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26th February 2021

Dear Councillor,

I hereby summon you to attend a meeting of the Town Development Committee to be held on **Friday 5th March 2021 at 3.00 p.m.** via Zoom teleconference/video-conference facility as permitted by UK Government legislation during the current Covid-19 pandemic. The log in details to join via Zoom are as follows: <https://zoom.us/> with meeting ID: 838 1775 7689 (members of the public are asked to email committee.admin@petersfield-tc.gov.uk in advance for the password and by no later than midday on the day of the meeting).

Yours sincerely,

Neil Hitch
Town Clerk

A G E N D A

1. Chairman's Comments.
2. To receive and record apologies for absence.
3. To consider the granting of a dispensation under Section 33 of the Localism Act (2011) to enable members to participate in, and vote on, an item of business on the agenda where they would otherwise have a Disclosable Pecuniary Interest and to confirm how long this dispensation may have effect.
4. To receive and record Declarations of Interest. Councillors are reminded of their responsibility to declare any disclosable pecuniary interest which they may have in any item of business on the agenda no later than when that item is reached. Unless dispensation has been granted, members may not participate in any discussion of, or vote on, or discharge any function related to any matter in which they have a pecuniary interest as defined by regulations made by the Secretary of State under the Localism Act 2011. Councillors must withdraw from the Chamber when the meeting discusses and votes on the matter.
5. To approve as a correct record and authorise the signing of the minutes of the meeting of the Petersfield Town Development held on 5th February 2021 (*previously distributed*).



6. Public Representation - Councillors to receive representation (including items that appear on the agenda) from members of the public provided they (public) have given due notice of their intention to the Town Clerk no later than 10.30 am on the day of the meeting. The maximum time limit allowed per person is three minutes, although this may be reduced if a large number of people express their wish to address councillors.
7. To receive an update from the Petersfield Operational Group meeting held on 16th February (*to follow*).
8. To receive and consider a proposal for the contractor to build a new tourism website (*attached*).
9. To receive and consider a draft report regarding Walking, Cycling and Other Issues at the Junction of Dragon Street / The Causeway / Hylton Road and Sussex Road (*attached*).
10. To receive and consider information regarding the Hampshire Solar Together scheme (*attached*).
11. To receive and consider an update regarding the top 6 Town Development Committee projects:
 1. Crossings- subject to funding, to produce a prioritised, costed set of designs for key junctions in the town.
Lead: County Cllr R Oppenheimer and Mr R Mocatta
 2. Parking- to prepare an agreed strategy to input to East Hampshire District Council and Hampshire County Council for parking (both on and off street).
Lead: County Cllr R Oppenheimer and Mr R Mocatta
 3. The Town Centre Spine- within the next 12 months (i) produce an outline costed plan for the Town Centre Spine and (ii) hold a public consultation event on the town centre.
Lead: Mr R Mocatta
 4. Cycling and walking in the Town- to produce a Local Cycling and Walking Infrastructure Plan (LCWIP), or a similar type plan, for the Town.
Lead: Mr G Morgan-Owen
 5. Tourism – to agree a tourism strategy and future plans for the Town Visitor Centre.
Lead: Ms L Bevan
 6. Signage – new and updated heritage signage in the town.
Lead: Cllr S Dewey
12. To receive the minutes from the February meeting of the Petersfield Neighbourhood Plan Review Working Party (*to follow*).
13. To receive an update from the Petersfield Climate Action Network (*verbal*).
14. To review the planning applications received by the Planning Committee on 22nd February 2021 (*attached*).

~ End ~





PETERSFIELD TOWN DEVELOPMENT COMMITTEE

TOURISM WEB SITE

Introduction

The Tourism Working Party prepared a Client Brief dated January 2020 for the creation of a new Tourism Web Site to replace the current 'visitpetersfield' website. The brief was sent out to a number of local Web Site companies (as instructed in T0571), as well as the company who currently facilitates the Petersfield Town Council web site.

3 proposals have been received and information is as follows:

Contractor A

Contractor A has understood the brief, but has no direct experience of a Tourism Web Site. They have written a number of websites over a period of 13 years and have offered a Wordpress Solution.

Time to design website 12-14 weeks

Costs are

One off £7,850.00

Including - Website hosting for first year - *Thereafter £100+Vat per year*

Including - SSL Certificate and installation for the first year - *Thereafter £79+Vat per year*

Including - Domain name migration for management - *Domain renewal cost £25+Vat per year* **Including** - Logo Creation and Development for website and further promotional use

Including - Bespoke created cinematic hand and drone video footage for use on homepage and further marketing

Other Comments

- Introduced the idea of creating calmness and wellbeing for web pages
- Suggested a logo
- Didn't provide a CV of the staff
- Offered the idea of cinematic drone footage
- Images to be provided by client



Design A – Contractor A



Contractor B

Contractor B has understood and detailed the brief, but has no direct experience of a Tourism Web Site. They have written a number of websites and have offered a Wordpress Solution.

Time to design website 14-15 weeks

Costs are

Design & Structure	£1200
Research and acquisition of content	£2400
Technical Development and Creation	£4000
Initial SEO	£ 800
Project management time	£1200`

Total: £ 9600

Other costs to be aware of:

Hosting	£15/month
SSL (security) certificate	£29.99/year
Other plug-ins for advanced functionality (contingency)	£200/year



Design A – Contractor B





Design B – Contractor B





Other Comments

- Passionate
- Displays depth of local knowledge
- Closely followed brief
- South Downs National Park referenced in design

Contractor C

Contractor C has understood the brief, but has no direct experience of a Tourism Web Site. They have written a number of websites and have offered a Wordpress Solution.

Time to design website 11-12 weeks

Costs are

One off £10,000.00 +VAT

Website hosting - optional

Hosting of the website on a cloud based virtual private server with dedicated resources
£200.00 +VAT / 12 months

Website maintenance - optional

Full back-up of the site, upgrades applied to WordPress core, plugins and theme with testing
£150.00 +VAT / 3 months

Website management - optional

A set time allowance for creation of new content pages and amendments (four hours)
£200.00 +VAT / per month

Other Comments

- Weak design examples and no offer in proposal of a design
- Skilled designer with awards and credential
- Good testimonials, some of which are local clients

Tourism Working Party Recommendation

Based on the information provided in the proposals, our recommendation is contractor B for providing the most comprehensive and complete proposal, which addressed all aspects of the brief.

Members of the Tourism Working Party scored the above contractors in the following aspects – Followed Brief, Design Offer, Company Profile, Cost Breakdown, Process, Skills/CV and Previous Work.

Briefing Note - INCOMPLETE DRAFT

9

Walking, Cycling and Other Issues at the Junction of Dragon Street / The Causeway / Hylton Road and Sussex Road

(including cycle links to Tesco and on to Alderfield / Meadow Lands etc)

1 Introduction

The Petersfield Strategy Group has prepared a list of potential schemes which are to be given priority in the context of the Petersfield Place-making Action Plan. This note has been written to support and inform this Action Plan in regard to cycling and walking issues. It describes some of the problems encountered by pedestrians and cycle riders when moving around Petersfield and identifies some potential solutions. The intended readership are the councillors and officers who are contributing to the Petersfield Operational Group (POG) and the Petersfield Strategy Group (PSG), together with transport professionals who will be responsible for the detailed design of the schemes as they move forward to the design phase.

This note was prepared by Keith Hopper and Gethin Morgan-Owen both of whom are residents of Petersfield who take an active interest in transport issues in the Town. It provides a preliminary rather than a final view and hence is marked "Incomplete draft". It is the intention of the authors to refine and extend the contents, depending on the feedback received on this first draft document.

There is much that needs to be done to improve facilities for cyclists and for pedestrians throughout Petersfield (evidence for this can be found in the Place-making Project Spreadsheet which identified 45 locations in need of improvement, while the LCWIP identified 68 locations for cycling alone). The topics covered here have been confined to those placed on the priority list prepared by the PSG¹.

The focus of this note is the junction of Dragon Street - Causeway - Hylton Rd and Sussex Rd and the possibility for cycling links to Tesco and on to Alderfield / Meadow Lands etc. The background is described below, followed by sections which describe the problems and explore solutions. A summary of the relevant parts of some recent transport related reports is provided in Sections 5-7 describing the cycling issues in greater detail.

2 Background

The town of Petersfield is located at the junction of the historic London - Portsmouth road (north-south) and the Midhurst to Winchester road (east - west). In the early part of the 20th century these were designated as the A3 Trunk Road and the A272, with the A3 dominating life in the town due to the narrowness of College Street and Dragon Street as well as their many junctions. The town is now much quieter as the A3 has been re-located immediately to the west of the town in the form of the dual two-lane by-pass that was opened to traffic in 1993. Drivers using the east-west route are now directed onto the by-pass via a Link Road to the north of the town and therefore by-pass most of the town.

Shortly after the opening of the new road, major works were carried out on College Street and Dragon Street as part of the By-pass Demonstration Project (along with 5 other towns in England), with the aim of reclaiming the streets long term for the residents. The carriageway was reduced in width with more space set aside for pedestrians and landscape enhancement works. The mini roundabout at the junction of Dragon Street and Sussex road was removed as traffic movements had become much easier. Large areas of carriageway were enhanced with blocks and granite setts, some of which is now showing signs of movement and is in need of major maintenance works. It should be noted that areas of granite setts are seen as a major problem for cyclists as they have a serious effect on the stability of the cycle and rider, especially when wet and when turning across them. Their use should be limited to non-cycling areas and existing ones should be removed.

Traffic from Chichester and internal traffic heading for Winchester has to use one of the two east west routes within the town. Station Road is central and direct but straddles a level crossing adjacent to the railway station, whilst the southern route via Hylton Road, Swan Street and Frenchman's Road passes under a low railway bridge, ruling out use by larger vehicles.

¹ See the meeting notes for the PSG meeting on 18th December 2020.

There has been an increase in traffic over the years as the town has increased in size and formal crossing places have been installed on the north-south route at College St / Tor Way junction (Toucan) and Dragon St / High Street junction (Puffin) but nothing has so far been installed at the junction under study at the south end of Dragon Street. The footways leading up to the junction and around it have changed little over the years except that the informal crossing point on the Causeway 30m to the south is showing signs of increasing success. Many drivers will now give way and stop for people to cross, as long as they are standing on the kerb and visually reacting with the drivers. From a cycling point of view there have been a number of changes: Shiprights Way has been installed and narrow 1m wide advisory cycle lanes painted on the Causeway to the south of the Tesco roundabout. The latter is highly contentious as the width is now deemed to be inadequate. (Further comments on cycling issues are shown in sections 5-7). The whole issue of mixing pedestrians and cyclists on the original footways is seen as highly contentious. Sometimes illegal use of the footway by cyclists is seen whilst on other designated shared use routes there is invariably less width available than stated in the guidance (LTN1/20) and insecurity and safety issues are felt by both pedestrians and cyclists.

The current emphasis on Active Travel puts the spotlight on walking and cycling and there are serious problems at this junction for pedestrians, cyclists and traffic emerging from the side roads. At peak hours there are long delays on the side roads and stress and danger for pedestrians and cyclists. Details on the traffic flow, speed and cycling flows are quantified in Section 4.

The Petersfield Infant School is located on St Peter's Road with the major pedestrian access off Hylton Road just 100m away from the junction under discussion. Navigating the junction is quite a daunting prospect for pedestrians and cyclists, with no formal crossing places for pedestrians and cyclists being dominated by vehicles, especially with the heavy turning movements.

Other issues being considered in the area are:

- A new vehicle access into the extension of the Tesco car park for drivers coming from the south into town,
- School street closures as a possible trial for the Infant School, where parents shut the road to traffic during the crucial times at the beginning and end of the school day. (A new concept from DfT).
- Both Hylton Road and Sussex Road have width problems resulting in shuttle working for vehicles due to the legally parked cars. Hylton Road is within the town centre 20mph zone and has road humps and cushions to encourage reduced speeds, but that does make it a difficult road for cyclists and limits the capacity of the road during the important peak hours. It is known that there is a latent demand for additional traffic to use the road as some drivers are put off using the junction at present due to the difficulties. Installation of a mini roundabout or traffic signals at the junction would undoubtedly attract additional traffic.
- Sussex Road is an entry point to the town from Chichester and Liphook / Midhurst via Pulens Lane, which is an unofficial northern by-pass to the town. There are problems with vehicles coming into the residential area too fast and suddenly coming to a stop for the narrow section with its shuttle working. Consideration of reduced speed limits on Sussex Road would be welcomed by many.

3 Assessment of Problems and Some Solutions

The principal problems with the junction are twofold:

- a) the inappropriate speed of southbound traffic on Dragon Street travelling towards the junction on a downhill gradient round a right hand curve with limited forward visibility and
- b) poor visibility for pedestrians crossing the road especially from Hylton Road towards Sussex Road, also for cyclists and drivers emerging from the side roads.

Vehicles on Dragon St and the Causeway have priority over everyone else and it is a very busy junction in peak hours, with a lot of turning manoeuvres. The attitude of drivers towards pedestrians and cyclists leaves a lot to be desired, but that is inevitable when the side road traffic is under such pressure to move away when a suitable gap in the traffic appears.

The delays for the side road traffic are then made worse by occasional locking of the sections of shuttle working on each side in Hylton Road and Sussex Road. Some form of control is required to take away the

dominance of the main road - the choice being a mini roundabout or traffic signals. In addition to that, speed needs to be reduced so that drivers start to take more notice of the pedestrians and cyclists around them.

The provision of a 20mph zone (with suitable traffic calming) would enable cyclists to stay in lane and move at the speed of the vehicles and a mini roundabout with narrow lanes and clear deviation would give some security to cyclists in their turning movements. Any vertical traffic calming features would need to be bus friendly (ie 6m long tables plus 1:20 ramps) as is a commonly used standard. Carriageway widths can be reduced so as to widen the footways but a safe crossing point on Dragon Street is essential (could be a zebra on a table) as well as on all other arms. Some could be informal, or the use of four zebras could be a real step change to help pedestrians. Regular traffic calming features are required to support a 20mph zone, which could extend from the Tesco roundabout through to Tor Way, taking in the junctions with St Peter's Street and the High Street. It would be advantageous for both pedestrians and cyclists if the 20mph zone could be extended beyond Dragon Street so as to include Heath Road (from Dragon Street through to Heath Road West and The Avenue so as to form a strong link from the town centre to the Heath and Pond.

The provision of traffic signals with a pedestrian only phase should be considered, but delays caused by the phasing could be commonplace due to the amount of right turning movements. There could be a possible ban on right turns into Hylton Road (U-turn at the Tesco roundabout) but this may have little benefit. The effect on the overall ambience of the streetscene needs to be considered.

3.1 Key outcomes of the design:

1. A reduction in traffic speeds on Dragon Street to less than 20mph.
2. A formal / informal crossing point for pedestrians on Dragon Street to the north of Sussex Road.
3. Improved informal crossing points on all three other roads (or zebra crossings).
4. It should be easier and safer for cyclists to emerge from Sussex Road and Hylton Road.
5. Serious improvements to the quality of life for pedestrians and cyclists, thereby encouraging these modes of transport.
6. Traffic control on the junction to ease movement out of the side roads.

3.2 Possible features to achieve the above:

1. Extend the existing 20mph zone (Hylton Road) across into Sussex Road and along The Causeway and Dragon Street.
2. Install traffic calming to support the 20mph zone.
3. A mini-roundabout or signal control on the junction.

3.3 Further opportunities:

1. New access into the Tesco Car Park from The Causeway or Hylton Road.
2. Extend the cycle route from Meadow Lands past Tesco to Hylton Road.
3. Consider extending the 20mph zone along Sussex Road to Heath Road West and converting the 40mph length to 30mph alongside the Heath.

3.4 Further opportunities within a 20mph zone:

1. Reduction of the carriageway width to benefit pedestrians and reduce vehicle speeds.
2. Provision of speed tables at the pedestrian crossing points.

4 Traffic Speed and Volume

4.1 Traffic Flows

Table 1 shows traffic volume on the roads which meet at this crossroads. The speed limit is 30 mph. The volume of traffic along Dragon Street and the Causeway is heavy in cycling terms. Anecdotal evidence suggests that the proportion of HGVs is low.

Street/road	Vehicles per hour during the AM peak	Vehicles per day (weekdays)
Dragon Street - between St Peter's Rd and Hylton Rd	955 Source: 2018 Transport Study	10,500 Source: 2018 Transport Study
The Causeway - between Tesco roundabout & Sussex Rd	1,400 Source: Richard Parker Consultancy Ltd, Transport Assessment, 2015.	14,000 Estimated
Hylton Road	460 Source: 2020 Junction Feasibility Report	4,600 Estimated
Sussex Road	590 Source: 2020 Junction Feasibility Report	5,900 Estimated
Notes The figures indicate bi-directional flows. Where figures are labelled as estimates, the number of vehicles per day was assumed to be 10 times the AM peak figure.		

Table 1: Traffic volumes on the roads which meet at this crossroads

In 2018, the speed of northbound traffic in Dragon Street, between St Peter's Rd and Hylton Rd, was measured to be 26.2 mph (85th percentile)².

The following bullets summarise some limited statistical evidence about the volume of cyclists using the Dragon St - Sussex Rd etc crossroads:

- 64 cyclists /day were counted in Hylton Rd in May 2018³, but we have not seen any cycle count data for Dragon Street, The Causeway, or Sussex Road.

5 Background from the Cycling Perspective

5.1 Cycle Flows on the Tesco Roundabout

The road between Dragon Street and the Causeway is the primary north-south route for traffic through Petersfield. As a result, these streets are heavily trafficked in cycling terms, whilst still being below capacity in traffic terms. Borough Road and the off-road route through Alderfield and Meadow Lands provide a more comfortable north-south cycling route. They are identified as part of the Town's cycle route network in the LCWIP⁴, which is not the case for the roads which meet at the crossroads of Dragon St - Sussex Rd - The Causeway - Hylton Rd.

Only limited statistical evidence about the volume of cyclists using the Dragon St - Sussex Rd etc crossroads has been found. 64 cyclists /day were counted in Hylton Rd in May 2018⁵, but we have not seen any cycle count data for Dragon Street, The Causeway, or Sussex Road.

The following geographic factors influence the cycle flows at and near this junction:

- This crossroads is about 60 m from the gate for Petersfield Infants School on Hylton Road and about 250 m, as the crow flies, from the southerly gate for The Petersfield School (TPS). 521 TPS pupils and 247 pupils from Petersfield Infants walked to school in 2019 and 32 TPS pupils cycled, according to figures collected by HCC in 2019.

² HCC/Hampshire Services, Technical Transport Study for Petersfield Town, August 2018.

³ HCC/Hampshire Services, Technical Transport Study for Petersfield Town, August 2018.

⁴ EHDC LCWIP Technical Report V1.2, August 2020.

⁵ HCC/Hampshire Services, Technical Transport Study for Petersfield Town, August 2018.

- This crossroads is close to the Tesco store and The Grange Surgery. It is about 300 m from some attractive destinations, most notably the town centre and the Heath.
- The Tesco Roundabout is approx. 100 m south from this crossroads. There are cycle lanes on both sides of The Causeway heading south from the Tesco Roundabout.
- There is a lack of off-road routes for cycling to the east and north of this crossroads and it lies on the obvious route for residents on the Causeway who wish to cycle to access the Heath or the High Street. The same is true for residents of Sussex Road who will need to use this crossroads to reach Tesco or TPS.

In view of the evidence shown above, it is concluded that this crossroads is not part of a primary cycle route. However a significant number of cyclists, including some TPS pupils, have no choice but to use this crossroads for local access.

5.2 Cycle Flows on the Off-road Routes Linking Tesco, TPS, Alderfield and Meadowlands

Near this crossroads there are some useful off-road pedestrian and cycle routes which link Hylton Road, Borough Road (via Alderfield) and Cranford Road (via Meadow Lands), together with the Tesco store and The Petersfield School (TPS). No documented evidence about the volume of cyclists using this route was found. However the following is pertinent:

- The “suggested route network” in the LCWIP identifies all the arms of this route as a key part of the Town’s cycle network.

This route passes a gate of TPS which whilst not officially the main gate, probably sees the majority of pupils who walk and cycle since it is on a direct route to the centre of the Town.

6 Issues With Dragon St, Hylton Rd-Sussex Rd Crossroads from the Cycling Perspective

Cycle riders encounter the following conditions when crossing this junction from east-west or vice versa:

- **Heavy traffic:** crossing 2 lanes on a cycle against a traffic flow >10,000 vehicles/day which is moving at 25-30 mph will be regarded as uncomfortable by most user users, according to Table 10-2 of LTN 1/20⁶. Hence measures to improve safety should be considered. Either additional traffic calming to reduce traffic speed, or the introduction of signal control.
- **Wait times.** So far, it has not been possible to observe the operation of this junction during the AM peak times. However it would seem likely that east/west bound cyclist encounter significant waits (up to a minute). At a crossroads such as this, it is sometimes necessary for cyclists to wait until all 3 arms in front of them are clear because drivers exiting the opposite arm fail communicate their intentions. There may not be an easy solution to this problem, other than the limited solution of introducing a cycle bypass from Sussex road for southbound cycle traffic.

Cycle riders encounter the following problem on some parts of Dragon Street, including this junction:

- **Problems with rumble strips:** setts have been installed as rumble strips in several locations in Dragon Street, including at this crossroads. Cycling over the setts used in Dragon Street is uncomfortable. They are slippery in wet weather and so are a hazard when used on parts of a junction where cyclists turn or brake. When the mortar is worn, the gaps between setts can trap a cycle tyre and destabilising a bike. The poor condition of several rumble strips in Dragon Street suggests that they are susceptible to subsiding leaving a depression or a deep hole, which are unsafe for cycle riders especially in close proximity to traffic. The rumble strips encourage cyclist to weave erratically in and out of the narrow strip between the setts and the kerb. In view of these problems, these rumble strips should be removed and replaced by other traffic calming measures.

Opportunities for improving this junction and other junctions are constrained by the compact nature of the Town. The HCC Junction Feasibility Report mentions the introduction of a roundabout as a potential improvement. There are serious concerns over the safety of cyclists on conventional roundabouts but the design of a suitable mini roundabout with single lane entry, deviation of line and slow moving traffic should result in a layout that is to their advantage and safe. Hence the need for a 20mph zone with reduced speed of

⁶ DfT, Cycle Infrastructure Design, Local Transport Note 1/20, July 2020.

traffic and cyclists taking the same line as the vehicles, giving them greater freedom to make turning movements themselves.

HCC Junction Feasibility Report suggests extending the painted cycle lanes from the Causeway along Dragon Street. However these cycle lanes are simply too narrow to be safe for cycle users. Their width is well below that recommended in LTN 1/20. They are about 1.0 m wide whereas LTN 1/20 states that 2.5 m is preferred and the minimum acceptable width is 2.0 m where the peak vehicle flow exceeds 800 vehicles/hour. There is evidence that vehicles are driven closer to cyclists when there is a cycle lane according Manual for Streets 2⁷. Cycle lanes are more beneficial in the uphill direction as the speed differential between cyclists and vehicles tends to be larger. A single uphill cycle lane of the recommended width is far preferable to sub-standard cycle lanes in both directions.

7 Issues With the Off-road Routes Near Tesco and TPS from the Cycling Perspective

The presence of the Criddell Stream and the water meadow between Borough Road, Grange Road, TPS and the Tesco supermarket has discouraged development on the land behind Tesco, which has facilitated the construction of useful off-road routes which link Hylton Road, Borough Road (via Alderfield) and Cranford Road (via Meadow Lands), together with the Tesco store and TPS.

Cycle riders encounter the following issues when using the off-road routes connecting Meadowlands to Alderfield and to TPS and Tesco:

- The lack of a direct connection for cycling from Tesco Car Park to Hylton Road.
- The following signs indicate the difficulty in signing a continuous cycle route through the town where legal and safety issues have presented serious problems for the designers and are likely to baffle and discourage potential users:
 - “Cyclists dismount” signs near Alderfield and near Meadowlands.
 - An “End of route” sign near Tesco.
- Inadequate width which may cause conflict between pedestrians and cyclists (when constructed the routes were 2.3 m wide but in 2019 it was found that the width had been reduced by vegetation to about 1.6m in some places⁸).
- Allowance has not been made for the turning circle of bicycles at the junction to the south of Meadowlands.

Addressing these issues would encourage pupils and parents to walk/cycle rather than use a car. It would make it easier for residents in outlying neighbourhoods to the south to reach the Town Centre. It would also improve NCN 22 (National Cycling Network Route 22).

8 The Petersfield Neighbourhood Plan

The Petersfield Neighbourhood Plan identified that there was a congestion problem at this crossroads but did not identify a remedy.

9 The Potential for Cycling and Walking

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%⁹. For cycling, this pattern are consistent with the “Bikeability” appraisal in the LCWIP which found low levels of bikeability. Data on the distance of the journeys made suggests there is potential for a large increase in walking and cycling. LTN 1/20 describes how London has seen growth following investments in cycling and walking, see Section 2.2. A core principal of LTN 1/20 is that cycling infrastructure should be designed for significant numbers of cyclists.

⁷ CIHT, Manual for Streets 2, 2010.

⁸ TDC Cycling and Walking Working Group, Review of Conditions on Shared Pavement, etc within Petersfield, October 2019.

⁹ EHDC LCWIP, Summary Report V1.2, August 2020.

10 Further Sources of Information

There may be additional source documents which could be useful in understanding the movements of pedestrians and cyclists. For example school travel plans, more recent school travel surveys, evidence from school governor and parents. The temporary installation of automatic counters on the off-road routes could produce useful information about cycle and pedestrians movements , as could manual counts.

**Briefing Note, February 2021**

Background

Hampshire County Council declared a Climate Emergency in June 2019 and Cabinet approved the Hampshire County Council Climate Change Strategy and Action Plan in 2020.

The Strategy is based upon two targets set by the County Council; to be Carbon neutral and to be resilient to a 2 degrees temperature increase by 2050, for both the County Council and the wider County area.

The Strategy has been developed using robust evidence to ensure we are focussing on the right areas; these are the key sectors where action will need to be taken.

The County Council has limited control over the majority of the emissions in the Hampshire area, so it is really important that the whole Hampshire community, including other public sector partners, residents, and businesses play their part.

One key sector and new area of work where the County Council is starting to take more action is on energy use within the residential sector. Last summer we announced four community projects that will focus on this area. See [Community projects | Hampshire County Council \(hants.gov.uk\)](https://hants.gov.uk/community-projects)

Solar Together scheme

One of the projects, the Hampshire Solar Together scheme is launching on the **15 February**.

The scheme, managed by iChoosr, independent experts in group buying schemes, seeks to increase the amount of renewable energy being generated at household level, which is one of the major gaps in Hampshire.

Targeted to homeowners and SMEs, the schemes will give residents the opportunity to buy high quality solar panels and battery storage from reputable traders at a highly competitive price. Please see 'How does it work?' below.

Communications

Approximately 170,000 targeted homeowners across Hampshire will receive a direct mail of the offer from the week commencing 1 March, although anyone can register their interest to join the scheme.

In addition, wider communications such as press releases and social media posts will also be taking place to support the launch, and throughout the scheme, in partnership with the District and Borough Councils across Hampshire.

Approved posters, flyers, and images have also been circulated with this briefing note should you wish to support and advertise the scheme any further within your local community.

This information is being sent to all Hampshire County Council Members, District and Borough Council Officers, Town and Parish Councils and Hampshire Climate Change Community Groups.

Various webpage links are also provided below for further information.



Briefing Note, February 2021

- For further information please visit: [Hampshire Solar Together Scheme](#)
- To pre-register your interest and join the scheme please visit: [iChoosr Webpage](#)
- To view frequently asked questions on the scheme please click [here](#)
- To view the Hampshire County Council Strategy and Action Plan please click [here](#)
- For further information on the residential community projects please click [here](#)

How does it work?

Registration:

Registration opens on the 15 February 2021 and it's for free and without obligation. Simply provide details about your roof, such as its size and orientation.

Auction:

A supplier 'auction' will be held on 23 March, when our approved solar suppliers will bid for the work. The supplier with the lowest price wins and it usually favours local suppliers too. The more people that register, the better the deal should be for each household!

Personal recommendation:

From 22 April you will be contacted with a personal recommendation, based on the specifications of your roof. This includes your costs and specification of your solar panel installation.

You decide:

The decision is then yours as to whether you want to accept your recommendation. There is no obligation to continue. You will have until 21 May to decide and will be invited to visit an information session.

Installation:

If you accept, the winning supplier will contact you to survey your roof and set an installation date. All installations are planned to be completed by the end of October 2021.

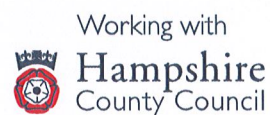


Are you thinking about getting solar panels, but not sure where to start?

Sign up today at
www.solartogether.co.uk/hampshire

Solar Together Hampshire

Do you want to save on your energy bill and generate your own clean electricity? Having your own solar panels can be an intelligent investment; not only can you save on your energy bill, but you will be powering your home with clean energy.



How does it work?



Registration

Register before 23 March for free, and without obligation online. You fill in the details of your roof, like size and position.



Auction

An auction will be held on 23 March. Our approved suppliers submit bids. The more people register, the better the deal for each household.



Personal recommendation

From 12 April you will be contacted with a personalised offer, based on the specifications of your roof. This includes the costs and specification of your solar panel installation, and the option to add battery storage.



You decide

The decision is then yours as to whether you want to accept your offer. There is no obligation to continue. You will have until 21 May to decide.



Installation

If you accept the offer, the winning supplier will contact you to survey your roof and set an installation date. All installations are planned to be completed by the end of October 2021.

Questions?

www.solartogether.co.uk/hampshire

Email us - hampshire@solartogether.co.uk

Call us - 0800 098 8415 (Mon-Fri, 8am-5pm)



Save more as a group



Clear information

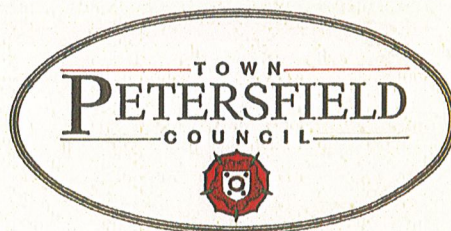


High-quality installation



Extended guarantees





NEIL HITCH
Town Clerk

Tel. (01730) 264182

The Town Hall
Heath Road
Petersfield
Hampshire
GU31 4EA

e-mail admin@petersfield-tc.gov.uk
www.petersfield-tc.gov.uk

27 January 2021

Dear Councillor

I hereby summon you to attend a meeting of the Planning Committee that will be held on 2nd February 2021 in the Council Chamber, town Hall, Petersfield at 6.30pm, and via Zoom teleconference/video-conference facility as permitted by UK Government legislation during the current Covid-19 pandemic. The log in details to join via Zoom are as follows: [https://zoom.us/](https://zoom.us/join?j=81537143129) with ID:815 3714 3129 (members of the public are asked to email committee.admin@petersfield-tc.gov.uk in advance for the password).

Yours sincerely,

p.p Neil Hitch
Town Clerk

AGENDA

1. To receive and record apologies for absence.
2. Approval of minutes – to approve the minutes of the meeting of the Planning Committee held on the 12th January 2021.
3. To consider the granting of a dispensation under Section 33 of the Localism Act (2011) to enable members to participate in, and vote on, an item of business on the agenda where they would otherwise have a disclosable pecuniary interest and to confirm how long this dispensation may have effect.
4. To receive and record Declarations of Interest. Councillors are reminded of their responsibility to declare any disclosable pecuniary interest which they may have in any item of business on the agenda no later than when that item is reached. Unless dispensation has been granted, members may not participate in any discussion of, or vote on, or discharge any function related to any matter in which you have a pecuniary interest as defined by regulations made by the Secretary of State under the Localism



Act 2011. Councillors must withdraw from the Chamber when the meeting discusses and votes on the matter.

5. Chairman's Comments.
6. Public Participation. To suspend Standing Orders to enable members of the public to make statements on any planning application appearing on the agenda with a time limit of 3 minutes for and/or 3 minutes against an application. Only one statement for or against an application will be permitted.
7. Planning applications – to consider and make comments on the under mentioned applications received from the Planning Control Manager.

<u>Plan no.</u>	<u>Particulars of Application and Name of Applicant</u>
SDNP/20/05717/HOUS	SINGLE STOREY REAR EXTENSION 83 Marden Way, Petersfield Mr & Mrs Ramsey
SDNP/20/05723/HOUS	SINGLE STOREY WRAP AROUND EXTENSION AND GARAGE CONVERSION AFTER DEMOLITION OF EXISTING SIDE EXTENSION 2 Pulens Crescent, Petersfield Mr & Mrs Broughton
SDNP/20/05724/LDP	LAWFUL DEVELOPMENT CERTIFICATE FOR PROPOSED USE OR DEVELOPMENT – SINGLE STOREY EXTENSION TO REAR FOLLOWING DEMOLITION OF REAR SUNROOM 23 Grenehurst Way, Petersfield Mr & Mrs Christie
SDNP/20/05805/TPO	T1 OAK EH 224/89 (BOUNDARY OF 115 AND 117 SUSSEX ROAD) CROWN RAISE TO HEIGHT OF 7M ON SIDE OF 117 SUSSEX ROAD AND REMOVE BRANCHES OVERHANGING THE FRONT GARDEN OF 117 SUSSEX ROAD. MAINTAIN TREE BALANCE AND SHAPE. T2 OAK EH224/89 – 30% CROWN REDUCTION TO MANAGE THE SIZE OF THE TREE AND MAINTAIN IT'S HEALTH AND SHAPE. REMOVAL OF ANY DEAD WOOD AND EPICORMIC GROWTH. T3 YEW TPO EH224 – REDUCTION OR 10/20% IS SUGGESTED TO IMPROVE THE SHAPE. REMOVE EPICORMIC GROWTH FROM THE TRUNK Mere Cottage, 117 Sussex Road, Petersfield Nanette Grover
SDNP/20/05826/HOUS	GARAGE/WORKSHOP, CARPORT AND BIN/BICYCLE STORAGE WITH ASSOCIATED LANDSCAPING FOLLOWING DEMOLITION OF EXISTING GARAGE 20 Barham Road, Petersfield

Paul and Melanie Flint

SDNP/21/00048/FUL

REPLACEMENT OF UPVC WINDOWS AND DOORS TO THE
FRONT ELEVATION FACING DRAGON STREET (WEST
FACING) WITH TIMBER SASH WINDOWS AND A TIMBER
FRONT DOOR AND THE RETENTION OF THE PHA HOMES
SIGNAGE ON THE WEST ELEVATION
32 Dragon Street, Petersfield
Denise Rajchel

<End>