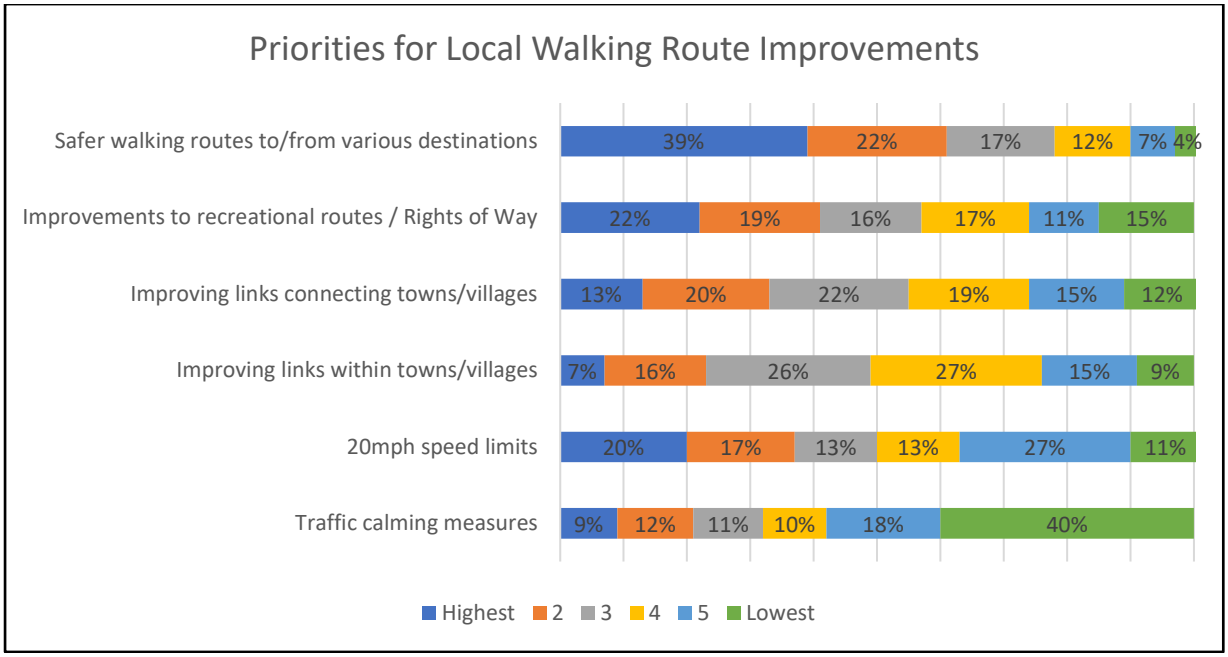
1. Safer walking routes to and from various destinations, such as schools, colleges and train stations
2. Improvements to recreational routes and Rights of Way
3. Improving links connecting villages to the town centres
4. Improving links within the town / village centres
5. 20mph speed limits in town / village centres
6. Traffic calming measures, e.g. speed humps

The priority for respondents is for walking routes to improve on connectivity. The highest priority tasks reflect this – there is a clear desire for safe walking routes to and from various locations, improvements to recreational routes / Rights of Way, and links connecting villages to town centres.

The two lowest priority tasks are both focused on measures to make roads safer. This reflects previous answers that call for walking routes to be separate from traffic.

Interestingly, the top priority explicitly refers to schools, colleges and train stations, suggesting that there may be an appetite to walk to these destinations if walking routes were available.

For a full breakdown of response rates for this question, please see the below chart:



As shown in the above table, safer walking routes was identified as the highest priority by over a third of respondents.

Though there were still good numbers of people who identified traffic calming measures as their highest priority (with a fifth indicating 20mph speed limits), the majority viewed these as lower priority – as indicated by 40% putting traffic calming measures as their least important action.

Q13: There are a number of ways we could start to improve our local cycling routes – Please rate the following ideas in terms of which you think is the greatest priority (1) to the lowest priority (6)

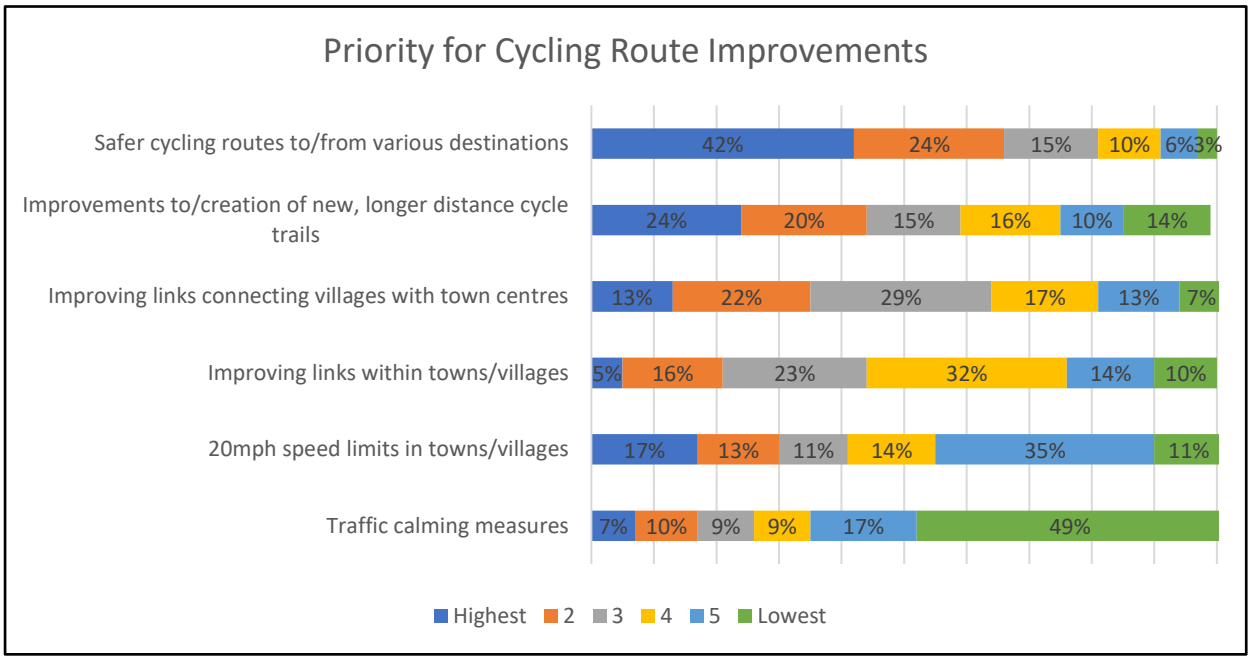
1. Safer cycling routes to and from various destinations, such as schools, colleges and train stations
2. Improvements to, or creation of new, longer distance cycle trails
3. Improving links connecting villages to the town centres
4. Improving links within the town / village centres
5. 20mph speed limits in town / village centres
6. Traffic calming measures, e.g. speed humps

Cycling route improvements should also focus on connectivity, almost exactly mirroring responses given in the previous question. Respondents indicated that safe cycling routes to and from various destinations would be the top priority, followed by improvements to/creation of longer distance cycle trails and improving cycle links for villages.

The top priority again explicitly refers to cycling to schools, colleges and train stations, suggesting that there may be an enthusiasm for this as a mode of transport if the right connections were in place.

Once again, measures relating to road safety came out as lowest priority, emphasising the desire for a connected cycle network separate from traffic.

For a full breakdown of responses to this question, please see the below chart:



Safer cycling routes comes out as a clear priority, as over 40% indicated this as their first choice option. Just under a quarter had improvements to and creation of new longer distance cycle trails as their second choice.

Those there were still a number of people who listed safer traffic measures as their top choices, these were of lower percentages. Almost half of respondents listed traffic calming measures as their lowest priority improvement.

Q14: Please let us know if you feel there is a specific need in your area that would improve the walking and cycling experience. It will help if you can provide details of the location and type of improvement scheme that would meet this need.

In total, 780 responses were received for this question. The responses have been categorised by theme and summarised in the below table:
NB please review spreadsheet as very specific responses for each area, too detailed to be listed here.

Theme	Number	Example Comments
Cycle Routes	227	*"Existing cycle lanes on the roads in Petersfield are too narrow and hence feel unsafe"* *"Simply put – there are no cycle paths at all that would make travelling from Petersfield to nearby villages or parks with a child on a bike safe"* *"Consistency in approach – e.g. cycle from Alton Sports Centre to Anstey Park – it includes on road with occasional marking, shared footpath / cycleway, just on road, marked cycle path, then nothing at all. How does a child know what to do?"* *"Current cycle lanes are so hit and miss with some being pointless as they are so short"* *"More all-weather tracks – woodland paths get extremely muddy in winter"* *"I would love to cycle to work more, but there is no separate cycle lane and I feel unsafe with the traffic on the main road"*
Crossings / Pedestrians	96	*"Slow the traffic down towards the school, better parking enforcement cars just park anywhere, near crossing o. Lower kerbs crossing patrol people. Education in school for road safety"* *"Light- controlled pedestrian crossings that work quickly, so we aren't tempted to cross against the lights."* *"Lower traffic speeds for cyclists; safer crossing points for walking and cycling routes."*
Footpaths / Pavements	88	*"Speeding control and traffic calming. It is unsafe to walk through the village to get anywhere further than half a mile due to no*

		footpaths and cars using the village as a cut through and speeding daily." *"Clearance of footpaths, and better confirmed signage, better buggy access to footpaths."* *"Improve the maintenance and surface of many footpaths. Stop parked vehicles blocking footpaths."* *"enforce no parking on pavements"* *"My children attend Medstead School. We travel from Four Marks. You can only walk on pavements for some of the journey. I have a young family, and the roads are just not safe enough to walk. South Town Road, Roe Downs Road, Five Ash Road are just not safe for pedestrians. If safer footpaths/ pavements were provided, many more parents would choose to walk their children to school. This would ease local congestion and help the environment."*
Speed / Speed limits	65	*"Cars need to slow down"* *"I don't see the point in 20mph speed limits unless it is policed"* *"As before more pavement access to the school. Alton Lane is National speed limit so not suitable for Primary school cyclists. Just too chaotic at school drop off/ pick up to consider letting my children cycle"* *"Speed through Four Marks village is a danger. Crossing main road, car or foot is very dangerous"*
Maintenance of roads / footpaths / cycle-paths	55	*"Cycle lanes that are separate from traffic are desperately needed – I have almost given up cycling due to dangerous driving and potholes"* *"The current priority is to fill in dangerous potholes – they can be lethal to a cyclist"* *"I am an elite cyclist based in Alton – the awareness you have to have at all times when riding in this area is enough to deal with but having to be on the constant look out for potholes … is something that takes years [to get used to]"*

Walking	41	*"Improved quality of pavements in Rowlands castle to remove the little pools that appear in heavy rain so as to make walking into the village a better experience. The surface of many pavements is poor on key roads in so in wet weather there is even less incentive to walk into the local shops"* *"Wider pavements for walking between villages or in villages or clearly marked cross country routes."* *"Planning walking and cycling routes from all the new developments around Alton into the town centre."*
School routes	33	*"Route to school is very dangerous with narrow pavements and cars in excess of 30mph"* *"Recently the school asked the children to put their fingers up if they cycle to school. My daughter put her hand up [even though she doesn't cycle], and when asked, … her answer was "But I really would like to!"* *"There is a need to link up safe routes to the schools to encourage more cycling to/from school, and then this would encourage people to continue cycling as they get older"*
Safe routes	32	*"Safer separation of traffic from walkers and cyclists. Lines in the existing highway for cyclists not very safe - needs to be a grade separation."* *"Passing places in narrow lanes. Too many are being carved out by drivers (often 4x4, inc. me) leaving long muddy ruts off the surface. Otherwise I have nowhere to go safe from oncoming traffic."* *"I am frightened to ride my bike in Petersfield as I don't feel safe with roads, traffic and poor access to cycle paths I try to walk everywhere I can but would love to ride my bike more"*
Miscellaneous	32	Varied review spreadsheet
Maintenance	22	*"Better road maintenance, alleviation of flooding"* *"Cut back the trees overhanging the cycle route on The Causeway, Petersfield."*

Traffic calming	14	*"Beech needs proper traffic calming measures. The speed people go through it is dangerous. A permanent speed camera perhaps. Blind bends are dangerous."* *"The backroads are lethal and traffic calming or clearer view would be helpful. Separate cycle paths are a utopia but a distant dream. Lots to learn from the Netherlands"*
Access to villages	11	*"Better connections from the villages to the regional town"*
Parked Cars	9	*"I ride on my trike to the heath but it's not safe as the cars park all down one side and no one can pass me so they get angry"* *"Stop people parking across the pavement, making it impossible to pass with a pram or wheelchair. Encourage people to maintain their hedges so they don't obstruct"*
Public Transport	9	*"Bikes are very unwelcome on trains"* *"Getting people to use bus services, but they are so limited and infrequent, it would be difficult. For me, it means not travelling and being very limited"* *"Good, regular and reliable Public transport to train stations in towns that have one. People need to get to work! Most houses of two adults need 2 cars in Bordon. Improved transport links which will encourage walking to bus stops, will reduce the cars on the road polluting the air and will reduce the number of cars making the town Center when built much safer to circle around"*
Street lighting	9	*"Improvements to the new street lighting. Although the lighting itself is better there are a number of stretches of road within town that are dark (e.g. parts of Borough Road in Petersfield). Lights should be reinstated in these places."*
Bike stands	9	*"Secure bike storage in village and town centres, transport hubs and recreational areas…"*
Driver consideration	8	*"The cars go too quickly and don't even notice cyclists or walkers, need some sort of alerts or enforcement to make it safer"*
Horses	7	*"Improvements for walkers and cyclists should be multi-user and include horse riders."*

Pedestrianisation	7	*“Remove motorised traffic from Petersfield town centre.”* *“Pedestrianised town centres. More expensive parking. Investment in green spaces rather than roads.”*
Bridleways	6	*“lack of any real integration, plus the lack of any real provision to connect the villages to their town hub (Alton in our case). Another big issue is HCC lack of proper maintenance and effective improvement of the public footpaths / bridleways network. Local PC takes on costs to do some of this work.”*

There are many clear priorities that come through from these comments, and these broadly reflect the key themes identified through previous questions.

- Cycle routes are clearly desired by respondents – over 200 respondents took this opportunity to emphasise the importance of these, with numerous specific references to areas such as links between Petersfield and Midhurst, Farringdon and Chawton / Alton, and Alton and Bordon. They also refer to linkages with destinations bordering the district, such as Farnham and Havant. This adds further evidence to the wish for greater connectivity with cycling routes.

- Responses to this question also highlight a number of particular roads / junctions that are considered dangerous by residents. It may be useful to factor these hotspots into consideration of future improvements.

- The top themes all broadly relate, as there is a clear drive for better maintained, safer and connected walkways and cycleways for residents to use.

Q15: Is there anything else you would like to tell us?

In total, there were 461 responses received for this question. These answers have been categorised by theme and summarised in the below table:

Theme	Number	Example Comments
Miscellaneous	52	View spreadsheet
Cycleways	48	*"Any cycle ways around Selborne village or towards Alton would be great."* *"Cycling in Bordon is dangerous. Not enough separate paths of cyclists. New road A325 should have had a cycle path for the FULL length of the road!"* *"Cycle routes need to be more than just a section of the existing road. The route to the QE park from the lay-by on the Causeway is brilliant. More of that please!"* *"Better routes from Petersfield avoiding main roads to countryside i.e. To South Harting, Rogate etc."*
Cycling / Cyclists	44	*"I feel more schemes to encourage people to cycle would also be beneficial. Something that could also drive the financial decision of cycling rather than driving, such as the cycle to work scheme."* *"Please take this opportunity to prioritise foot & bike. Be bold for our town our kids and our planet."* *"More developers contributions should be made to cycling and walking. A new estate has been built on just off The Causeway. There should be a link provided for cyclists and walkers from the new estate to the town centre provided by the developer."*
Safe routes	41	*"Safe cycle route from village centre to recreational ground"* *"It would be great if there was a safe way to cycle from Four Marks into Alton"* *"I would love to cycle with my children to school and around town, i very much welcome improvements to cycling safety as this is the biggest barrier."* *"I would love to cycle to work and into town but do not feel safe on any roads."*

Footpaths / Pavements	40	*""Needs to be more public footpaths and more of a direct access to buster hill or other countryside walks."* Check spreadsheet very specific feedback from different areas
Public Transport	30	*"improved public transport and lower costs"* *"I support and welcome the initiative. I think more space in trains for bikes in peak hours would be great."* *"This rural community needs the money to be spent on providing public transport links"*
Potholes	24	*"For cycling- Road quality is paramount. Mend the pot holes."*
Speed on roads	24	*"reduce the national speed limit on country lanes to encourage their use by walkers and cyclists in greater safety."* *"Speed of traffic has to be a priority for both walking and cycling to encourage locals to walk whenever possible."* *"The village speed limits need more enforcement."*
Horseriders	23	*"Include horse riders in the plans. Roads dangerous for all vulnerable users."* *"I am a horse rider. I use my horse for active travel. I run errands, visit the pub, visit the local shop. More off road access for riders is desperately needed. We need safe routes, every ride on the roads brings close shaves, abuse from drivers and cyclists. Please consider the needs of horse riders and carriage drivers in your plans"*
Speed humps / restrictions / calming	23	*"Speed humps do not work, they cause traffic to accelerate afterwards to try and get past cyclists and cause more emissions"* *"Enforcement of road safety issues is almost non existent. This needs addressing or no improvements will be effective."* *"Traffic calming (without damaging speed humps) and better driver education and law enforcement would help."*
Pedestrian / Cyclist crossings	14	*"We need more crossings."* *"Make sure the crossing traffic lights allow enough to time for the elderly to cross."*

LCWIP	14	*“LCWIPs are not promoted enough. Local Authorities must do better.”*
Planning	12	*“here needs to be more joined up thinking and planning”* *“Our future has to be carbon-free. We can only do that is we plan now to build the infrastructure that makes cycling and walking the obvious option within our town, safe and easy for all.”*
School routes	10	*“capture issues relating to kids/independent school journeys? They would like to walk/cycle more in and around Petersfield but the poor cycling arrangements eg: where river walk cycle way meets traffic either end and crossings over Pulens Lane on school route means they must be accompanied or driven... Welcome this work by EHDC.”*
Cycle routes (negative)	9	*“Please encourage cyclists to use the cycle paths that have been installed at great cost. All too often cyclists are using the road, sometimes two abreast when there is an adjacent cycle path.”*
Cycleway / Road Maintenance	9	*“Cycle paths in our towns are often poorly maintained and more hazardous to cycle on than the adjacent road which is typically better maintained and free of glass and debris.”*
Signage	8	*“Signage for the many countryside trails being monitored better”* *“There are no visible school signs and check your speed signs on Alton Lane, Lymington Bottom Road, Gradwell Lane and Hawthorn Lane approaching the school.”*
Traffic Free areas	8	*“Make the High Street in Alton traffic free. Put pedestrians and cyclists first in all traffic planning.”*
Bike storage / Bike hire	7	*“There is nowhere safe to leave unattended cycles”*
Mobility	6	*“Safe way to local shops on a mobility scooter”*
Hedges / Maintenance	5	*“Cut overgrown hedges & bushes on footpaths”*
Parking	4	*“Free parking on outskirts of Petersfield to encourage me to park there and walk into town getting more exercise.”*

There are quite a variety of responses received for this question, which shows the level of engagement and the range of issues that have been raised by respondents in this survey.

Again the top ranking concerns are for cycleways, with comments referring to a desire for more local cycleways with many suggestions of where they need to be sited. Themes such as safe routes, improvements to footpaths and public transport also mirror topics raised in previous questions.

On a general point, it is clear from the responses to this question that there is a lot of passion and willingness for improvement and development of the district's walking and cycling infrastructure, with much positive engagement with the survey on this subject.

Further Breakdowns

The following results focus on specific breakdowns of the results, to see if any contrasts and comparisons can be drawn between certain factors.

Locations

1 – Breakdown by Settlement Size

The first breakdown separates responses as follows:

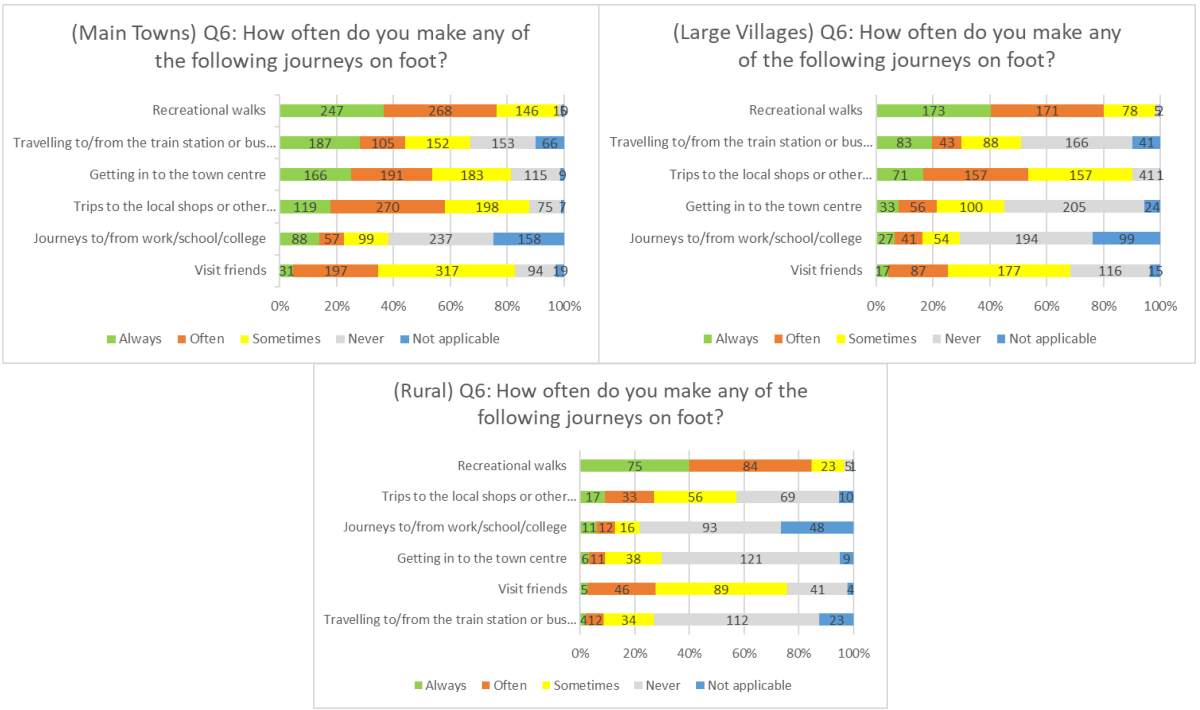
- Main Towns – including responses received from Petersfield, Alton and Whitehill & Bordon (Total of 686 responses)
- Large Villages – including responses received from Clanfield, Horndean, Liphook, Liss, Four Marks, Grayshott, Headley and Rowlands Castle (Total of 433 responses)
- Rural – All other locations (minus responses received from outside of the district) (Total of 188 responses)

This will indicate if there are any differences in views between those living or working in the district's most populous areas, the surrounding villages and the more remote areas of East Hampshire.

Summary of Findings

In short, there were very few variances between settlement sizes as split by this breakdown and the results in each broadly reflected the overall findings.

In responses to Question 6 (How often do you make any of the following journeys on foot?), there were some minor variances that were to be expected – for example, more people in main towns walk to train / bus stations, while those in rural areas narrowly take more recreational walks. These are shown in the below charts:



Further questions on walking and cycling practices and motivators are all broadly similar, with most featuring the same top choices.

Interestingly, the ordering of priorities for both local walking and cycle route improvements are identical between the areas, indicating a clear preference across the district for these options. These are identical to the priority list indicated in the main results.

These results show that there is a broad consensus amongst respondents, regardless of settlement size.

2 – Breakdown by Location

The second breakdown has been undertaken as follows:

- Petersfield – responses from Petersfield (361 in total)
- Alton – responses from Alton, Four Marks and Medstead (346 in total)
- Southern Parishes – responses from Rowlands Castle, Horndean and Clanfield (164 in total)
- Whitehill & Bordon – responses from Whitehill & Bordon, Grayshott and Headley Down (101 in total)

This will indicate if there are any local issues that come through for any of the district's broad four areas. Although there are lower numbers for the Southern Parishes and Whitehill & Bordon, it is hoped that these will still give an impression of any local variances.

Summary of Findings

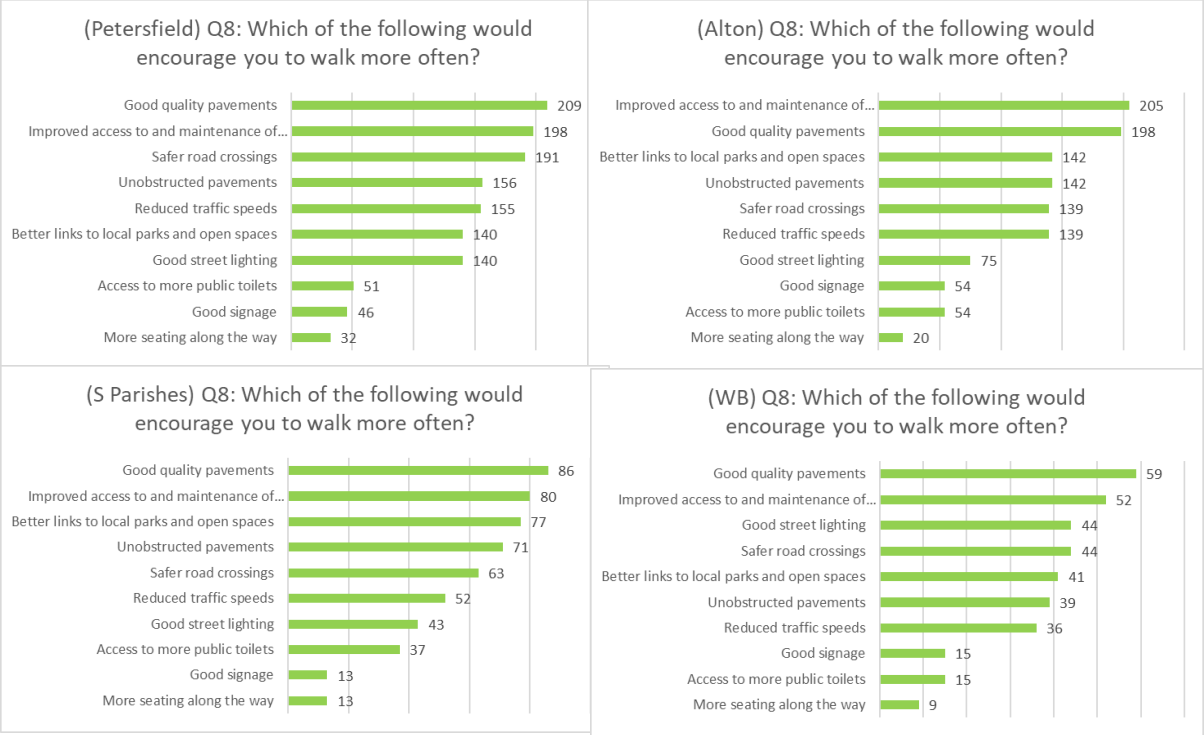
Again, results were broadly similar between geographical areas and although never identical, they showed only minor variances. In most cases, the top and bottom options selected were the same across the four areas.

There were again some differences that would be expected – for instance, respondents in Southern Parishes were less likely to walk to the town centre, as the area furthest away from such a location. Respondents in Whitehill & Bordon were slightly more likely

In response to the other questions, there were again only minor variances between locations.

Most notably, Whitehill and Bordon rank the importance of good street lighting in encouraging them to walk more often as joint third highest, whereas this ranks as fourth lowest elsewhere. Even here, the contrasts are slight and the fact that this is the most notable variance shows the level of agreement between areas.

The below charts show these differences:



Even these however are only slight differences and in the cases of all further questions, the top and bottom options are identical.

This again indicates that there is a broad consensus on these issues, even when comparing and contrasting between the areas within the district.

3 – Younger Age Range

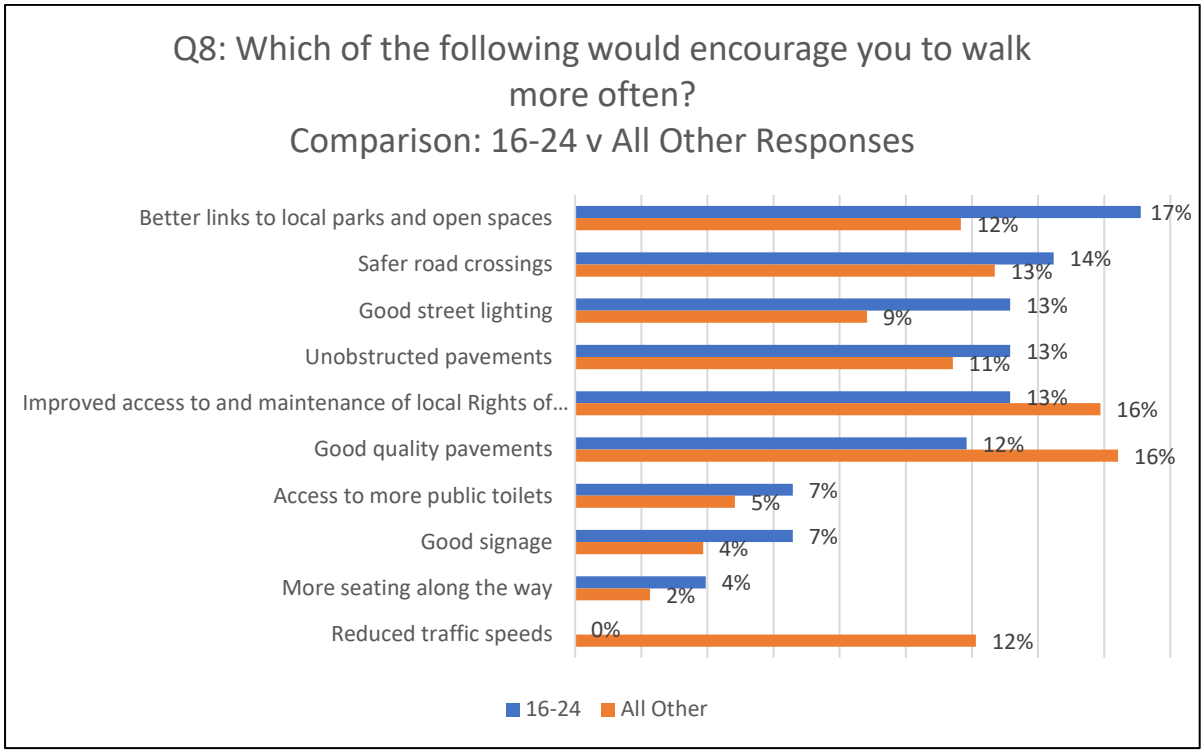
The following results reflect those provided by respondents who identified as being within the 16 – 24 year-old age range. While there were only 23 responses in this category, they may be able to give a different point of view but this sample size is too small to accurately reflect this age group.

Summary of Findings

It was again interesting to note that responses from the younger age ranges broadly follow those given by all respondents.

There were some slight variances, as young people were slightly more likely to walk to a train / bus station, and again were slightly more likely to cycle to town centres or to work / school / college. Generally, these were similar to the general responses, with younger people also unlikely to walk to work / school / college, or to use an electric bicycle.

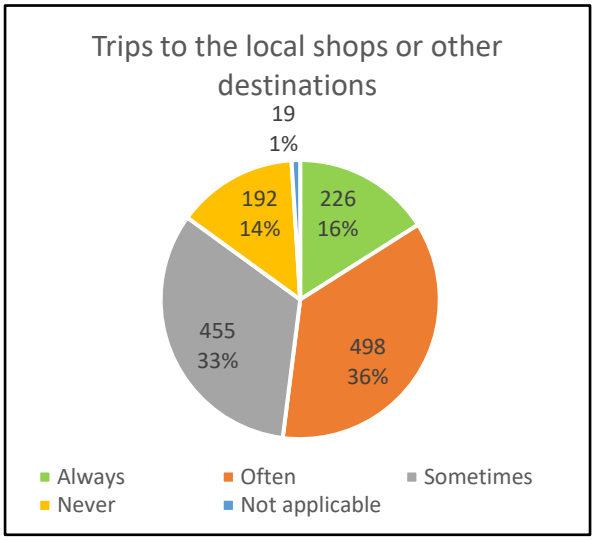
One question where there was a notable difference was in the responses to Question 8 (What would encourage you to walk more often?), where the younger age ranges placed links to parks and open spaces as the most important option. This contrasts to the wider responses, where good quality pavements came out as the top choice. As shown in the below charts, there was a varying response received in answering this question:

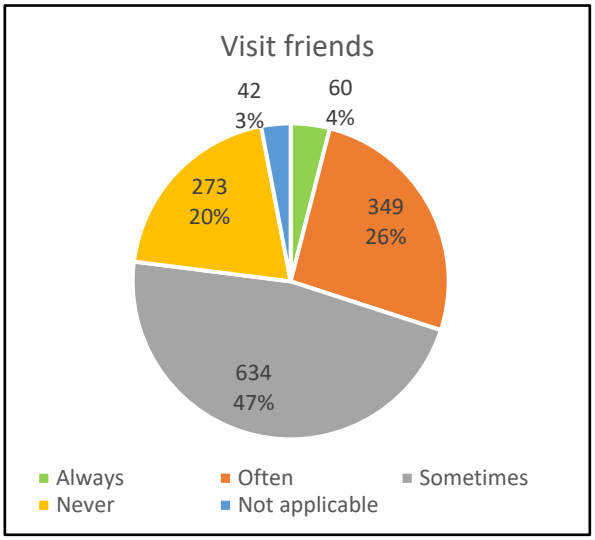


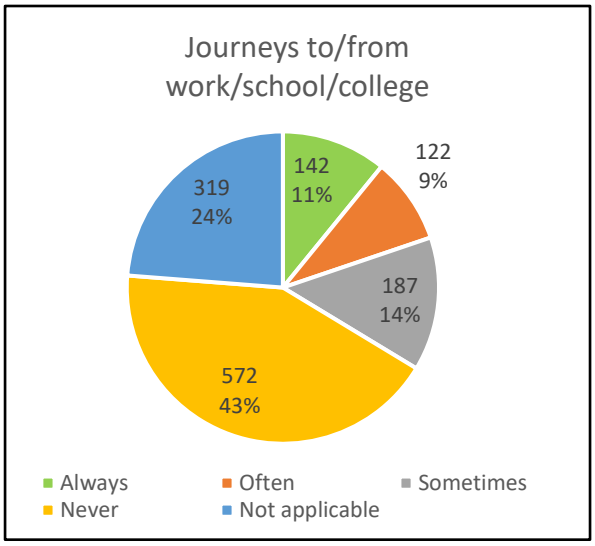
Aside from this however, the answers were broadly the same and again show a consensus of views and priorities, even when comparing young respondents to the general responses.

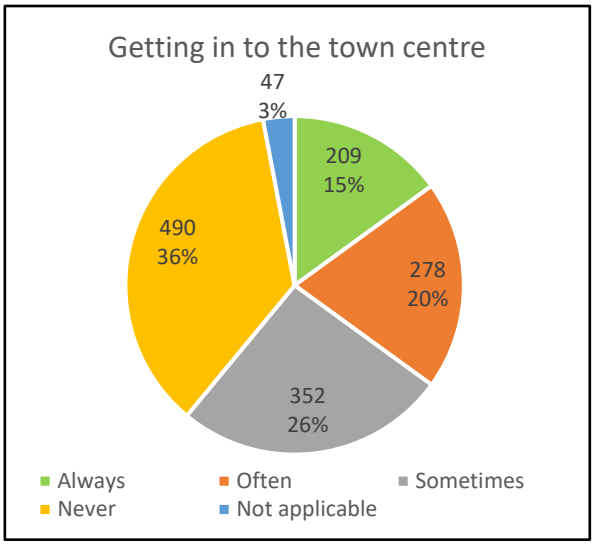
Appendix 1 – Full Response for Q6 (All Respondents)

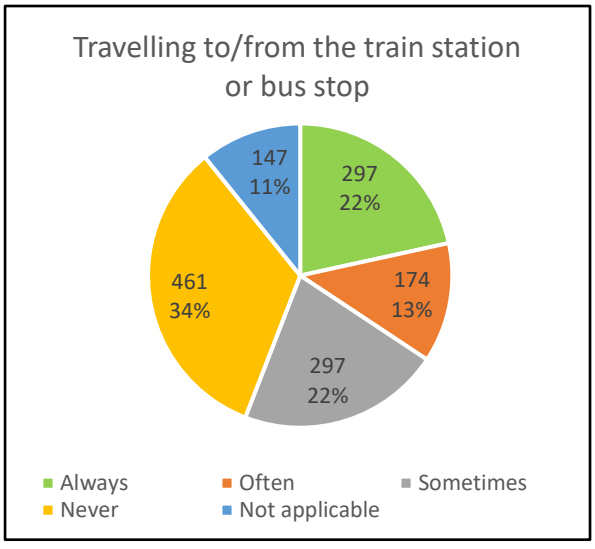
Q6: How often do you make any of the following journeys on foot?

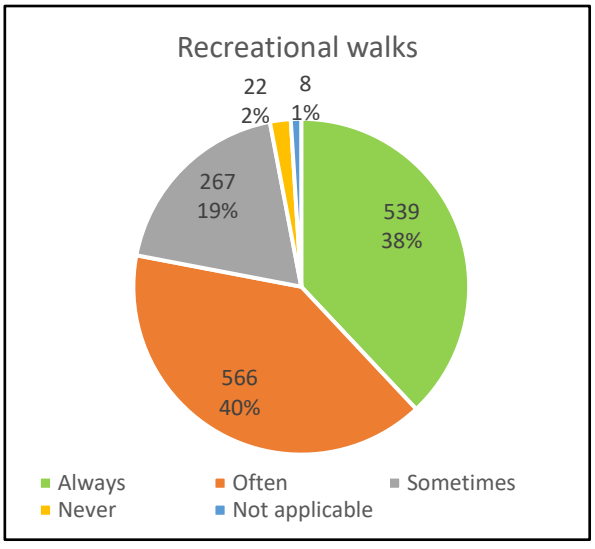






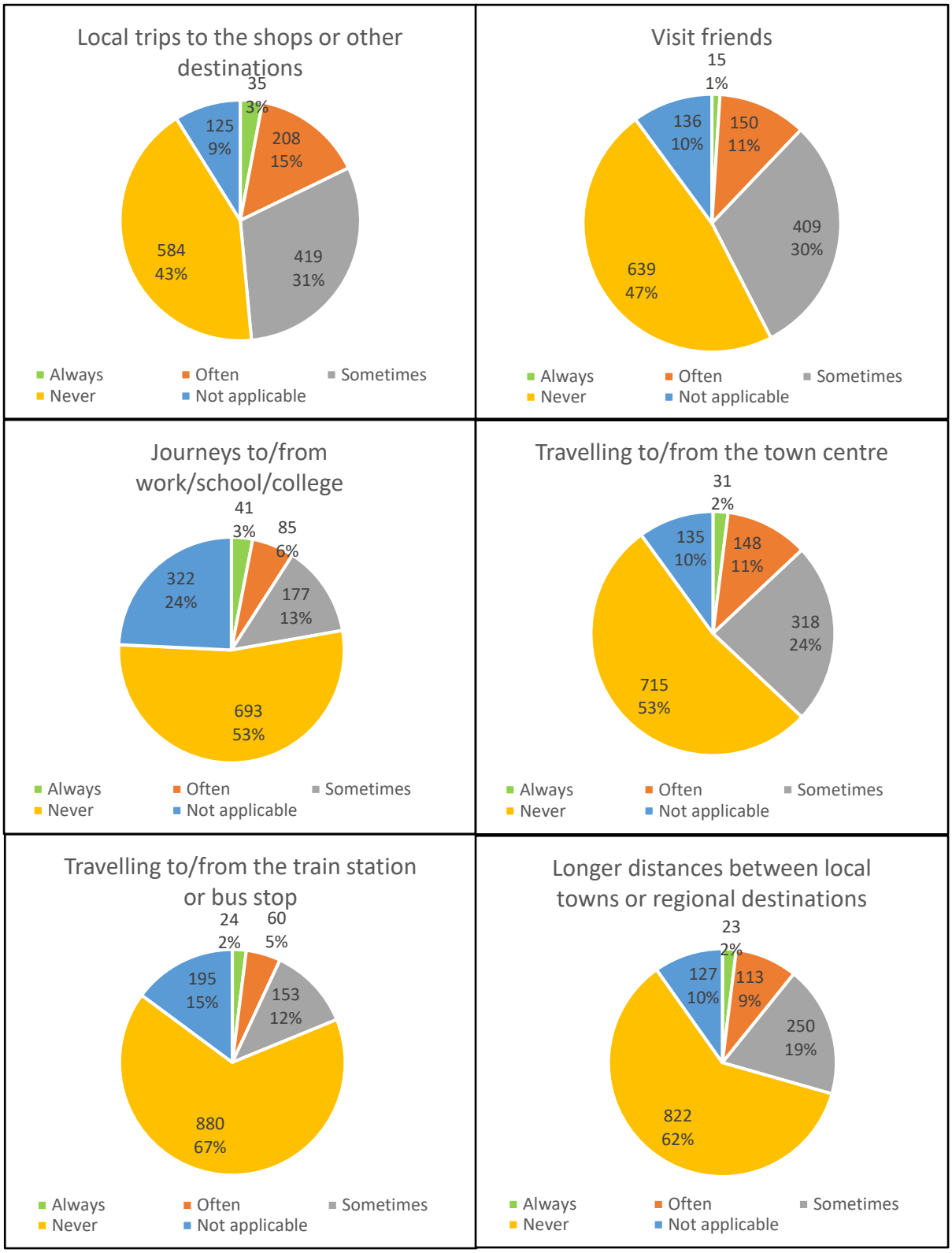


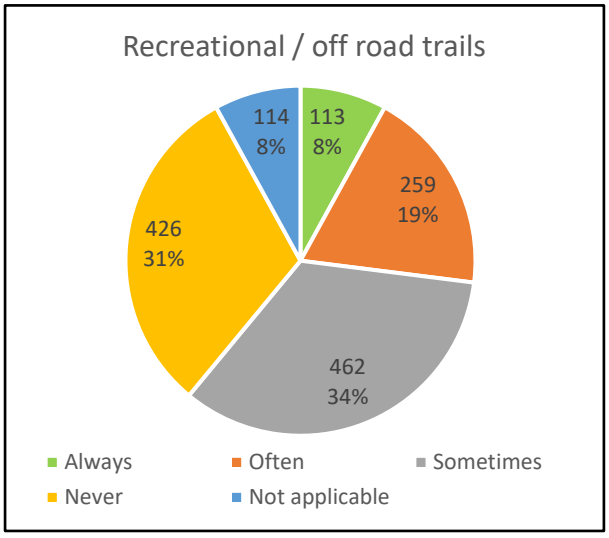




Appendix 2 – Full Response for Q9 (All Respondents)

Q9: How often do you make any of the following journeys by bicycle?




Recreational / off road trails
114
8%
113
8%
259
19%
426
31%
462
34%
Always
Often
Sometimes
Never
Not applicable

Appendix 3

Responses from other contributors. Please refer to attached electronic file.

The contributors are:

- Beech Parish Council
- Rowlands Castle Parish Council
- Cycling UK Campaigner
- Midhurst Area Cycling
- Cllr Evans
- Comments collected from Petersfield area Let's Talk events
- National Takeover week survey results
- RPM team

APPENDIX B - ADDITIONAL COMMENTS

Q15 Is there anything else you would like to tell us?
Cycle ways / paths
Any cycle ways around Selborne village or towards Alton would be great.
Well, let's hope this exercise will change something round here, because right now, there's no cycle paths at all. The ones that exist are just a sad excuse for a cycle paths. Good luck!
The top of Portsdown hill is a death trap for cyclists. Reduce the speed limit and / or install a tarmacked cycle path. There is a muddy footpath that ends at traffic pinch points.
To be able to cycle to Havant and access the Billy trail. To be able to cycle to QE park this would enable us tonjoin cycle path to petersfield
Cycling in Bordon is dangerous. Not enough seperate paths of cyclists. New road A325 should have had a cycle path for the FULL length of the road!
Cycle routes need to be more than just a section of the existing road. The route to the QE park from the lay-by on the Causeway is brilliant. More of that please!
Turning unused rail lines into cycle-ways would be a great idea, I've seen this a lot in France and over the viaduct in Winchester
New developments should have walking / cycle options as mandatory requirement - and be located sufficiently close to town / village centres to make car usage less attractive. Unpopular choices will need to be considered if we are to see lower levels of car ownership but in rural areas at present it is not feasible to get around without a car.
Cycle paths can be a great tourist attraction and boost the local economy see http://minutemanbikeway.org/ we have the basis of a local connection from Alton to Basingstoke on the old railway line that could be made to work

I have ridden throughout Europe and countries like Holland should be what we are aiming for with separated cycle lanes which are just as efficient to ride as it is to ride on the road, ï know we have limited space in comparison but there are plenty of places which can be improved. 18 months has just been spent building 2 new roundabouts in Alton and if you follow the cycle path you are on the pavement and have to cross over busy bits of the road to get round which is not ideal for any cyclist with a vague idea of what they are doing but if you decide to stay on the road every single line that you ideally want to take to maintain road position and speed has drain covers. Often on or just after the apex, in the dry this is just a bit uncomfortable but in the wet this is lethal and I would be stunned if someone hasn't crashed because of this yet. It's this sort of poor planning all over the country which means so few cycle. This is before addressing that 5% of drivers who either don't see you or just decide you are not worth the 2 seconds to wait behind.
A cycle path that follows the A31 would be fantastic. Cycle paths in Alton, such as the one along Anstey road which is simply a white line in the road is dangerous. It just gives drivers an excuse to drive closer to cyclists than the Highway Code states.
Unbelievably the new roundabout has just been completed at the Butt's in Alton without off road cycle paths!! It's 2020, honestly what's going on? This should be an absolute priority. No more developments of any kind without a network of off road cycle and footpaths please.
A cycle path linking Oakhanger with Whitehill and Bordon would be good.
The cycle route in Waitrose car park is useless, cars seem totally unaware. Make it law to have a bell on a bike, and I'm speaking as a cyclist!
More promotion needed on EHDC Cycle Routes and Tours
More cycle routes, connected up and separated from busy narrow roads
Most journeys I make are not feasible without a car eg Alton to Four Marks - who would cycle up the A31? Living in a small town which lacks a lot of facilities and doesn't have great public transport please don't demonise the car driver. Buses to Basingstoke finish at 7pm, it takes two buses to get to the Hospital in Basingstoke - improving public transport would help lots more than tinkering with walking and cycle routes.
The cycle path along the causeway could do with more frequent clearing/tidying/cutting back.
Off-Road cycle paths are the way forward - I would cycle a lot more if I could access more of them.
Specifically a cycle route on Milton Road Waterlooville.
There are no clean cycleways linking our train station towns. So commuting by bike to Alton, Farnham or Liphook is not easy, cycling on the a325 or main roads to Alton is dangerous.

There has been cycle routes put in our area resulting in narrower road lanes, however cyclists seem adverse to using them therefore slowing traffic as a result many drivres resort to overtaking in a dangerous manner causing accidents & greater delays.
Cycle routes do need to be segregated : simply painting part of the existing road a different colour has little effect. We also need to get car drivers to have more consideration for pedestrians and cyclists
I would love to see investment into improved pathing and cycle lanes. They will however need to be maintained well into the future. I believe seating would enable more people to get out and walk. Cycle lanes seem a bit hit and miss in our area. One minute there is one, the next it disappears into the road. Paths and cycle lanes need better sign posting too.
Proper cycle paths are needed everywhere and these need to be segregated from footpaths as the two don't mix
Just comparing health transport choices with EU it is clear that segregated cycle & walking routes provide the opportunities for riding/walking choices and secure cycle-parking for destinations and cycle friendly public transport will have a huge role to play too
Shared routes are a compromise (I live on a shared cycle/walking path). As per roads, the faster mode has a tendency to dominate, particularly when inconsiderate.
properly surfaced and level shared use cycle and pedestrian paths on busy B roads would increase normal cycling for all ages. Pedestrian use is low so out of villages a shared solution is cost effective and easier to maintain and manage
There needs to be a well maintained off road cycle route / walkway to Four Marks from Medstead village.
Good inter town cycle routes would attract tourist and improve the life styles of the community for the better.
There is no reason why cycling cannot be massively increased in Petersfiled. Cycle use could be as commoas in Denmark or Netherlands if the Council puts in the effort to promote it aggressively.
How about cycle route along Watercress line?
I cannot cycle to work due to distance and no straight route but would occasionally if I could
We cycle a lot in France, and Germany. There are well used cycle routes on agricultural only roads, and designated cycle paths that connect villages to towns. We cycle everywhere. It would be lovely to have more roads like the one from The Causeway to Buriton to encourage this.
Most roads around the villages are too narrow to carve out foot/cycle paths on the existing tarmac. Instead of speed humps and more 20mph limits, we need dedicated footpaths and bridleways away from the roads, but *connecting* with each other.

Our roads are not suitable for cycling
Connections for cyclists between Peterfield and Midhurst
Better routes from Petersfield avoiding main roads to countryside. Ie. To South Harting, Rogate etc.
The B2149 is very dangerous to cyclists during the winter and the road needs widening or a separate lane through the forest and fields
I think more mountain bike trails would do a great deal to make the community better.
Please find a way to open the old railway line between Petersfield and Midhurst to walking/cycling. This would be a wonderful route and would boost the economy of both towns and tourism. We need to find a way to make this happen.
All of the routes referred to above have been looked at and offer a ready means to develop a cycling network from North, South, Est and West into Petersfield town centre at a relatively low cost.
Investigate option for "Cycling to Health", cycle training for older residents to give them confidence to get on a bike again, storage of shopping so that people can have a coffee with a friend, before cycling back and not having to carry shopping with them. Project trialling electric bikes using guinea pigs, some who don't use bike currently, to model new approach and pass on their experience. Cycling mentors. Get local bike shops to sponsor bikes for new initiative, provide grants for bikes.
cycle paths off road and bridleways need more and better interconnections
Other than those all pretty easy to cycle round
Cycle paths away from the roadway are essential especially along the A325 which is a deathtrap for cyclists. If there was, I might cycle to Farnham from Bordon.
Please make sure that the networks interact. Also with those in neighbouring counties. We have cycling lanes and pavements that suddenly stop abruptly and it seems that there is no co-ordination between East Hant/Surrey/West Sussex
Shipwrights way is also not used much by cyclists which seems ridiculous as they use Greenway Lane instead with is a very dangerous route. Could do with much more advertising to promote the Buriton to Petersfield walk, cycle, riding, path.
Cycle routes - negative
Most money spent on cycling/walking schemes in a rural environment is likely to be wasted due to them being impractical on a daily basis.

Cyclists along Anstey/London road still choose to cycle on the road when there is a dedicated shared waling/cycle path off route. Why not take the safer option when there is one, and make it difficult for motorists?
Please encourage cyclists to use the cycle paths that have been installed at great cost. All too often cyclists are using the road, sometimes two abreast when there is an adjacent cycle path.
Shared cycle routes i.e. with pedestrians, are hazardous to both cyclists and pedestrians. Some cyclists are not cautious enough and some pedestrians are oblivious to cyclists and conflicts occur resulting in accidents etc.
Shared cycle and walking paths do not work, walkers (understandably) are not expecting cyclists.
Cycling should be taken off all roads and pavements and confined to designated off road/public areas.
Why don't cyclist use cycle routes?
I walk around 3-5 miles daily with my dogs mainly on common land. Cyclists and runners are often inconsiderate to dog walkers coming from nowhere and not slowing down. It would be nice to have some tracks just for use of dog walkers.
cyclists on pavements a hazard! Even where a space is legally shared eg river walk, cyclists come up from behind without ringing a bell.
cycling / cyclists
Traffic is too dangerous to ride a bike.
Very supportive of encouraging walking and cycling; cyclists in particular need to accept that they have responsibilities as well as "rights" and remember also that they have brakes and need to use these. Too often they try to barge through on shared routes (eg the path along the Tilmore Brook); if they sometimes have to slow down - or even push the bike for a short distance - so be it.
When designing cycling infrastructure you need to seek the advice/input of the people who will be using it. CYCLISTS!
More people die from air pollution than smoking or car accidents. Off road cycle tracks are the answer. Look at Manchester, London, Bristol and the Netherlands. Please see twitter @cycle Farnham
I use a handbike and invariably cycle the same route from home. But there are several locations where the lack of passing places make it risky for me, especially if oncoming traffic is speeding. Which it often is.
Our roads are too narrow to accommodate cars, cyclists, and mobility chairs. Cyclists using their bike as an exercise vehicle should go to dedicated cycle routs where pedestrians are banned.
We cycle every day for exercise and over the past few years have seen a huge increase in rural traffic- usually delivery vans. More passing places on rural lanes would help us to get out of the way to let traffic pass us.

Get the Highways department to actually cycle from one end of town to the other with a child to appreciate what they have approved in our name.
As coordinator of Petersfield U3A Cycling For Fun group with 47 members we would be very keen to assist in advising on specific areas for improvement and review of proposals.
I feel more schemes to encourage people to cycle would also be beneficial. Something that could also drive the financial decision of cycling rather than driving, such as the cycle to work scheme.
Alton needs a cross town cycle route to link the Butts with the train station and Alton college
People I talk to are worried about cycling in traffic. In Alton HCC have recently removed the cycle lanes in Normandy street.
ï am very concerned that your survey will use the forced choices of Q12/13 to justify installing speed humps (which when the width of the road cause problems for cyclists, and when just raised pads as in Clanfield cause drivers to drive round them) or 20mph speed limiters which, certainly in the case of Petersfield are not enforced. Nowhere in the survey does it suggest that properly maintaining road, pavement or ROW surfaces might encourage more walking/cycling.
A find myself driving along the Alton to Bas road, and along the A31 to Winchester looking at the long strips of woodland alongside the road, thinking what great mtb/cycle trails could be put in there at relatively low cost, with landowner permission, and would provide great local links and even bring more tourism into the area. East Hants/HCC could be an innovator in this area, developing commuter routes for cycles that serve the locals but are also fun and attractive for visitors. Imagine being able to tour from town to town as a tourist without having to compete with cars and cycling through great countryside. All by using land that is currently unused. If you are serious about getting more people on bikes and off the road, setting up commuter routes surely must be a priority?
Require all supermarkets and out of town superstores to offer covered bicycle parking/storage
Access to military land for cycling

The questions and answers above will not necessarily help you decide on priorities. You need to look at a map, establish the nodal points to which residents would wish to travel (e.g. shops, community centres, etc and then look at the surrounding settlements and existing connectivity. That will then show you where there is a shortage of suitable routes. You also need to consider the distance to walk and cycle and whether residents are likely to walk or cycle with larger volumes of shopping and for more than (say 10-15 minutes). If I wish to cycle to Havant from Rowlands Castle there is a dangerous section along Durrants Road before I can access the off-road cycleway down the B2149 into Havant. Fixing this sort of issue will be key. Long distant walking and cycling will be done anyway by those interested; it is getting people to use short walking and cycling routes to get them from their homes into the nodal points that will make the difference. Finally, traffic calming. It is needed in villages on routes that are heavily used but not humps! You need build-outs or road width platforms to really make a difference.
Cycle lanes need to be long enough to be worthwhile and cleaned regularly if debris
There is a desperate need to improve the National Cycle Route (No.22) between Horndean and Rowlands Castle especially in view of the large developments planned in the vicinity. It is only a matter of time before there is a serious accident on the road. Cyclists need a segregated track.
Nice to hear this being discussed. Encouraging people to take up walking / cycling and getting out of their cars is key, but the alternatives need to be attractive. When it snows you can see how much better town centres become when cars are not there. People walk into town centres, spend time there and spend money in the shops. Let's try and make this the norm rather than the exception
I cycle nearly every day, walks lots, but at 65 the roads are just madness , the police and council need to be more proactive...
It is hard to get around from Medstead without a car. It is also hilly for cycling. Walking can be dangerous as the roads are narrow in places, and the bus service almost non-existent. I have used the country bus from Alton to Medstead once, which was good, but it is infrequent.
To cycle into Alton from upper Farringdon currently means cycling along a road with a national speed limit ... there are many villagers who want to cycle more and to open the railway line by making it more suited for a bike would be fabulous
There is an assumption that it is clearly easy and simple for everyone to cycle more. Your survey seems directed solely at town dwellers and takes no account of the old and the infirm.
White line down pavement is not segregation of walkers and cyclists. Decide which is the cycle route often markings on road and pavement. Cycle route criss-crossing road is not a cycle route.
Useless narrow, rough cycle lanes in the gutters e.g. The Causeway These are a huge disincentive to cycle
One of the reasons car use is so high is not the absence of walking/ cycling but the paucity of local bus services

For cycling, the roads are still the main carriageway and poor surface maintenance makes cycling (and driving for that matter) far more dangerous than it should be. All Rights-of-Way, be it highway or walking/cycling paths need to receive adequate maintenance to keep them travel-worthy.
We are keen cyclists and car owners. We feel there needs to be shift from ‘car is king’ to equitable road usage - some places (minor roads) that are made cycling/walking a priority . We would choose such routes, taking us away from car heavy routes - Chris Boardman has a good number of ideas in this vein.
Growth of traffic volumes, ever increasing vehicle sizes and decades of car-centric highway design has left a legacy of problems for both pedestrians & cyclists in Petersfield. The provision of cycleways is fragmented with short sections which convey people for only part of their journey. For the most part, cyclists in Petersfield are obliged to use streets & roads alongside fast moving motor vehicles, but these are narrow & often choked with parked cars. Also with frequent junctions/crossings which are often dangerous for pedestrians & cyclists. Many Petersfield residents who might otherwise cycle or walk are deterred from doing so by points of difficulty & perceive danger on their potential route. Shared footpaths/cycleways have been seen as a solution but their implementation is of low quality. Often they fail to meet the guidance in design standards. Features which feel hazardous are common, including 1) A lack of space for cyclists & pedestrians to pass comfortably, 2) Poorly positioned barriers & lamp posts, 3) Motor vehicles have priority even on the quietest side roads. A programme of improvements is long overdue. Priority should be given to improving pedestrian & cycle access to the railway station & to schools.
I'm lucky, I live in the town centre and walking and cycling is easy for me - it's trying to encourage others to leave the car at home that's the challenge. This questionnaire is a good start. Pavements are in a bit of a state due to vehicles parking on them. The cycle/pedestrian route past Anstey Park is a good example of what can be done without too much expenditure. My priority would be a separated route to the Sports Centre. Way too many 4x4's clogging up Chawton Park Rd., t

Town centres need to be pedestrian friendly first and need to encourage us to cycle and walk about. So, the brewery site in Alton is a prime opportunity that needs to be grabbed - the town centre needs to be developed with climate change, health and fitness in mind. The space that we create really matters and whether we choose to walk, cycle or take the car - or whether we choose to visit our town centre at all. Also, living in a rural village, I now find I'm totally reliant on the car and hardly ever walk anywhere. Where can I walk to? So walking routes have to connect to public transport routes, otherwise we have no other choice but to get in our cars. Bus routes aren't viable unless there are at least two buses an hour, if not 3. They need to be subsidised and prioritised for the sake of the planet and our health.
All the main roads around Alton require significant repairs and improvement. Parked cars and are also a major problem for cyclist to negotiate. So after you have resurfaced all the roads double yellow line the main routes into town and impose parking restrictions. Might encourage a few more people to go out Not much fun for cycling
If we are going to see significant levels of housing development in East Hampshire, it needs to be focused on areas that have the best connections for foot, cycle and buses to relieve the road network. Growth should also be focused on the biggest settlements with the most services.
I am quite happy with what we have now although others would probably like to see more emphasis for cyclists
Please take this opportunity to prioritise foot & bike. Be bold for our town our kids and our planet .
Surrey are much better than Hampshire at ensuring RoW are maintained and useable
Open up head down woods at Buriton to general mtb not just events. This will bring so many more cyclists to the area
the cycleways need to be more interconnected to avoid leaving you stranded and having to use a busy road for part of the way
Cycle lanes, such as the one on the Causeway, would be much better if they create a significant distance between bikes and cars. They would also be better if the cycle lane did not force the cyclist to slow down dramatically in order to negotiate very sharp turns.
I have noticed more everyday cyclists on the roads, so it would be good to encourage even more people. One thing that can be a nuisance is carrying my helmet round town with the shopping etc. If there were lockers (possibly at the Central Car Park) to leave helmets it might encourage those people like me who want to make cycling a means of transport and “look normal” rather than for sport.
More developers contributions should be made to cycling and walking. A new estate has been built on just off The Causeway. There should be a link provided for cyclists and walkers from the new estate to the town centre provided by the developer.

The days of cycling on public roads has been and gone. It is a social activity and should be confined to dedicated non public transport areas. The practice. Of allowing the A3 to and around the Gam Barn Roundabout is bordering on criminal irresponsibility and should be made illegal.
Need to link up with what Farnham/Surrey/Waverley is doing for cycle routes
Safe routes
More dedicated cycle ways and investment in cycle safety is needed as this is a growing national sport
There is no safe walkway or cycle path along the B2146 from South / East / West Harting into Petersfield. The B2146 is lethal. We need a safe alternative travel route on this road to connect Petersfield to this increasingly popular area of the South Downs Park. I've had conversations with a local Cllr about this, and they very kindly listened to suggestions. The footpath Next to Petersfield District Council buildings could be used as a gateway to the Downs and simply/cheaply connect Petersfield with the 'Goose Green' and 'Quebec' areas, which would allow walkers and cyclists to get from Petersfield safely to the rolling hills of the Downs without being knocked down by cars on the lethal B2146.
My daily experience of shared foot/cycle paths is that they are regularly used by dog walkers who walk one side of the path with the dog the other and the dog lead across the path! Many walkers use earphones/buds or are lost in the world of their mobile device and are oblivious to other users, even when you ring your bell they simply don't hear it. The proposals show the removal of various sets of staggered barriers, which I tend to agree as an adult cyclist are somewhat inconvenient. However, the level of road awareness among many walkers and cyclists of all ages is often pretty poor, so staggered barriers serve at least some purpose in slowing down cyclists as they cross the carriageway. We currently seem to have a generation or two who simply do not realise the danger of simply walking out onto the carriageway, so an increase in road safety also seems to be a high priority.
Farringdon has NO public transport and therefore safer cycle paths and footpaths to Alton would make it easier to access shops in Alton
Now a climate change emergency has been declared, funding for sustainable transport must be prioritised. The rights & safety of road travellers must now be considered in the following order: pedestrians, cyclists (including horse riders), buses, then lastly private cars. Alton has suffered a year of disruption & pollution while the Butts bridge scheme was built which supposedly caters for cyclists, but no local cyclists were consulted on how they use the junction. The routes provided are piecemeal & don't link to the NCN route just yards away at its northern point. Neither do the routes actually go where cyclists want to go. There should be no further examples of schemes of this kind. Using the climate emergency EHDC must now prevent road schemes designed purely to speed up traffic. Cycling must look safe & easy for ordinary people to consider it. This means segregated cycle paths protected from vehicle encroachment by bollards, hatching, or other means. Cycle paths must link new housing estates to the town centre, station, schools & college. At these locations there must be secure, covered bicycle parking facilities using Sheffield-style stands. Cycle-commuting routes along A31 would be well-used if provided to a good standard.

The ability for people to travel safely around Bordon and Whitehill is not supported. Safer cycle paths and suitable lit paths would go toward safer no car travel.
Re- mark the cycle routes through Waitrose car park because even though it is poor it is better than nothing. Remember that people Rushes Road side of the train tracks deserve safe, wide paths and crossing places. Petersfield could be a very bike-friendly town if speed was reduced for traffic.
Safe cycle route from village centre to recreational ground
There are currently no easy cycle paths into the town centre, that could be safely used by young/inexperienced cyclists.
All cycle lanes should be wide for safety. They should be smooth minimising drain drop and cleaned of road debris and glass regularly.
There is no public transport or safe cycle route from Farringdon to Alton. This needs to change urgently.
It would be great if there was a safe way to cycle from Four Marks into Alton
The main reason I don't cycle is because I don't feel safe to do so on roads. Separate cycle paths are essential to encourage more people to feel safe to travel on a bike
Surrey need to complete cycle path alongside the A3 from Thursley to Milford. At present it runs out with nowhere to go. That would provide a safe route to Guildford via Hindhead.
If we are to encourage more walking and cycling all routes in the area need to be safe to cycle and walk on. Well lit pavements and cycle paths are vital in the local area and between communities so that they are connected.
Found that increasing numbers of senior citizens are returning to cycling due to e-bikes. Traffic-free cycle routes are safest and promote confidence. More active seniors = better health = less demand on LA and NHS resources. It makes economic sense to promote safe, walking & cycling routes.
Separate cycle paths will enable people to cycle safely alongside congested roads. At the moment I avoid cycling on A272 as it so dangerous for cyclists. Also bad pot holes on side roads and lanes make cycling highly dangerous. These pot holes are worse now than I have ever seen them and cause cyclists on the road to have to swerve to avoid falling into them creating accidents2
Cycle lanes should not just be present where there is room for them (often this unfortunately decreases the safety of the access because you are moving between road and path and or into special lanes for short distances). Ideally cycle routes should only be placed where there are longer stretches (1km+) or around schools.
Anstey park should have a cycle path around the perimeter so children, fs,lakes can cycle flat safe loop away from traffic.

There is no safe cycle path past the Sports centre that links to the cycle route through to Chawton Park woods. Also I don't think a cycle path on the road is suitable for my children to ride as despite the 20 mile speed limit along Anstey Road, people don't slow down.
Lindford does not have enough safe cycling paths around the village, these could be improved.
A safe route to Ackender Woods from the new Will Hall estate would encourage people living there to make use of this lovely area for walking and cycling. This involves safe crossing points and possibly signage?
As a cyclist myself i find most main roads in our area unsafe to ride on so i am reduced to cycling on the pavement.
There is no safe way to walk from Stroud to Petersfield but it isn't very far. We have just bought one of the new build houses there and if there was a safe way to walk into petersfield we would use it. Currently there is not so we will definitely use our car for all journeys into town.
making links from the town (Petersfield) into the countryside should be a priority... ie there is no safe way to explore East out towards Midhurst, same applies in other directions other than towards QECP.
I would love to cycle with my children to school and arouns town, i very much welcome improvements to cycling safety as this is the biggest barrier.
We would love to cycle more but my children are very young (5 and 3) so not safe on the road and the pavements are too narrow to cycle on without getting in the way of pedestrians. We cycle around our estate sometimes but it would be great to be able to use our bikes as proper transport to go to school / the shops etc.
We want to be out cycling with our children but have found there is nowhere to cycle safely as the roads are too narrow but pavements busy and pedestrians not supportive of children cycling on the pavements.
I gave up cycling some years ago because it was so unsafe - I got squeezed off the road by an HGV on one occasion. Many car drivers have never been cyclists and don't understand what space they need so better education for drivers please
I walk everywhere as don't drive, I would cycle more if it was safer but the roads are just too dangerous

It would take an serious evolution of our road structure to encourage me to cycle more on the roads. Right now all my cycling is recreational and on trails. And it is pointless trying to do anything unless there was to be a fundament mind shift in the attitude of drivers, which will never change because it's been allowed to develop into total disrespect for cyclists. We need separate cycling lanes, not half hearted lanes that come to a sudden end - in traffic. The entire situation is sheer madness. Apart from the crap weather just why would I risk my life on a daily basis. We've got one almighty long way to go before attitudes are changed and we become anywhere close to a cycle friendly nation. Look at all the housing estates... not a single thought given to cycling paths or safe entrances, just more of the same madness. Nice to know you're interested in asking us how we feel, but realistically, I can't see anything changing - ever. We need a BIG vision and total buy in from communities, local governments and all necessary parties. What are the chances... really...?
I grew up in a country where everybody cycles everywhere. Here in the UK I never cycle on roads because it is dangerous and terrifying. There are no safe paths (separated from road) to use, especially with young children, and drivers are not trained consider cyclists. I cannot even cycle my child to school because she finds it too stressful with cars zooming past. It's a terribly sad and frustrating.
I would encourage joined-up thinking between department policies. You can unify ambitions to lower climate impact, improve quality of life, lower local obesity figures, improve mental health, reduce noise and congestion, improve pedestrian and car safety, all by reducing the speed limits to encourage more people to walk and cycle. The cheapest and most effective solution would be to introduce more 20 mph zones throughout Petersfield, starting with the road circuit around the Heath. Any plans to introduce more expensive hard infrastructure changes should only follow only afterwards. There is a belief that speed limits are largely ignored, but only a few need obey to deter regular speeders and short-cutters.
Just an idea - could there be improved guidelines for cyclists ie they often ride two or more abreast which can block the road and prohibit safe overtaking. Also, sometimes cycle lights are dazzlingly bright and flashing which I find really dangerous as they're so strobing I can see nothing which when driving a car means I feel I have to come to a stop rather than seeing the cyclist and driving carefully by. I find them unreasonably bright.
More safe cycle routes out to the villages

I have young children and access to recreational cycle routes from our home would be appreciated. At the moment to get variety we have to travel further afield and that means taking 2 cars in order to transport the bikes to a safe route/location. This is not always possible.
I live in a rural community with no public transport links, so ï have to drive unless I'm walking or cycling for recreation. It would be great to see cycle network paths to link with local villages and towns opening up and becoming safer to be on.
Beech is a small village, and depends on Alton for all of its services. The centre of Alton is only about 1.5 miles away from the eastern (most populous) end of Beech village, and footpaths into Alton already exist from the eastern end of the village into Alton. It is the ability to walk (and cycle) safely within the village itself that is the real problem. Only if that were to be rectified could residents as a whole be realistically encouraged to walk or cycle regularly into Alton. It's not too far - it's just too dangerous!
I am old. I walk but do not cycle but the future is for the young so anything that can help them be safer on our roads is a propriety.
I would love to cycle to work and into town but do not feel safe on any roads.
I often have to cycle on pavements as it feels the only safe way to access town.
School routes
I would have liked to also complete this in relation to my children - you are not asking for responses for under 16s so how will you capture issues relating to kids/independent school journeys? They would like to walk/cycle more in and around Petersfield but the poor cycling arrangements eg: where river walk cycle way meets traffic either end and crossings over Pulens Lane on school route means they must be accompanied or driven... Welcome this work by EHDC.
Make routes to schools safe for walking and cycling, and have a publicity campaign to promote the benefits of walking/ cycling to school.
School bus was cancelled between Denmead and HTC, it's too far and unsafe to walk and safest cycle route takes a route that isn't efficient distance wise.
We live in soldridge- I would like to think my children when they are young teenagers would be able to safely cycle/ walk to school/ shops / town or at least to a bus stop so they can travel independently and in a green and active way

I have kids at the infant school and Herne Junior. I want to cycle my kids from Princes Road to those schools in the morning and afternoon. However there are some really dangerous bits of road we have to travel on: 1. Swan Street going under the rail bridge and past the fire station, and Charles street. Winchester Road and Station road would be more direct choices but are too dangerous too. Cycling should be attractive to parents taking their kids to school. It would improve the air quality for all of us in the morning and afternoon if fewer people were driving. This would be the case if people thought the roads were safer. Another place of concern is just outside the love lane car park. Are planners seriously letting Churchers college make this spot with heavy pedestrian and cycling traffic populated by more car traffic too?! It's crazy!
continue to promote walking and cycling in schools
Advised and approved cycle routes for children to use to get to schools would be useful. Unclear what's the best route to take eg on the busy main roads or down the backstreets using footpaths
A safer crossing to get to Bramley school would make it safer for parents to walk to school. We walk/cycle twice a week, but would like to do this more
Like a lot people, the biggest constraint against walking and cycling is time. As a family we walk and cycle recreationally as an 'activity'. We also walk to and from school daily. I believe that it is unfair to chose a school for your children which involves uneccessary travel. School should be allocated on a geographical basis, this would help to reduce the number of car journeys and congestion on our roads at peak times.
The pavement from the pinchpoint to The Petersfield School must be kept clear of overhanging vegetation. The traffic fumes and noise are very unpleasant too.
Cycle path/ road Maintenance
Maintenance of cycle ways and footpaths is very important and in my experience poorly done in and around the Petersfield area. I complained about one particular cycle way being covered in tree debris making it hazardous and was told that it was eventually cleared by volunteers. I think this should be a responsibility of either EHDC or HCC. .
Agreement that the new cycle paths are maintained because thus does not happen

Cycle paths in our towns are often poorly maintained and more hazardous to cycle on than the adjacent road which is typically better maintained and free of glass and debris.
Cycle lanes in Alton are token, poorly maintained and often used by cars to park on. Far more ambition is required so that towns and villages are safely connected by cycle lanes, thereby allowing realistic commuting by bicycle.
Smooth tarmac with no potholes , road bikes do not have suspension and tyres puncture easily
Bridleway 701 Medstead. - HCC have inspected and estimate 5-10000 pound repair cost. Rural Community Fund is not an option as 50% not forthcoming from anywhere. This is the responsibility of HCC but they will do nothing. I guess that there is no money so our paths will never improve.
unswept roadsides leads to blocked drains and therefore rainwater sitting alongside kerbs. Cars then spray walkers. Please keep roadsides swept weekly
Highway / carriageway works - making sure material properly compacted and resurfaced - then checking and making good defects after had time to pack down / stop pressure jettingo f paving slabbed areas that is washing out sand underneath paving slabs loosening paving slabs.
Drains and ditches poorly maintained in Pulens lane - very regular water leaks at love lane junction.
Pot holes
Pot holes are a nightmare for cyclists please can these be attended to asap
Fix all the potholes and bad road surfaces so it is safer to ride and less damage to the bike
Mend potholes on the roads as is very dangerous for cyclists and for crossing the road on foot sometimes.
There are far too many pot holes in the roads and the amount of litter is appalling!
POTHOLES!!!
Too many potholes. Not enough public transport.
Pot holes everywhere! Avoiding kerbside holes , drains etc is dreadful on a bike.
Just do something! Potholes in Four Marks are absolutely dreadful!
For goodness sake talk to the people who live in the area before letting the planning department come up with hair-brained schemes which just waste money. You could then divert some of the money saved into pothole repairs.

We urgently need better maintained road surfaces
Sort out the massive holes in the roads, the areas of bad drainage, the overflowing rivers and the underused shops and build a community please.
Potholes everywhere are atrocious and have been getting notably worse this past year, I am very close to giving up my e-bike and using the car instead.
So many potholes in roads. These are dangerous and seem to get no attention. When people have accidents they can be serious and long term and cost many thousands of pounds - not may pounds to repair them!
Generally the roads and pavements are falling into disrepair. Uneven pavements and cobbles for walkers, potholes for cyclists. Also hedges that stick out onto pavements and vehicles parked in pavements.
Cycling on the roads in and around Alton is hazardous due to the poor road surface. It involves weaving around to avoid potholes and cracks, which takes you into the line of road traffic.
For cycling- Road quality is paramount. Mend the pot holes.
Repair the roads. They are bad enough for cars but cycling is dangerous with the pot holes which are often neglected on smaller roads. Example: road from Alton college to the golden pot is full of pot holes
Town roads are in bad state, dangerous with deep potholes. A pleasure to ride from town centre to QE pack. As a pedestrian I find wide splayed side roads dangerous as they encourage cars to be driven fast and are a longer distance to walk.
Pot holes are very dangerous to cyclist so improve the road quality
How about filling in some Potholes ?
Improving the road in Oakhanger is now urgent. I have twice gone over my ankle in 4 days as the pot holes are dangerous
I have twisted my ankle on poorly maintained paths.
Better drainage along country roads so fewer big puddles to cycle through. Can something be done about pot holes -those near the edge of the road are especially dangerous if being overtaken by a vehicle
Sort our roads out!!!!
Bike storage/ bike hire
There is nowhere safe to leave unattended cycles

Maybe a well appointed bike rack in the village centre would encourage people to cycle in more?
Introducing more cycle parking would ensure children and adults can safely store their bike while on the area rather than chaining them to benches of dumping them on the ground causing a trip hazard. Push scooters also need storage and should be considered on cycle/foot paths as these are used by many children
we need more cycle racks in town and ideally a Boris bike system to encourage casual and tourist use esp from the station to town to Chawtonand the sports centre
maintenance of cycle route to remove bushed growing over the existing cycle route presenting puncture risks as found on the cycle route south of Petersfield
I sometimes feel exposed to cars in when walking and cycling on lanes. Introduce bike hire scheme outside station to encourage cycling on longer journeys. A272 needs improved cycle use - dangerous for cars.
Easy bike hire and safe and clear signage for cycling routes.
Mobility
I need to feel safe on my trike or when I'm walking. The area is not disability friendly
Safe way to local shops on a mobility scooter
What is being done for people with poor mobility or use a wheelchair
My husband broke his back 8 years ago and uses a wheelchair full time with a hand bike attached when we go out walking, but we are so restricted where we can go because of all the gates. It would change our lives if they could open wide enough for the chair to go through.
consider people on disability vehicles and increasingly scooters
Use of electric scooters being permitted on local footpaths and cyclepaths
Horseriders
Include horse riders in the plans. Roads dangerous for all vulnerable users.
How about safer options for horse riders?

You have not included horse riding or carriage driving in your plans for active travel and they are both forms of active travel. Recreational cycling has increased in recent years and not active travel cycling therefore horse riders should not be excluded from your plans. Horse riding contributes significantly to the local economy and is an extremely healthy and environmentally friendly method of exercise which is often undertaken by women and girls who as a group are hard to target to increase exercise. Additionally horse riding and carriage driving allows disabled access to the countryside via individuals and organisation such as Riding for the disabled. Decreasing access to safe off road riding is resulting in serious health and welfare concerns for horses with increased reporting of potentially fatal diseases such as laminitis now reported regularly in horses and not just the predisposed native breeds, not to mention safety of horse and rider as we are forced more and more onto roads, 315 horses have been killed on the roads in the last 9 years and 43 riders killed in that same time period. Its time to make the countryside access for all and stop discriminating against one group of users
What about horse riding and carriage driving? We are out and about every day, why aren't we included in this survey?
Please protect equestrians from being designed out of existence. Humans have relied on horses for 1000s of years. Horses are green, nature's 4x4, and a return to horses would help enormously to combat motorised traffic problems and climate change.
I am disappointed that you are totally ignoring another vulnerable group, horse riders. This is a valuable pastime for health and wellbeing for all ages and puts huge amounts of money into the economy. Failing to safeguard this group is discrimination. Particularly when you consider it is mainly a female pursuit.
Why are horse riders not mentioned in your study? We need more safe off road recreational routes and safer road crossings, also traffic calming measures on rural roads
Walkers and cyclists are vulnerable road users AND SO ARE HORSE RIDERS. As arthritis stops me walking and cycling and the only way I can truly access the countryside is on horseback. The Bridleway network is vey fragmented meaning I have to use the roads to access it which is very dangerous. Any walking/cycling routes should also be available to horse riders to remedy this situation.
No mention of horse riding in this survey. Cycling is often very recreational nowadays which is great and there is a big push for more access but horse riders are left out and many need more access to rights of way as well. Walkers and cyclists share Bridleways and many are being adapted to multi use but no consideration given to horse riders when new routes are being considered. Thank you.

What about horse-riding ???? No mention at all...we need off riding routes as well
Horse riders have not been included in this survey. East Hants has a large number of recreational horse rider who feel quite unsafe on the roads around Medstead due to car traffic - narrow country lanes are national speed limit - so not much fun to ride, walk or cycle them which is a real shame but in order to link the byways around Medstead into Wield you have to go on the road.
I do not, ride a horse but there is no, reference to, riders at all. There needs to be.
Safe paths to walk alongside my horse friends. It's a shame you haven't mentioned anything about horse riders & carriage riders who are desperate for safe joined up routes which would then help local economy & other benefits.
I am a horse rider. I use my horse for active travel. I run errands, visit the pub, visit the local shop. More off road access for riders is desperately needed. We need safe routes, every ride on the roads brings close shaves, abuse from drivers and cyclists. Please consider the needs of horse riders and carriage drivers in your plans
Why are you totally ignoring the thousands of horse riders in Hampshire who contribute substantially to local finances and yet are always absolutely ignored in all your policies
Consider horse riding and carriage driving
Please include Equestrian activities in your research, if improving walk ways and cycle ways please make them horse friendly.
The above questions are not working properly. The LCWIP needs to be more inclusive of ALL user groups. It is recognised that many off-road paths are used for recreational purposes, so everyone who needs these should be included in the plan, ie horse riders. Horse riding is being written out of the countryside by plans such as this when the need for safe off road routes which include them is desperately needed. This is highly discriminatory especially to one section of the population - women who are the bulk of riders. By all means concentrate on what is needed to improve walking & cycling, but please include the other vulnerable user group, horse riders. Highways England already does this, so why aren't local authorities? Please help to stop riding out, dying out. it is in your hands.

You should be including all vulnerable road users in these plans. Why would you leave horse riders on busy roads putting riders who could well be children and animals at risk of serious injury or death? Are you considering the amount local riders contribute to the local economy and that they are tax payers too and deserve to have the benefit of investment into any improvements made and not be discriminated against.
Please ensure horse riding access is included in your surveys going forward. Bridleway routes and multi user routes are as important to Equestrians as they are to walkers and cyclists and as significant contributors to local economies and tourism it is unfair that they are not included. Horse riders are everywhere in this country as riding is one of the biggest participation sports in the UK. To exclude them in surveys such as these means you are not considering the needs of a large part of your community who have a right to participate, be included and be heard.
No mention has been made of improving routes for equestrian use.
We are facing a health crisis and a climate emergency every green active travel mile travelled is a plus for people place and planet. Please treat all green travellers equally. Equestrians are green travellers!
Bearing in mind you are raising the subject of recreational walking and cycling, why no mention of horse riding? Far older activity than cycling (consider term "bridlepath"). Mostly women and girls. It is something females keen to do. Gets them active for several hours every single day. No possibility of deciding not to do it for a few days, like you can with cycling and walking. Physicality of horse care and being outside is good for all health. Dangerously and carelessly driven vehicles and cycles on the road are making riding more dangerous, and agressive cyclists on off-road paths are also doing the same. View Horse and Hound website for evidence of what they have to endure. Just say hi is not sufficient. They also need to slow on approach, listen for any requests and pass slowly. Horse riders are entitled to be taken seriously and to be safe on the roads and paths. We need more multi-user paths, where all users consider others. Horse riders are being ignored, forgotten and written out of policy by councils, government, National Trust and Forestry Commission.Government suplying money for walking and cycling only ensures this. I know riders are bad at responding, but it is often due to amount of time taken by horsecare.

Footpaths / pavements
Footpath access in and around Alton is generally of a high standard, however road crossing is unsafe in many places
Stop treating Alton like the pits. Maintain roads and pavements better.
Our nearest train station is Rowlands Castle but no walking route between the outskirts of Horndean and Rowlands castle and it’s not safe to walk on the road as no pavements so we have to take a car which is rubbish!
Some of the country side footpaths have been impassable due to fallen trees, some aren't signposted well. As we lie just outside of the South downs park, if are paths we're maintained in good order, it would encourage more visitors to the area. Normal pavements also need better maintenance, my parents are both disabled residents of Four Marks and find it extremely difficult to navigate the pavements of the village, they are uneven, large drop kerbs, tree roots, overgrown hedging, bins, park cars and vans forcing them into the road, this makes them feel unsafe and at risk of falls, meaning I'll take them in the car instead. This is also an issue for lots of local children travelling to school.
educate drivers to slow down for pedestrians and cyclist - they often menace pedestrians for being on the road. I have been shouted at and sworn at for using the roads where there are no footpaths.
A number of local footpaths have had signage broken off or hidden meaning you cant see where to access.
The pavements are dire once you get off the done up pavements from station to Jane Austin bus stops... Fir the tourists. We pay our taxes so our town should have better roads & pavements for US.....The residents!!! 😠
Footpath on railway bridge on Tilmore Road is dangerous. There should be a separate foot bridge.
Many rights of way (footpaths and bridleways) are unpassable or blocked off. Opening them up and maintaining them would be big help. Allowing greater access to walk across private land would also help.
YES PAVEMENTS NEDED TLC NOT NICE TO WALK ON IF YOUR MOBITY NOT GOOD AND PARKING BAY OUT SIDE TESCO SHOULD JUST ALL BE DISABLED THERE ARE CAR PARKS TO USE I N VILLAGE
Require cyclists to have third party insurance and apply speed limits for cyclists where they share a path with walkers and increase fines for dog waste criminals.

Walking routes are fine around the village apart from around the school. There used to be a path through the school. Now it has been closed. But there is no safe way around the school without going along a busy main road or on a road without a pavement. Solved one problem and created another. There could easily be created a segregated footpath through the edge of the school which would mitigate the problem. Another issue is the speed of cars along the Headley Road. 40-50mph through a village is too much. Access to the cricket ground should also be reviewed. The entrance paths near the roads are not safe
While having the new path in the section below Hopfield development is good and gets people away from the main road, this is just mud and floods easily. People want use it if they end up wet and muddy!
Unfortunately town pavements are used not just by pedestrians but also by silent, speedy, mobility scooters, frequently being used by rather rude people who insist on us getting out of their way. Clearly some education is needed! In London where I worked for many years it is not uncommon for cyclists to mount pavements, go through red lights and ride along pedestrian lanes among office blocks. This must be actively discouraged in our environment!
Take account of Neighbourhood Plan e.g. no street lighting, pavements in rural villages
A lot of pavements and public footpaths are unsuitable for pushchairs and mobility scooters thus making people use cars and thereby causing unnecessary pollution.
I walk approx. 70 miles a week in and around Beech/Alton. Most paths are in good condition but several of the by-ways are being trashed by horses and 4x4 vehicles. This is not conducive to walkers and puts them off.
wonder whether the Blendworth Centre could help construct such a path
HCC need to maintain the rights of way network - too many paths round Alton are overgrown in summer and wet and slippery in winter.
We need to stop people parking on pavements in Petersfield. I walk with a blind man and it is impossible to provide full support to him if there is little space to pass cars parked on the pavement. I'm sure this is also a problem to parents with prams/pushchairs. For similar reasons residents should be made to cut back hedges that are encroaching onto pavements.
Please ask the reuse collectors not to block the pavements when they empty the bins. Currently the bins are left all over the pavement, wheelchairs , mobility scooters and prams have to negotiate round them or go into the road. The carer with a local blind person often has to move the bins in order to continue on the pavement.

Only to please consider this. Nearly 13 years in the village and we are desperate for a safe path to run the side of the A32. Make land owners see sense to help fellow villagers. :)
stop cars parking on the pavements
As a dog owner I walk around Beech regularly and rarely a day goes by when I don't feel threatened by traffic driving too fast or too close, even when I am able to step off the roadway onto a verge or into a hedgerow. To me the solutions to this are either separation of pedestrians from vehicles (ie pathways) or speed control and enforcement (ie speed cameras or traffic calming). Of these, separation would always be the highest priority for me.
Needs to be more public footpaths and more of a direct assess to buster hill or other countryside walks.
Planting native hedging alongside roads has been shown to reduce harm to walkers and particularly children walking on the pavement as they breathe in these toxic emissions at exactly the height they are being emitted . Hedges make the carriageway seem narrower and therefore help reduce traffic speed. They attract wildlife so act as corridors for our precious insects. They make the walking experience more enjoyable so encourage more
a pavement on the Grayshott Road between Seymore Road and Applegarth.
Stop people pavement parking which restricts people on mobility scooters, people with pushchairs, and forces pedestrians out into the traffic
It is disappointing to see in new housing developments that most roads and pavements (if they exist at all) are narrow. The opportunity is missed to incorporate decent walking/cycling pavements in new developments and the existence of new narrow roads with on street parking is an opportunity missed to encourage walking & cycling.
It is extremely difficult to walk across the heath from the end of Rival Moor Road to join up with the path around the heath.I like to take my grandchildren to play and walk around the heath but it’s such a struggle to get the pushchair across the very uneven surface. I’ve seen others struggle too. I don’t like walking with them via Heath Road, as it’s very unsafe to cross there with small children. I really cannot see why the path, where I mentioned, cannot be joined up with the existing one.
It would be nice to make some of the footpaths around Headley less muddy, maybe with some gravel or bark clippings down so we dont get filthy walking and running on them.
A footpath from the Heath in Petersfield along the B2146 to the junction of the road to Buriton would enable us to walk safely into town.
It’s just the main road without any walking pavements, we must have them.

Adults could be allowed to cycle on pavements with children under 15 locally as a trail and it would not cost any resources
No footway between Steep & f/p 221/12 + 221/33 (effective severance). A dedicated footway all the way up Stoner Hill would open up foot access to this National Nature Reserve - and cut the excessive speed of traffic on this former country lane.
The pavements and roads in general are in poor condition. The camber along station road in parts is unsafe. The roads and paths in Western Road are appalling. People park all over the streets making crossing the roads dangerous. Traffic does not slow or stop.
Better paths and routes would also enable more running routes which would also benefit many including myself
Pathways are too narrow and many are uneven. Crossing gates are a huge problem as drivers become frustrated at the ridiculous length of time the gates are down then speed once they are up. There are no designated safe places to cross for children or adult so drives just speed through the village.
Stop cars from parking on the pavements. The pavement by the fire station and 110 High Street (Alton sports) are often blocked by parked cars
Footpath to Havant and Portsmouth Buses The pedestrian footway along Durrants Road is very narrow and at times overhanging bushes make it almost impassable without stepping into the adjacent cycle lane and at times into the busy road with traffic coming behind you. Thus walking to Crawley Avenue to catch a 20 or 21 bus to Havant or Portsmouth is not a pleasant experience so driving to havant or Portsmouth is the preferential option. Pavements Blocked by Vehicles The pavements along Redhill Road often have cars and sometimes HGVs parked up on the pavements. At times the vehicles are so far onto the pavement that the only way to get by is to walk out into the road. So driving to the local shops village centre is a safer option. It must very disturbing for disabled people especially those using mobility scooters.
Pedestrian / cyclist crossings
Crossing the A339 at the end of Medstead road is similarly hazardous. This road has a 40mph limit but many see it as de-restricted.
We need more crossings.
more crossings over the A3 and A3M
A pedestrian crossing in Petersfield High Street combined with reducing through traffic and parking on double yellow lines to encouraged safer environment for the elderly .I'm

Again Pulens Lane needs major traffic calming interventions. I watch children and adults also trying to cross London road from Petersfield to Sheet. This is a terrible junction connecting Pulens Lane to London road. Traffic lights and a safe crossing is desperately needed.
Please address the pavement and the road crossing on Pullens Lane between Pullens crescent and the heath. The pavement is very narrow with cars and lorries often travelling at 40mph. Walking with young children and or dogs is a nightmare. Very disturbing. The river walk crossing is especially lethal with very poor sight lines.
Many more pedestrian crossings are needed throughout Petersfield. The junction Tilmore Road/Station Road is particularly dangerous for pedestrians.
Many roads in Petersfield aren't safe to cross.
There needs to be many more safe crossings and better links for cycling. My husband works in Liss and we live in Petersfield and part of the journey is on the A3. I am sure many in Liss work in Petersfield so a safer and quicker cycle route would help improves the roads as it's such a short journey it's best done by bike rather than car for all involved including the environment.
Durford Road and Pulens Lane cross roads is an accident waiting to happen!!! This needs lights or a crossing, pedestrians and cyclists are not priorities it seems!!
Consider priority for walking and safer crossing for people who might be slower * how driverless cars may impact town centres * town centres with no motor traffic, improves tourism and economic benefit
A permanent lolly pop lady in Moggs mead for children to cross sadly not one that's ment to be there but never is and when she is there she leaves early in the morning
Make sure the crossing traffic lights allow enough to time for the elderly to cross.
Traffic Lights at ex Golden Pot Cross Roads
Signage
Improved signage to help walkers find access routes into the South Downs is needed , plus provision of dog bins for dog walkers to use. Route signage is poor in places - I regularly come across visiting walkers who are lost and need direction (particularly around the Weavers Down area). Provision of walking route maps for the area available free at the train station , on line , at the parish office and in local shops/pubs would encourage and facilitate walking.

Signage for the many countryside trails being monitored better
Remove all signage saying " Cyclists Dismount" They are really annoying and serve no purpose. After dismounting -what then?
Yes the Love Lane footpath south of Churcher's College is not designated as a cycle path but cyclists use it a lot. I think cycle paths should be marked with 2 lanes like a mini-road, with a white line down the middle, and cyclists made to keep to the left lane. This would make it safer for walkers.
It is an unfortunate fact that cyclists and pedestrians don't mix well - trying to ride a bike on a cycle path littered with unthinking pedestrians is a nightmare. What's needed are more dedicated cycle paths, completely separated from car/lorry traffic, even if that means making more use of one-way road designs.
There are no visible school signs and check your speed signs on Alton Lane, Lymington Bottom Road , Gradwell Lane and Hawthorn Lane approaching the school.
Signs to acknowledge that cyclist should be cared for .slow down ,stay away from cycles,as they do another car.
Hedges/maintenance
Better hedge cutting on roads where there is no footpath would be appreciated. May be pedestrian 'passing points' in the verge on such roads so you can step away from the traffic.
Make it illegal for all landowners to not cut back hedges, overhanging trees to footpaths, Bridleways and Boats: Stop motorbikes and 4 wheel drives destroying the routes
Over grown hedges on Hill Brow Road, Liss by the Newman Collard Carpark make the footpaths very narrow and hard to pass others.
Cut overgrown hedges & bushes on footpaths
Bushes along road sides and on cycle paths need to be cut more regularly. Brambles are dangerous. Street lighting is poor and this means it is hard to see where you are walking at night.
Speed
reduce the national speed limit on country lanes to encourage their use by walkers and cyclists in greater safety.
Linnets way no speed restrictions or warning signs, access to Alton college and their nursery entrance, cars often speed using this road as a cut through

Please be VERY careful about sharing space between walkers and cyclists. I say this as one who was seriously injured by a careless speeding cyclist.
The current poor driving and ridiculous speeds currently down by drivers through Rowlands Castle is extremely detrimental to our lives and is particularly a barrier to the independence of our children who are at risk every time they need to cross the road.
It would be safer to walk through my village if the cars we're encouraged not to use it as a cut through. One of the ways in doing so is having an enforced speed limit with actual consequences if you break the limit.
The village speed limits need more enforcement.
The speed along Anders ash road along with the new houses being built with even more traffic is a great concern
Speed on the Portsmouth road is horrendous especially on the school run in the mornings, an accident waiting to happen
As SUV's accident stats are higher than other cars they should drive 5mph below the speed limit. Instalation of a black box would allow supervision and our countries children would be safer and every (non Suv) parent less frightened.
Since the opening of the Bordon bypass the amount of traffic going through Oakhanger has increased. They tend to travel faster than the locals and have little sense with respect to walkers or cyclists on our country roads.
Traffic in Petersfield high street needs to be slower than 20 mph, cyclists also need to abide by this rule. Lots of pavements have hedges that require attention from owners to make passing easier. Lighting on parts of the tilmore brook path is Jon existent in parts and very unsettling to use at night. Potholes in roads very bad in places and dangerous for cyclists. Love everything else though 😁
The main issue I see in walking from Liss centre to anywhere along the roads is the danger from traffic that speeds along the lanes. I'm not sure what the answer is to that! Also, it is foolish to walk along the roads on the dark, which restricts walking in the winter months as footpaths can be hazardous in the dark and not sensible to walk along alone.
How can Surrey make rowledge 20mph and yet Hampshire keep 30mph outside of the school. Incredible failure of safety , health and the environment .
Please try and reduce the speed of cars coming down Stoner Hill. It is a school bus route and has children crossing the road at the junction of Ashford Lane where cars are frequently doing 50mph on a blind corner. There's no footpath into the village so no safe way to get to the local pub (for example) or to walk into Petersfield. Cycling is really dangerous here.
Many of the rural roads through villages, eg Bramshott have 60mph limits and are single track with passing places, even though the main roads they connect to have 40mph/30mph limits - that doesn't make sense
Traffic speed reduction measures would encourage me to use my bicycle.

Roads are too fast and do not provide pavements so are not safe for public who wish to walk
Heath Road should be 30mph MAX
The cars on these 2 roads are used as main routes for commuters who drive too fast. Their convenience is being prioritised above the health and safety of our children.
Everyone wants safer roads but there's no value in reducing speed limits unless policing is increased to enforce these limits.
I am doing more than just objecting here and am part of the Petersfield Speedwatch group, so I have good firsthand knowledge about just how fast cars drive along our '30' mph roads.
Speed of traffic has to be a priority for both walking and cycling to encourage locals to walk whenever possible.
Cycling and walking feels very vulnerable on the lanes of East Hampshire. We need an education campaign to persuade motorists to slow down and give a wide berth both to cyclists and pedestrians when they pass vulnerable road users on the carriageway, and when drivers cannot see that it is safe to pass, to wait patiently until they can.
If only you could educate drivers about overtaking cyclists!
Speed humps / restrictions / calming
I STRONGLY OBJECT TO THE SPEED HUMPS AND LANE BLOCKS IN ALTON WHICH ARE A DISGRACEFUL WASTE OF PUBLIC MONEY.
Speed humps do not work, they cause traffic to accelerate afterwards to try and get past cyclists and cause more emissions
Speed humps are a deterrent for cyclists. They are uncomfortable and destabilising.
although ï think speed needs to be addressed - Petersfield has just got a speed watch scheme - I don't think speed HUMPS are good they damage cars and bad for cyclists, better to have change in tarmac colour or warning lights that people are doing more than the speed limit

I think that the only way to stop speeding traffic is unfortunately physically (speed bumps or parked cars). Chicanes just make some drivers race to be first, average speed traffic lights (stay green if you are doing 30, go red if you're going faster) probably won't be obeyed either. Otherwise it needs to be done at national policy level e.g. confiscate and crush the car for a second speeding offence, but you still need to catch them.
Please NO speed bumps. They are dangerous for cars, cyclist and pedestrians. Instead,
In relation to speed... I thought speed bumps would not be a solution as they cause more pollution ?
Please stop wasting money on so-called traffic calming measures within Alton - they simply increase hazards for walkers cyclists and motorists.
traffic calming in Chalton Lane A3 to South Lane. Also Drift Rd, New Rd, South Lane, East Meon Rd approach to Clanfield Junior School
Traffic calming measures on Portsmouth road Horndean, I walk my kids to school and every day and the traffic travels really fast on this straight road
Speed control down New Road seriously needs addressing
Unless and until the speed restrictions are properly and consistently enforced, we can expect death or serious injury to pedestrians and other non- vehicle road users in our locality
Farringdon needs a speed camera. 30 mph is regularly ignored and dangerous drivers speed through the village particularly at night. Lorries, bikes and cars
A VRN speed camera will greatly reduce the speeding cars, as the occasional mobile police camera is not consistent enough at solving the speeding traffic.
Enforcement of road safety issues is almost non existent. This needs addressing or no improvements will be effective.
We need speed bumps through the main Greatham road to stop people using it as a shortcut and speeding dangerously through the village
Speed humps don’t work and are dangerous to emergency vehicles. Pathways need to be clear and vegetation cut back (some around Liss completely covered or very narrow! Potholes potholes potholes - you can’t cycle on any of the road without having to dodge potholes and poorly maintained road surfaces, this is extremely dangerous as can cause the cyclist to swerve into the road and be hit by passing cars / can cause severe damage to bikes/motorbikes/car tyres/wheels - threat to life!

20mph - or at most 30mph - speed limits on ALL rural roads would make a huge difference to both cycling and walking and might reduce the amount of traffic using rural routes as cut-throughs. I recognise difficulties of enforcing, though traffic calming measures (frequent pinch points) might help. Secondly... PLEASE don't introduce shared routes for pedestrians and cyclists: it ruins walking as a pleasure and is thoroughly dangerous. Allowing cyclists to go the wrong way down one-way streets is also extremely dangerous for pedestrians so please don't fall for it. Thanks for giving me the chance to comment.
There is a lack of effective police enforcement of speed limits on both A31 and our rural lanes, which affects the usage of walk/cycle by residents and visitors to the area.
Reduction of speed limit to 20 or 15 mph in residential areas and ALL pedestrian crossing observed by drivers. Cycles should have priority in towns (like in Holland or Scandinavia)
Traffic calming in Beech is inappropriate, and the roads are narrow and fast. In addition it is a rat run from the A31at Four Marks leading to heavy usage. It should be noted that provision for pavements existed on Medstead road as there were covenants on front gardens allowing for 12FT of council use
Speed bumps in South Lane & Charlton Lane replaced with single file pinch points as traffic calming measure
Traffic calming (without damaging speed humps) and better driver education and law enforcement would help.
Public transport
improved public transport and lower costs
Public transport needs to be a more reasonable price, then more people would choose this method above private cars
NO public transport despite bus signs still up.
Please, please, please improve the bus connection with H'mer rail station. Bus service is so awful I am forced use my car. A bus shuttle service to the station would encourage local walking and reduce traffic/car journeys. Reducing buses and public transportation service creates reliance on cars.
Separate cyclists and walkers in the interest of public safety

I regularly work in Bordon and cannot get from Petersfield to Bordon on the bus. I also work in Alton, but can only get a bus there if I am going during college hours - and I cannot get home if I leave work at 5pm (as the last bus is around 4:30pm). Lack of public transport options means that I am not being encouraged to consider alternatives to my car at the moment. I would be very interested in giving up my car if I could reliably travel between the main towns in the district.
Trains should provide facilities for cyclists and bikes
Improving public transport so that it is possible for people to use a mixture of walking and bus to reach destinations. Most people will not walk from Catherington to the nearest bus route, but would walk a short distance to a bus going along Catherington Lane for instance.
I support and welcome the initiative. I think more space in trains for bikes in peak hours would be great.
There are no buses at all at weekends. Last bus from Petersfield is 1.50pm during week. severely restricts walks out of immediate area and the long climb up HIll Brow is too strenuous for many. The train is only an option for those living close to the station and not ideal for accessing the countryside. The car is the only option, presuming one is able to drive.
Bring back the rail link bus between Lindford, Bordon, Whitehill and Liphook station, whilst not strictly an active travel solution it would encourage other forms of travel and reduce the number of cars on the road
Get a bigger car park at the railway station and make it cheaper to stop commuters clogging up the road and parking dangerously
Ban school drop off by car if local or bus route available. School drop off pick up adds unnecessary pollution
Improving bus services as cannot get to Portsmouth by bus
Give us a bus that connects us to Petersfield and Alton! If we did get to walk there we might like to be able to get back!
Encourage use of quieter roads or wide routes with ample room for cyclists. Ask walkers/cyclist not to use busy dangerous routes such as the A339.
In my opinion a full Netherlands type infrastructure is needed. Priorities should be pedestrians first, cyclists second then local bus services before cars.

We desperately need a bus service from Farringdon to Alton. We have buses parking overnight on Farringdon business park but we have no bus service for Alton College specifically. We could also make use of the old railway line and turn it into s cycle route
If we Had public transport than reliably connected with the train station at liphook I wouldn't need a car it's so bad I may have to move
The bus service is a disgrace.
This rural community needs the money to be spent on providing public transport links
Integrated public transport is non-existent around Liphook - in fact there is very little useful public ttransport at all, so even getting the limited bus service to go to the station again would help
There are no clean cycleways linking our train station towns. So commuting by bike to Alton, Farnham or Liphook is not easy, cycling on the a325 or main roads to Alton is dangerous.
Buses. Also need to be part of this plan. They are too expensive and difficult. If you own a car there is no reason to use a bus as they are so expensive. My husband has tried getting a bus to work it takes three times longer and was more expensive than running an electric car! Not a solution.
Consider asking about bus travel. As senior citizens, the most important means of not using our car is by using the bus
I do not drive so am reliant on walking and public transport; it is quite easy to get around. Anything that can be done to encourage car users to leave their cars at home would benefit their health and the environment.
I think public transport is affordable when considering one person but as soon as there is more than one adult buying a ticket, it becomes a problem - it is cheaper to drive.
There should also be more buses to stop people driving.
Farringdon needs a bus route to Alton. Only buses that pick up are for the primary school and Amery Hill. Alton College doesn't even have a bus. Many elderly residents have no way to get to town. The transportation buses are stored in Farringdon, yet do not stop in Farringdon.
You need to improve the bus service so people can use it to get to work

Traffic free areas
we need each town centre to have a circulation plan. to reduce traffic and make high streets nice places to be. towns and villages to be linked with segregated bike lanes away from traffic. look at the neverlands and Belgium or go there and experience there way. the only way is to go Dutch
Make the High Street in Alton traffic free. Put pedestrians and cyclists first in all traffic planning.
The main thing to do is get cars out of the town centres in order to meet climate targets. Petersfield's Spine Project could do just that here.
No cars in town centre like on bank holidays
Could a weekly car free day be trailed for the town centre in Petersfield.
Priority is given to the car - development of pedestrian/cycle zones. A mindset change is needed first to make these developments work, moving the emphasis away from the car, motivation to want to take up the alternative option.
Consider pedestrianising the centre of Petersfield
Pedestrian the town centre.....note that at least 2 people have been knocked down in the last 18months one of which died.
Parking
Free parking on outskirts of Petersfield to encourage me to park there and walk into town getting more exercise.
Do something about Butts Road parking
Providing more parking will only encourage more cars - space for trees and plants is more important than for cars.
Stop cars parking partly on the footpath on Bell Hill near Dark Hollow. They are frequently parked like this and pedestrians are either forced onto deep puddles or have to walk in the busy speeding traffic.
Planning
there needs to be more joined up thinking and planning

The allocation of Chawton Park Farm in the local plan, and subsequent development, would greatly help with the connection between open space and housing. The developers proposals will greatly encourage the use of walking and cycling on a daily bases through a very well thought out infrastructure program. Allocating to build new developments in the right places and of sufficient scale to provide the necessary walking and cycling infrastructure should be a major priority.
Our future has to be carbon-free. We can only do that is we plan now to build the infrastructure that makes cycling and walking the obvious option within our town, safe and easy for all.
Now EHDC has declared a climate emergency they must prioritise active travel in all their schemes - no more road schemes designed to speed up motor traffic, & all new housing estates should have cycle routes built into them which also link up to existing routes. Current cycle routes are piecemeal, not joined up & don't go where people need to go e.g. schools, shops, station. Planners need to look at Alton as a whole. Cycling needs to be seen to be a safe activity by provision of good infrastructure otherwise no one will get out of their cars. Cycle paths should be protected from vehicle encroachment by physical barriers. Secure covered bike parking at all destinations i.e. schools, station & shops.
Need to create a comprehensive sustainable transport plan for South East Hants, especially around Horndean with a strategy that achieves safe walking and cycling to and from all key rail heads . Secure and monitored cycling lock-ups required at all key rail/bus hubs.ling lock-ui
It would be great to know the summarised feedback from this questionnaire once received, and then to hear again what the short and long term plans are for taking action....feels like this topic has been broached regularly over the years but nothing significant really seems to have changed. Also, putting in 20mph limits in towns never get adhered to and there isn't the resource to police them, so it's a rather pointless way of trying to improve cycle safety...the number of people in cars on our roads is constantly increasing so rather than expect people to suddenly reverse their bad driving and speeding habits of a lifetime, far better to pay attention to human economics and simply separate bikes from traffic as far as possible, making life safer on both sides. Particularly if you can make it safer and encourage kids to ride bikes more, it will set up good habits for life.
Infrastructure for electric vehicles needs to be considered, this should be encouraged as part of a lower carbon plan for the area.

I trust that this research results in things being done. The last Petersfield Cycle plan seemed to disappear
How about some good proactive planning rather than the chaos caused by the current reactive so called planning which does nothing more than put a sticking plaster on a problem.
Please stop building on greenland - Lovedean is becoming a town
Before there is any further residential development radical changes to induce more walking and cycling are required. I have virtually given up cycling into town due to the relative narrowness of Bell Hill and speed/proximity of passing vehicles
LCWIP
LCWIP attached document refer to 2011 census, clearly data is obsolete hence many report conclusions are no longer valid. Too much emphasis on spending monies on feasibility studies which should be invested on delivering projects. The views about 1.5 miles for average journey constrains thinking about longer activity and better health, especially as in majority of cases rides will be from home to 'home, to home' not another locations
Improve links to and from the coastal plain for leisure and commuter cycle routes - link to neighbouring LCWIP's to improve strategic cross border links.. There is a large working population on the coastal plain and fringes of East Hants which commute between the areas major employers and contribute to local traffic congestion. Many of these journeys are within commutable distances. New builds have poor standrads and provision for walking and cycling. Shared use is often ineffective and cycle parking in homes is lacking.
LCWIPs are not promoted enough. Local Authorities must do better.

The LCWIP report proposes settlement-wide 20mph limits but this is based only on resident's opinions. No evidence is presented to justify this. The LCWIP does not mention the 2018 Atkins report into 20mph limits. It says: "respondents did not perceive any substantial change in speed, and speed is only one of a combination of factors required to improve the environment for walking. (6.3)" Accidents: "It has not been possible to draw any conclusions regarding the relative change in fatal injuries, cycle casualties & older casualties. (7.2.1)" and "Changes following introduction of 20mph limits: (9.2) Cycling: Net +1% Walking: Net + 4% from 4.4.2, speed reductions may have occurred even if 20mph limits had not been introduced and Table 6: reduction in median speed: 0.7mph ICE efficiency peaks at around 40mph. At 20mph it's down about 20% so fuel consumption, pollutants and greenhouse gas emissions will be greater at 20mph contrary to the EHDC Climate Change commitment. Increased pollutants will directly affect walkers and cyclists. 20mph zones require traffic calming. Slowing/accelerating increases pollution, fuel consumption & emission of GHGs + particulates from brake materials. EHDC should not create settlement-wide 20mph limits
Work better with the Town Council to leverage their LCWHIP budget to get some of the priority crossings built. Work closer with all levels of government for faster results.
The LWCIP puts undue pressure on developments to fix existing network problems, in terms of LEOH the extant permission and revised application would not be expected to deliver the wider improvements, The use of CIL funding from wider developments is fundamental in delivering the strategy and as such requires the support of members/council to release the funds for projects.

To encourage more cycling, infrastructure must be god quality enabling cycling and walking to co-exist Routes should comply with up to date guidance such as is provided by Highway's England, Transport for London and SUSTRAN's LTN2/08 is now out of line with current needs and practices. Routes need to be direct, at least 3m wide & have good quality sealed surfaces ensuring long periods between repair. Barriers to cycling should be stated as should possible alternative routes to avoid the barrier. Routes should be proposed to schools, colleges, significant employment sites, local town centres, primary railway stations that are used by local residents even if they are outside East Hants boundary. A local station with only a few slow trains in one direction won't attract people to cycle to it. Cycling does not stop at a district boundary.
Cycling facilities built to DfT Local Transport Note 2/08, Cycle Infrastructure Design standards; recognition that much cycling will take place on ordinary roads with implications for their design, maintenance improvement and policing.
Great to see the development of the Wey Valley Walk, and the improvements to Flood Meadows - thank you.
Actually be seen to put effort into it - instead of just lip service.
Thank you for the opportunity to comment!
Thank you for taking a step forward with this questionnaire
Thank you for asking about this.
I think thesis a brave initiative, only because I think the answers are staring us in the face but we cannot change things. Cycling will never become a popular method of transport, the weather is against that, and then simple facts that we actually live to far from our place of work. It's only those that are actually interested din their overall health who will pay any attention to the possibility of cycling. We've been allowed to becomes a culture of selfish car drivers who don't give a rat's arse for cyclists or walkers, in fact a lot of people look down on them as they speed past rising to get to their next appointment. Culture change will never happen, sadly.
Misc
why just east hampshie?
Walking routes are built into new housing estates
Tried and failed to book cycling lessons - very confusing where to find relevant info and not much provision

To investigate the walking distance of residential roads in Petersfield to Herne Junior School. If by using a tool such as google maps the homes are more than a mile away, offering a subsidised place at the infant school breakfast club might only for those on foot so the small ones didn't have to walk as far and make it more achievable to time strapped parents? I currently walk a mile from home to Herne and time wise it takes 10 minutes longer in one direction, but if you are returning at the same time, the children are understandably tired.Could the Festival hall car park be made multi story to encourage more walking ? What other parking could be made more attactive to encourage those who are happy to park and stride further from the centre? Incentive tickets/ Special town shop offers for using the green 'park and stride' alternative?Where could you safely park a bike without fear the wheels could be stolen from it? (Bike in the rack by central car park with wheels missing the other day, back of Rams Walk?) Could any more 'green lungs' like the riverside walk be feasible elsewhere? The Riverside walk is a huge asset to the town, a great stress reducer, community wellbeing, wildlife corridor. '
The Boyneswood road bridge is not safe with pointless curb stones that don’t work the pavement is not wide enough the bridge needs a pedestrian bridge to run along side so the bridge can be turned back two way and stop bottle necking at busy times
The public toilets on Blendworth lane should remain as they are.
As a child I used to know the local walks in the area, but can't recall them all now. Periodically, we've joined groups that have been advertised for organised local walks. I'm sure there's probably a group out there if I searched the internet, but an email sign up for info on walks for exercise and well-being would be great.
Sadly this is also about making cars less attractive for the fit and well in addition to making foot/cycle more so.
Quality of streetlighting is too dim and poor road markings invisible especially when wet.
Promotion of walking for health, fun, friendship, family and the environment. Encourage people to pick litter on walks.
Pollution in rush hour through Horndean makes walking impossible
Please do not put tarmac or bonded surface cycle routes through public open spaces. cyclists go to fast on these routes and come into conflict with children/dogs/walkers etc.
People here are forced to have cars even when they can't afford them, in despair I'm trying to get a son to learn to drive. I'm not interested in recreational walks, I care about those who need to like me.

No views on cycling but enjoy walking in countryside and also good for exercise and heLth
More visible police presence on weekends to enforce speed limits would help a lot!
More emphasis on encouraging means of transport other than car use would help us to meet out reduction in carbon emmisions and is desirable.
Medstead is becoming more and more cut-off from neighbouring villages and towns (other than by car) because of reduced bus services, speeding traffic (making walking and cycling on some village and rural roads dangerous), poor maintenance of roads and rights of way, and lack of improvement to cater for people with disabilities, people in wheelchairs, and people with pushchairs. BS5709:2018 for gaps, gates and stiles is apparently being ignored right now. Why?
Many elderly people live on Glen Dale and there is also an old people's residential home (Beechwood House) on Woodberry Lane. More needs to be done to make Woodberry Lane safer for those who walk along it to the village - we are only talking about a short stretch but it is predominantly elderly/less able people who need to cross the road safely and walk along the footpaths to the village.
Making everyone walk or use a bike before learning to drive a car!!!!
It doesn't matter what the traffic is doing if it is being kept away from cycle routes.
In providing walking & cycling facilities, they must be for the convenience of the walker/cyclist. Too many are for the convenience of the motorist: ie get them off the road! Eg why does the cycle path along the Bordon By-Pass cross the road?
In Chawton a new gate now blocks the link between the A32 and the safe cycle route into Alton and appears to force cyclists to negotiate the A31-A32 roundabout. This isnt acceptable.

I walk the above route at rush hour rather than risk cycling. There are v few buses, luckily I am healthy enough to do so at present. We have just had 30 houses built in the village, increasing car numbers . I don't think any of the new residents will be walking or cycling into town
I used to walk to and from work all the time, and now I drive. I walk occassionally, but get hooted at by cars because there are no pavements and they cannot pass with me walking in the road. Pavements that are there often have cars parked on them, as their in not enough parking at peoples homes and the road is too narrow to leave their cars in the road. I used to cycle and now do not do that either.
I think your questions may work for towns but do not work for places like Four Marks.
I think parking needs to be addressed at the school as there a people who park in disabled bays who aren't disabled also cars drop children off all over the place therefore not making it safe for pedestrians and the speed that some cars travel
I think a general change in priorities in town centres would make a difference, so that pedestrians and cyclists have a higher priority and right of way over cars. This over time would hopefully make car drivers more tolerant and accepting of cyclists, and having to give way to pedestrians.
I know that collecting rubbish is time consuming and expensive but I think that more litter bins wouldd help keep the place tidt
I have an electric bike. The restriction to just 15mph is too restrictive and does not encourage longer distance or leisure riding. (Probably well outside the remit of this questionnaire!)
I feel this healthy new town rubbish will kill our town if people want what you deem unhealthy stuff they will get in their car and go elsewhere
I feel all of us who walk everywhere should be provided with pollution masks so we don't have to suffer from the lazy people who don't know how to walk
I don't have anywhere to store a bicycle and I drive to work because there is no other way of getting there at 4 am

I am a Sustrans Volunteer, and often cycle NCN22/Shipwrights Way and NCN224 through East Hants. (NB The maps in your summary doc mix up NCN22 and NCN222)
Health benefits (better fitness, less obesity), environmental benefits (reduced noise, air pollution carbon neutral), improved safety and wellbeing and community spirit. What is not to like!
Have some responsibility !!!!! The little things need to be looked at before the ambitious ! Cars near schools, randomly dumped on streets for weeks and months without being moved, parking in front of junctions, on road corners and basically anywhere. Never anyones problem the police say the council the council say the police. Get people out and get cars off the side of the road and parking responsibly. Little things make a huge difference, huge things make little difference so a large majority of people.
Good to prioritise but also look at best practice from other areas and countries where they have managed successfully to make similar improvements. Holistic improvement.
Franchmans Road also needs a pavement on both sides. Station Road is very dangerous to walkers and cyclists
Different forms of transport don't mix very well. Queen Elizabeth Country Park is generally good at keeping walkers separate from cyclists separate from horses separate from cars, which makes for an enjoyable relaxing user experience all round. Please don't turn bridleways into surfaced cycle tracks or encourage more cyclists along them - this then makes the bridleways not so good for horses, who are vulnerable enough on the roads as it is.
Despite the law change several years ago dog mess is still a problem.
Cycling to Harting: Nursted rocks very dangerous as left bend, dark, naroow uphill.
Currently the MOD are restricting access to the land. This has to stop
Clear circular routes available on maps of OS quality, for people to walk; or even better colour coded routes as e.g. in Norway.
Cars and the experience of driving is ALWAYS seems to be given priority over pedestrians and cyclist. This is not something that should be happening in a world where we need to be encouraging people to drive less and less. Let’s see some evidence that you are serious about encouraging people to walk, cycle or even use pubic transport (which is far better than all the cars) but giving them priority and NOT cars in what you are doing.

BMW and Mercedes in car navigation show Medstead Road as 60/mph area! Clearly incorrect and does not help.
BIGGER WARNING NOTICE TO STOP PEOPLE TURNING RIGHT, ILLEGALLY, OUT OF LIDL CAR PARK, PETERSFIELD. OFFENDERS DO NOT SIGNAL AS THEY KNOW THEY ARE MAKING AN ILLEGAL TURN.
Better eduction program for road users
As a Dutch national I grew up in a country where people of all ages cycle. They can because the infrastructure caters for cyclists. Good for the national health and for the climate. It would be great if the UK could grow a bit of a cycling culture. The image of cyclists should be a family, an elderly couple, children on the way to school or a mum with a baby and a panier full of shopping, not the Lycra clad monsters that most Brits conjure up. A long way to go. But every little bit helps. I wish you luck, wisdom and perseverance.
Advertising campaign re lights on bikes - read the Highway Code!!!
A running track in Bordon would be great!
Hampshire County Council should lobby government to have Byways open to all traffic returned Green Lanes accessible only to walkers, cyclists, horse riders and children on ponies who are being pushed onto the roads. Only a complete ban county wide would be acceptable. As it is in Sussex. These lanes are now too dangerous for walkers and cyclist.
1) By definition almost anyhting that HCC does with the highways network is either the wrong solution or executed poorly, frequently both. Little attention is paid to the impact of solutions on congestion and pollution for example. 2) I'm one of the 1 percent that mostly uses a motorcycle and schemes frequently take poor accout of the needs of powered two wheelers. 3) One reason for the predominace of private motorised transport is that it has such good utility. For example it is a key enabler for work and settlement in this area and public services like schools and the NHS could not function without persoanl motorised transport. It will be with us for the forseeable future even if it's powered differently and perhaps autonomous. Public transport isn't the answer to this problem no matter how hard you try.

how ABOUT MAKING THE COUNCIL TAX FAIR WHICH WOULD ALLOW MORE MONIES FOR GOOD SCHEMES AND NOT LETTING PEOPLE CHANGE SMALL RESIDENCES INTO LARGE HOUSES PAYING THE SAME COUNCIL TAX EVEN MORE UPSETTING WHEN THEY THEN GO ABROAD AND LET FOR OVER TWO AND A HALF THOUSAND POUNDS A MONTH SAME COUNCIL TAX APPLYING ANY IDEAS ON THIS/

Farringdon Parish Council & Chawton Parish Council are in full support of establishing such a route.