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East Hampshire Local Cycling and Walking Infrastructure Plan

January 2025

Hampshire
County Council

EAST
HAMPSHIRE
DISTRICT COUNCIL

Foreword from Councillor Adams-King

Councillor Nick Adams-King
Leader of Hampshire County Council

Hampshire County Council is committed to delivering better environments where people can walk and cycle – both for their day-to-day journeys, and in our public spaces. Walking and cycling are a big part of the solution to a number of the greatest challenges that we face including climate change; air pollution; obesity and equal access for all to more active and greener ways to travel.

If we are to meet our 2050 vision for Hampshire to be prosperous, expand people's life opportunities, achieve our climate change emergency targets, and our public health goals we need walking and cycling to be safe, direct, and attractive for everyone of all ages. We want to do even better for our residents, and we need our networks to be accessible to everyone and cater for the majority of users, whether they are walking with a double buggy, have a health condition, or disability that makes our public spaces more challenging to use.

Walking and cycling have the potential to replace shorter car trips made in Hampshire, including around a third of all commuting trips. Walking and cycling are practical everyday ways of travelling, for even just part of a journey, that can help to make us healthier, happier and greener, with more equal access on foot, by bike or public transport to key services such as schools and shops, and we look forward to boosting these sustainable ways of travelling for everyone in Hampshire.

Hampshire County Council and East Hampshire District Council officers, local interest groups and local councillors from across political parties have worked together to develop a common understanding of what improvements are needed. This has resulted in this document, the East Hampshire District Local Cycling and Walking Infrastructure Plan. We embrace the Government's objective of making walking and cycling the natural choice for short journeys. This aligns closely with our own aspirations.

However, achieving our ambition and delivering the measures in this plan depend on central Government supporting us with sustained and significant funding for active travel infrastructure. Having this plan in place is the first step we must take in order to be able to make the case for whatever funding the Government subsequently makes available.

Councillor Adams-King

Foreword from Councillor Robert Mocatta

Councillor Robert Mocatta,
Portfolio holder for Regeneration and Prosperity
East Hampshire District Council

“This Local Cycling and Walking Infrastructure Plan (LCWIP) is the culmination of work that began in 2017, to provide a vision for enhancing, promoting and investing in active travel in East Hampshire. Simply, we want to enable more residents to cycle and walk if they are able to and see better quality infrastructure as a contributing factor in this decision making.

The LCWIP represents East Hampshire District Council and Hampshire County Council’s shared commitment to enhance wellbeing through enabling healthier, more active lifestyles and address the climate emergency. It also aims to ensure better and easier connectivity with our closely-linked neighbouring districts. This Plan will enable funding to be directed where it is needed most, based on a strong evidence base and input from numerous residents, experts, and stakeholders.

It is clear there are challenges currently limiting how residents, commuters, and visitors can get around the district by active means. Transport is the most significant source of carbon emissions in the district and this Plan is therefore a vital part of our extensive ongoing climate action, including our ambitious Council target to be net zero by 2035.

The LCWIP also lays out the collaborative approach needed to meet these challenges, and ongoing work will be required to realise its ambition and implement these much-needed interventions. Delivery of the LCWIP is a key part of Hampshire County Council’s Local Transport Plan 4. It also closely supports the objectives of East Hampshire’s recently adopted Climate and Environment Strategy, Regeneration and Economy Strategy, and Council Strategy.

Officers from East Hampshire District Council and the County Council have worked closely to ensure this LCWIP has ended up as a clear, ambitious, and achievable plan which will help ensure we have a green, prosperous, and thriving district.”

Councillor Robert Mocatta
Portfolio holder for Regeneration and Prosperity

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Section one

Introduction

Hampshire County Council and East Hampshire District Council share a focus on implementing walking and cycling infrastructure and the investment needed for this, to provide a healthy alternative to the car for local short journeys to work, local services and schools. This approach is integral to Hampshire's adopted Local Transport Plan 4 (LTP4).

In doing so, all residents and visitors of East Hampshire District will experience benefits, such as: a reduction in air pollution, fewer delays and decreasing frequency of collisions on the highway, and improved accessibility for people of all ages and abilities.

What is an LCWIP?

Local Cycling and Walking Infrastructure Plans (LCWIP), as set out in the national Cycling and Walking Investment Strategy (CWIS), are a strategic approach to identifying cycling and walking improvements required at the local level.

They enable a long-term approach to developing local cycling and walking networks, ideally over a ten-year period, and form a vital part of the national strategy to increase the number of trips made on foot or by cycle.

The key outputs of LCWIPs are:

- a network plan for walking and cycling which identifies preferred routes and core zones for further development;
- a prioritised programme of infrastructure improvements for future investment; and
- a report which sets out the underlying analysis carried out and provides a narrative which supports the identified improvements and network.

Walking and cycling policies

This plan is supported by policies developed and delivered by Hampshire County Council, including the Local Transport Plan 4 and Hampshire's walking and cycling strategies, which:

- provide a clear statement on Hampshire County Council's aspirations to support walking and cycling in the short, medium and long term;
- provide a framework for support of local walking and cycling strategies;
- provide a means of prioritising Hampshire County Council's funding to the best value walking and cycling investments; and
- support Hampshire County Council in realising funding opportunities for walking and cycling measures.

LTP4 has a vision, two guiding principles and policies to help achieve the vision and outcomes of the plan.

The Vision – A carbon neutral, resilient, and inclusive transport system designed around – and with – people: which supports health, well-being, and quality of life for all; supports a connected economy and creates successful and prosperous places; and respects and seeks to enhance Hampshire's unique natural and built environment.

The two guiding principles are

1. Give people a choice of high-quality travel options;

2. Provide a transport system that promotes high quality, prosperous places and puts people first

The core and theme policies which support this LCWIP are;

CP1 – putting people and places at the heart of our decisions

CP6 – Encourage sustainable travel behaviour

HP1 – Deliver the infrastructure required to support a large-scale shift towards walking and cycling for everyday trips

HP3 – Widen participation and broaden the appeal of walking and cycling as a natural travel choice.

Local policies and plans

Below is a summary of several key plans and policies for Hampshire, East Hampshire District Council that support the LCWIP.

East Hampshire District Local Plan

The existing East Hampshire District Council Local Plan was adopted in two parts, Part 1 in 2014 and Part 2 in 2016, respectively. East Hampshire District Council consulted upon the Regulation 18 version of its emerging Local Plan (2021–2040) at the beginning of 2024. Links to cycling and walking are continued through the ongoing transport assessment for the Local Plan. The emerging Local Plan contains strong policy wording that encourages delivery of active travel routes to support sustainable development.

Neighbourhood plans

Neighbourhood plans are a way for communities to have a say in the future of the places where they live and work by producing plans that hold weight in the planning process. The following communities in the district have adopted or have emerging neighbourhood plans:

- Alton Neighbourhood Plan 2021-2040
- Beech Neighbourhood Plan 2019–2028
- Bentley Neighbourhood Plan 2015-2028
- Bramshott and Liphook Neighbourhood Plan 2020-2040

- East Meon Neighbourhood Plan 2016-2032
- Liss Neighbourhood Plan 2011-2028
- Medstead and Four Marks neighbourhood plan 2018-2028
- Petersfield Neighbourhood Plan 2013-2028 (modified in 2018)
- Rowlands Castle Neighbourhood Development 2022-2033
- Ropley Neighbourhood Plan 2019-2028

All of local neighbourhood plans above include measures to improve walking and cycling in general and will be updated in the future. Neighbourhood plans will be reviewed regularly and updated as and when considered appropriate.

All adopted and emerging neighbourhood plans for the East Hampshire district can be viewed at East Hampshire District Council website **www.easthants.gov.uk**.

For the Petersfield Neighbourhood Plan see the South Downs National Park website **www.southdowns.gov.uk**.

Whitehill and Bordon Transport Strategy

Whitehill and Bordon is being transformed into a sustainable green, healthy and connected town. Supporting delivery of the vision for the town is the emerging Whitehill and Bordon Transport Strategy which sets out how sustainable and active travel interventions should be delivered to improve connectivity within the town and beyond.

The list of priorities in this emerging Transport Strategy are:

- redesign of the Station Road/Camp Road junction to provide better pedestrian accessibility
- Changes to user priority on Station Road
- measures to reduce traffic on Budds Lane
- improving existing walking, cycling and vehicle parking facilities in the high street to further reduce traffic and lower vehicle speeds
- introducing seating areas and planters on the high street and town centre areas
- enhancement of the 18 public bus service to Farnham to half hourly frequency, exploring options to time buses to meet rail services
- upgrades made to bus stop facilities in town
- improving walking and cycling crossing facilities on the A325 relief road
- upgrading pedestrian and cycle facilities at Oakhanger Road and Budds Lane junction
- completing the Green Grid Green Loop
- introduction of car club vehicles in the future
- future introduction of micromobility scheme
- refresh of the community travel plan and associated action plan
- recommendation that lower parking standards are considered for development within close proximity of the town centre.

East Hampshire District Council Initiatives for the Climate and Environment Strategy 2024-2029

This East Hampshire District Council Strategy sets out the Council's priorities to get to net zero carbon emissions by 2035 or sooner and to work with residents, businesses and stakeholders to reach net zero by 2050. Transport is one of the main sources of carbon emissions in the East Hampshire District. This strategy has been developed along with a supporting delivery plan to address this issue.

This LCWIP supports the action plan through the development of district-wide, sustainable transport provision.

South Downs Local Plan (July 2019)

The South Downs National Park Authority local plan was adopted in 2019 following examination in public. The South Downs National Park Authority local plan sets out how the authority will manage development in their area across the plan period which extends to 2033.

A Local Plan Review is being carried out to ensure the adopted plan is up to date and addresses nature recovery, climate change and supports local communities to thrive.

www.southdowns.gov.uk/planning-policy/south-downs-local-plan-review

Hampshire County Council Local Transport Plan (LTP4)

The LCWIP supports Hampshire's adopted Local Transport Plan 4 Vision of 'A carbon neutral, resilient and inclusive transport system designed around people, which: supports health, wellbeing and quality of life for all; supports a connected economy and creates successful and prosperous places; and respects and seeks to enhance Hampshire's unique environment'.

LTP4 contains two guiding principles, these are to:

1. give people a choice of high-quality travel options; and
2. provide a transport system that promotes high-quality, prosperous places and puts people first.

The LCWIP aligns with the Healthy Places policies in LTP4, including:

- Policy HP1: Delivering the infrastructure required to support a large-scale shift towards walking and cycling for everyday trips;
- Policy HP2: Enabling healthy neighbourhoods and high streets in partnership with communities; and
- Policy HP3: Widen participation and broaden the appeal of walking and cycling as a natural travel choice.

The LCWIP supports Rural Transport policies including:

- Policy RT1: Maintaining accessibility in rural areas, and providing realistic alternatives to reduce dependency on the private car; and
- Policy RT2: Providing sustainable access to the countryside.

Why do we want an LCWIP for East Hampshire District?

In June 2019, Hampshire County Council declared a Climate Emergency, joining more than 70 local authorities across the country in committing to put environmental issues at the heart of everything it does. With around a third of carbon emissions in Great Britain coming from road transport, this LCWIP supports important mitigation and adaptation to climate change, including targets for carbon neutrality.

Shortly after East Hampshire District Council declared their climate emergency in July 2019 and adopted a wide-ranging **Climate and Environment Strategy** in August 2020. East Hampshire District Council recently adopted the refreshed Climate and Environment Strategy in July 2024.

In August 2020 East Hampshire District Council published their first LCWIP, developed by Witteveen+Bos UK Limited on their behalf.

This initial LCWIP strived to act as an evidence base for the improvement of existing, and the development of future walking and cycling networks across the district; it was produced to support relevant external funding bids for these infrastructure schemes.

The process of developing the initial LCWIP had been to examine the existing network of walking and cycling routes within the district and then to identify the required infrastructure improvements.

The next phase of the LCWIP was to strategically outline the priority infrastructure schemes within the district, where the greatest impact can be achieved. However, with changes in national guidance (for example the publication of LTN 1/20 July 2020), the 2020 LCWIP required further work to ensure it meets with the latest standards.

Following from this initial work, East Hampshire District Council and Hampshire County Council agreed to jointly develop a revised LCWIP for the East Hampshire, building upon the previous LCWIP and through a long term and ambitious programme of measures; re-engaging with stakeholders and users to develop the wider network. The South Downs National Park are a key stakeholder in the development of this LCWIP.

East Hampshire District Council's Regeneration and Economy Strategy 2024 – 2029 sets out the four priority themes for the District Council to enhance the district and drive forward economic growth and prosperity. One of those priority themes is Sustainable Connectivity with activity identified to improve accessibility around and between major development sites, towns and villages to services, facilities, education and jobs.

The East Hampshire LCWIP will be a significant aspect to support improving accessibility.

The district has three main towns, Alton, Petersfield and Whitehill and Bordon; large local service centres including Liphook and Horndean and small local service centres including Clanfield, Four Marks and Bentley. There are large rural parts that make up the district which includes a section of the South Downs National Park, with a much more dispersed population. This LCWIP will cover the whole of the East Hampshire District, including the areas within the National Park.

We are committed to improving roads and paths in East Hampshire, helping to build healthier and friendlier neighbourhoods and supporting active, healthier modes of transport such as walking, cycling and public transport that are accessible to everyone. Transformative walking and cycling improvement programmes in other parts of the country are helping to build healthy and friendly neighbourhoods.

The plan will help us to improve both the physical and mental health of our residents. It will support the aims of Hampshire County Council's public health strategies by making local places healthy and safe, and building physical activity into daily routines.

Walking and cycling are good for the economy. Studies have shown that pedestrians and cyclists spend more than drivers in local shops per month, through multiple visits; and that traders frequently overestimate access by car. Walking and cycling schemes frequently achieve better value for money than schemes aimed at relieving congestion alone, and have wider benefits such as improved public health, air quality, reduced community severance and congestion relief.

For further information on the previous draft East Hampshire LCWIP please follow **this link**.

For further information on the Hampshire County Council walking and cycling strategies, please follow **this link**.

Description of East Hampshire District

The East Hampshire District covers a large section of the county of Hampshire, running from the north-east to the south-east. At around 51,400 hectares (ha) in size, it borders the neighbouring local authority areas of Winchester City District, Basingstoke and Deane and Havant Borough, as well as the counties of West Sussex and Surrey which include the Chichester District and Waverley Borough respectively.

East Hampshire District is largely rural in nature, with all of the settlements contained within the district separated by considerable distances. 57% of the district falls within the South Downs National Park, where the National Park Authority is the Planning Authority. For the rest of the district, East Hampshire District Council is the Planning Authority.

Protecting and conserving the South Downs is the responsibility of the South Downs National Park Authority. Hampshire County Council is the Highway Authority.

The estimated population of the district is 125,700 – according to the 2021 Census, this is an increase of 8.7% in comparison with 2011.

51% of the population are female and 49% male, with 16% of the population aged under 15 years, 61% of people aged 15 to 64 years and 23% of people aged 65 years and over[1].

Due to the dispersed nature of the district, provision of services is important to ensure access, without having to travel excessive distances (avoiding unnecessary trips by car). Services include community centres, sports and recreational facilities, allotments, educational, health and care establishments, emergency services, shops and pubs, libraries, cultural and arts, churches and places of worship.

There are many long-distance leisure routes for walking and cycling, across the district. Shipwrights Way is a popular 80km long distance route, running from Alice Holt Forest southwards over the South Downs and finishing at Portsmouth Historic Dockyard. This route is popular with many walkers, cyclists and horse-riders; linking the towns and villages of East Hampshire to the countryside, utilising a number of Public Rights of Way (PRoWs) rights and permissive paths.

The South Downs Way, a 160km long National Trail from Winchester to Eastbourne, crosses to the south of the district, via the Queen Elizabeth Country Park, following the old routes and drove-ways along chalk escarpment and ridges of the South Downs.

The Sussex Border Path a long distance route, approximately 240km in length, ending at Rye in East Sussex, orginates at Thorney Island in West Sussex and follows the Hampshire/Sussex border from from Emsworth to Liphook, via Rowlands Castle.

The Hangers Way begins at Alton Railway Station and finishes at Queen Elizabeth Country Park. It passes along a series of steep-sided wooded hills, known as “The Hangers”.

Transport

The majority of the larger settlements across the district are linked to each other by a series of A and B roads.

The A31 is the main east-west corridor through the northern part of the district. The A3 is the primary north-south corridor, connecting Portsmouth with Guildford and the M25.

Two national railway lines pass through the district: the Alton to London Waterloo line; and the London to Portsmouth Harbour line.

The Alton to London Waterloo line is in the north of the district, running in a north-east to southwest direction with main railway stations of Bentley and Alton, with the line terminating at Alton.

The Portsmouth Harbour to London Waterloo train line runs through the opposite side of the district, entering via the north-east district boundary and running north to south through the South Downs National Park, towards Portsmouth Harbour. Main railway stations on this line are Liphook, Liss, Petersfield and Rowlands Castle.

The Watercress Line is a heritage railway line operating between Alresford and Alton that still operates tourist trains along the remaining sections of the former railway line between these two towns.

The district has a number of other former railway routes that have either already been converted to public rights of way and/or active travel routes or have the potential to be repurposed as active travel routes.

There are a number of bus services currently providing public transport within the district, many of which connect the settlements to each other.

The north of the district, particularly settlements such as Four Marks and Alton on the A31 corridor, have hourly or half hourly services. The A3 star corridor provides high frequency services to the south, however other services generally have lower frequencies and fewer services across the day and week, when compared to more urban areas.

Some parts of the more rural areas in East Hampshire have a limited or infrequent bus service.

Local trip generators

Alton and Petersfield are two of the towns in the district which have mainline railway stations and a number of local facilities and attractions.

Alton has the Watercress Line heritage railway running between Alton and Alresford and the village of Chawton (approx. 1km south of Alton) is famous as one of the homes of the author Jane Austen.

Petersfield is situated within the unique landscape of the South Down National Park. The town centre focuses on many independent shops, restaurants and cafés.

[1] **nomisweb.co.uk**

A short walk from the town centre is The Heath, a 69-acre site with a 22 acre rowing pond. The Heath is a Site of Importance for Nature Conservation and a Scheduled Ancient Monument, with one of the most complex Bronze Age burial sites in southern England.

The town of Whitehill and Bordon has for several years, following the departure of the Army from the military barracks, been undergoing major redevelopment. Some 1000+ new homes have already been built across the town, with the hope of bringing 11,000 new residents, across 3,350 dwellings, to the area by the time the project is complete.

Infrastructure for Whitehill and Bordon is being significantly improved, with many new homes being constructed, along with major improvements in walking and cycling for utility and leisure trips in and around the town, known as the Green Grid/Green Loop (GGGL).

The district boasts some 4 million tourism day trips per year with many visitors walking and cycling for leisure, and also exploring the historic market towns and villages. As such, the connection between walking and cycling for transport and recreational walking and cycling is particularly important.

The South Downs National Park covers just over half of the District and is a major attraction for walking and cycling with a number of long-distance trails covering the area. Two of the main trails include the South Downs Way and Shipwrights Way.

Queen Elizabeth Country Park is situated within the South Downs National Park, approx. 4.8km south of Petersfield and covers 1,400 acres (6 km2).

It is an open access woodland and downland park, with numerous cycling and walking trails. The South Downs Way runs through the country park.

Due to the geography of the district, the neighbouring settlements of Waterlooville, Havant, Farnham, Basingstoke, New Alresford and Winchester, are also key destinations for workplaces and local amenities.

A number of educational and healthcare facilities are among other key trip generators for the main towns and larger villages of the District.

Walking and cycling in East Hampshire District

East Hampshire District, being largely rural in nature, has a large network of off-road style trails within the National Park area and a number of quiet country roads and lanes linking the smaller villages. However, cycle infrastructure within and between settlements is generally sparse throughout the District, mainly due to the size of the District and distances between settlements.

For the same reason, the network of walking routes between settlements and facilities is also limited, with the exception of long distance routes.

There are two major roads running through the District, the A31 and A3/A3(M), together with several busy ‘B’ roads. These roads can cause severance and barriers to walking and cycling generally due to proximity to heavy vehicle flows and high speeds.

The topography in some locations includes steep hills which can be a barrier to people walking and cycling.

More cohesive walking networks can be found within the individual towns and villages with footways running adjacent to the majority of roads located in each of the settlements, but there is always need for improvements in connectivity.

Short trips that are 5km or less have the greatest potential to shift from car to bicycle. In particular, the trips between Alton and Four Marks, Bordon and Liphook and Clanfield and Horndean have greatest potential for a shift towards active travel, with trips mostly between 2 to 6km in length.

Short cross-boundary car trips also illustrate strong commuting links between Four Marks and New Alresford, Clanfield and Waterlooville and Rowlands Castle and the Havant Borough.

Given these limitations, a total of 1% and 6% of individuals currently travel to work by bicycle and foot, respectively, in the 2021 Census[2].

Although it should be noted that this survey was undertaken during the national lockdown and may not accurately reflect current trends. In comparison, 1% and 9% of individuals travelled to work by bicycle and foot in the 2011 Census, respectively.

Around 59% of primary school children in the district arrive at school by car, 31% walk, 1% travel by bus or taxi, 5% by carshare and 1% by cycling. In comparison, most secondary school children walk to school with 46%, 19% bus or taxi, 21% by car alone, 4% by car share, 3% by cycling[3].

[2] **www.nomisweb.co.uk**

[3] Data taken from the annual **School Census 2023**

National Cycle Network (NCN) Routes 22, 23, 224 and 222 runs through the district. Route 22 is a mixture of on and off-road sections connecting London to Portsmouth. Route 224 is in the north of the district connecting Alice Holt Forest to Medstead.

This connects with NCN route 23 in Medstead and route 22 in Alice Holt Forest. Route 22 runs parallel to the strategic road network of the A3.

Developments and opportunities

As previously mentioned, East Hampshire District Council produced their own LCWIP back in August 2020. However, this LCWIP was never taken through the prioritisation process and fully adopted. Following changes to national policies on active travel (DfT's Gear Change and LTN1/20) the need was identified to update the LCWIP to align with these, in order to be successful in prioritising compliant cycling and walking measures moving forward.

Whitehill and Bordon Regeneration – Following the departure of the army garrison in 2015, local authorities, landowners, government bodies, developers, businesses and voluntary groups have worked hand-in-hand with the community to make life-changing and lasting improvements to the town of Whitehill and Bordon.

The partnership includes East Hampshire District Council, Hampshire County Council, Whitehill Town Council, Defence Infrastructure Organisation, Enterprise M3 LEP, Homes England, NHS, Abri, Barratt Homes, Whitehill and Bordon Regeneration Company and the Whitehill and Bordon Community Trust.

This was initially related to Whitehill and Bordon being designated an 'eco-town', while later activity was part of the Healthy New Towns programme.

A range of new facilities have been built across the town to encourage active and sustainable travel encourage, including the 'green grid green loop' a network of footpaths and cycle ways, connecting the new and existing town.

Development of Whitehill and Bordon is still ongoing with many more facilities and housing to be delivered.

Land East of Horndean – Land East of Horndean is a development of up to 800 dwellings, with approval in outline for community and sports facilities including a local hub, a primary school and employment land. In addition, the northern parcel of the site includes a 60-bed care home and around 120 older persons/care-assisted dwellings. The development is on the southern edge of the district and has the potential to include physical links to the Horndean village and the nearby Havant Thicket Reservoir major site. As at 2024, the northern parcel is under construction and the main site is going through reserved matters applications.

Horndean Green Trail and Heritage Network – A scheme being developed by Horndean Parish Council to develop and enhance a network of mainly existing footpaths and PRoWs (see **page 139** for more details).

Liss Masterplan – A scheme being developed by Liss Parish Council with work commissioned to Hampshire County Council. The masterplan will develop the village centre through placemaking initiatives including walking and cycling. This masterplan is important to the delivery of the LCWIP and as such has been integrated where possible.

Havant Thicket Reservoir – The first new major reservoir to be built in the UK for over 30 years. This strategic infrastructure site sits across East Hampshire district and Havant borough. The project will create jobs for local people and increase visitors to the area, with leisure walking and cycling routes planned. The reservoir provides the opportunity for active travel links between the two authorities, and it is critical that it is accessible by active modes, including from East Hampshire's Southern Parishes.

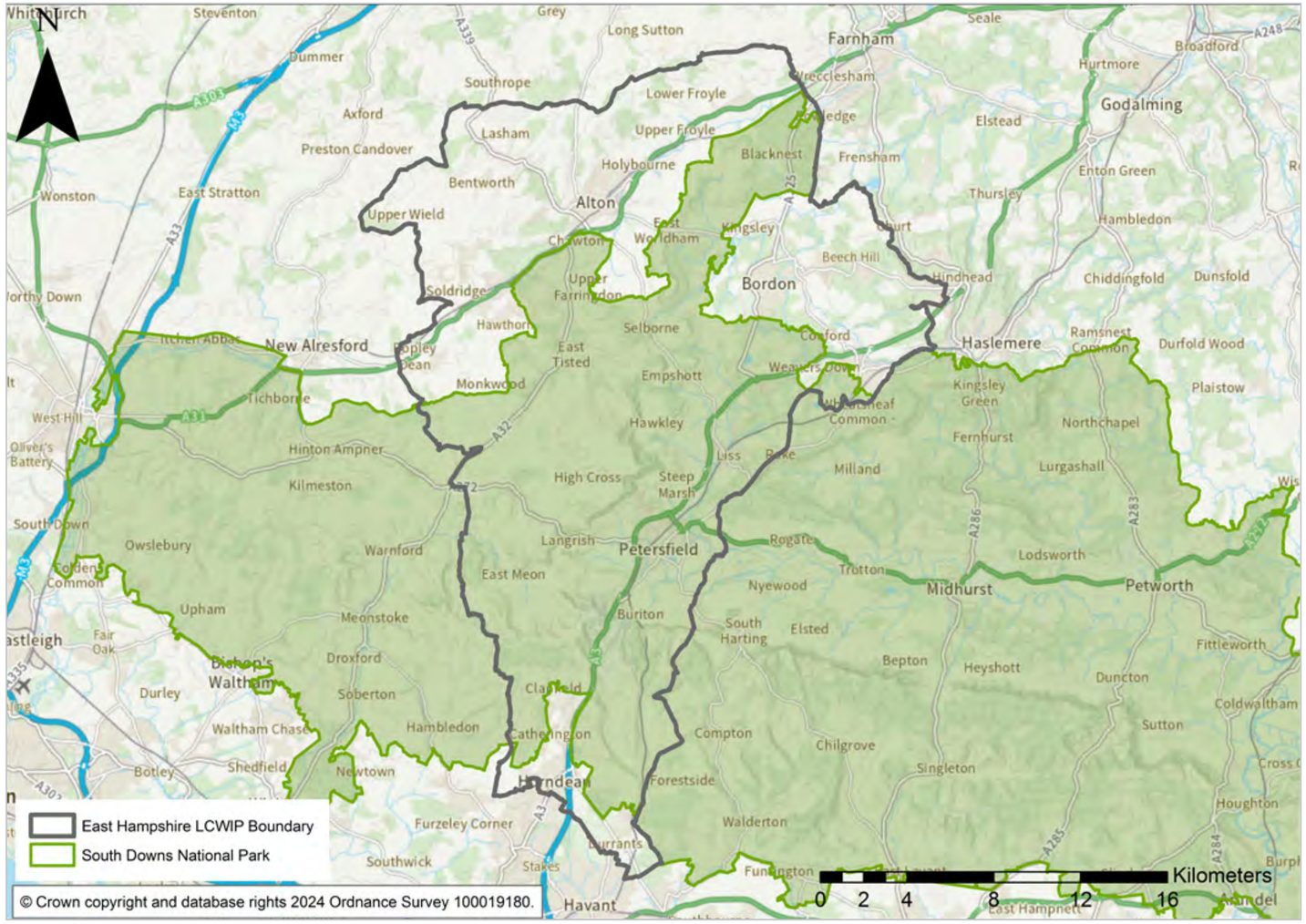
Four Marks and Medstead – Following recent development in Four Marks and Medstead study work has been undertaken to identify opportunities for improving the walking and cycling infrastructure in the area. A number of schemes are now being delivered, including widening of pavements, installation of informal crossing points and junction improvements.

Liphook Village Centre – Funding secured from development has been used to make improvements to the walking and cycling environment in Liphook. This has included installation of a new signalised pedestrian crossing and a safer walking route to Bohunt school. Further walking and cycling improvements are planned throughout the village.

East Hampshire District LCWIP boundary

The grey boundary shown on the map opposite shows the extent of the East Hampshire District. This boundary is consistent with the East Hampshire District Council administrative area.

Included in this area is the South Downs National Park (shown in green). The South Downs National Park Authority administrative area covers 57% of the East Hampshire District area.



Proposed cycle network overview

The map on the right shows the East Hampshire District LCWIP boundary and the proposed cycle network.

This LCWIP focuses on the district as well as the administrative area of South Downs National Park.

Primary, secondary and local cycle routes have been identified. More information about the route classifications can be found on **page 33-34** in Section Two.

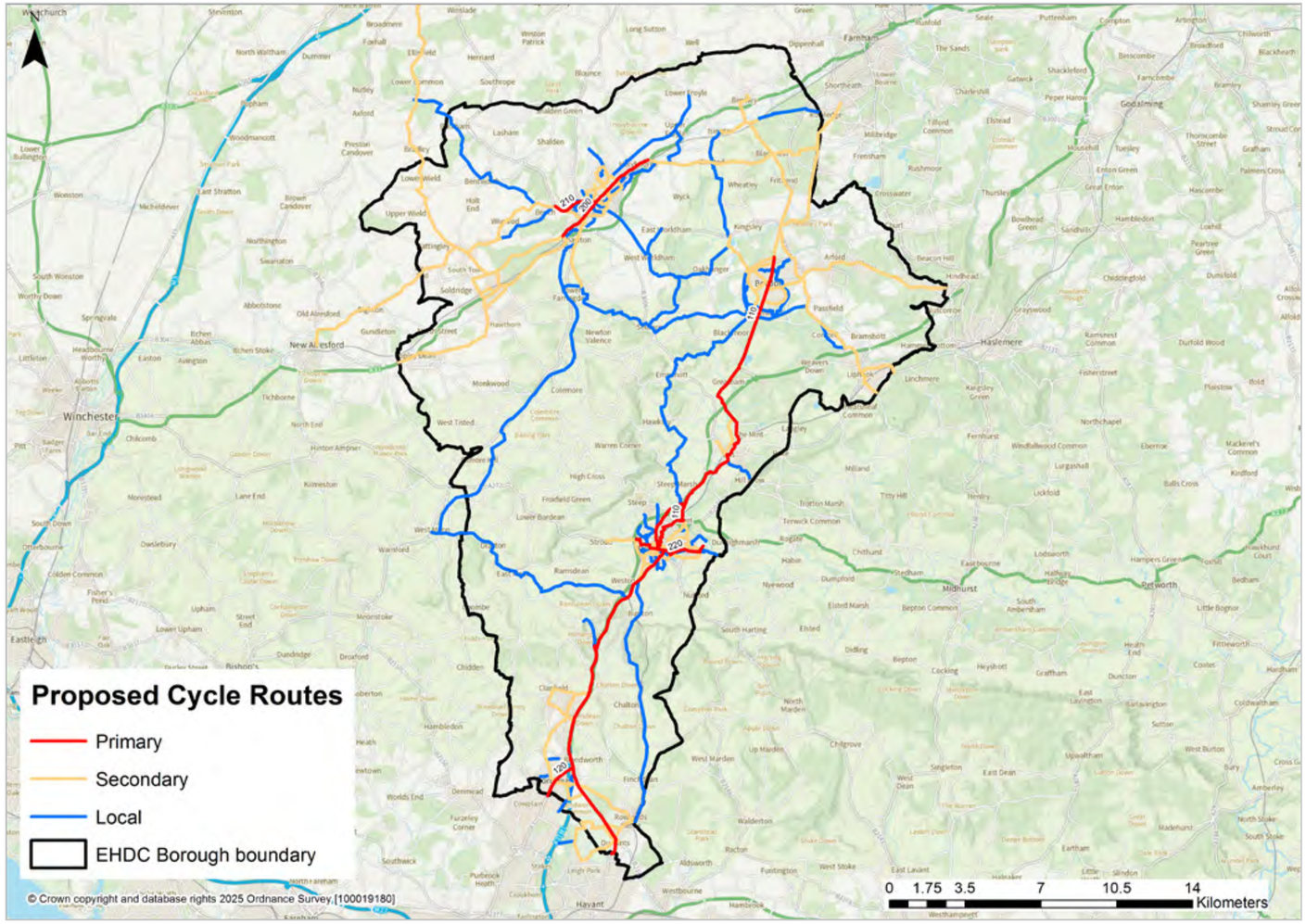
Primary routes represent busy, direct and main routes; secondary represent medium usage routes through local areas and feed into the primary routes. Local routes cater for local cycle trips and often provide links to primary or secondary routes.

Each primary route has been assigned a three-digit reference and has been audited. The audits of these routes can be found in section two of this document.

Due to the large number of routes identified from the data and through work with stakeholders, primary routes have been mapped and audited, secondary and local routes have been mapped and will be developed further in future iterations of this LCWIP.

National guidance suggests reviewing LCWIPs every 5 years.

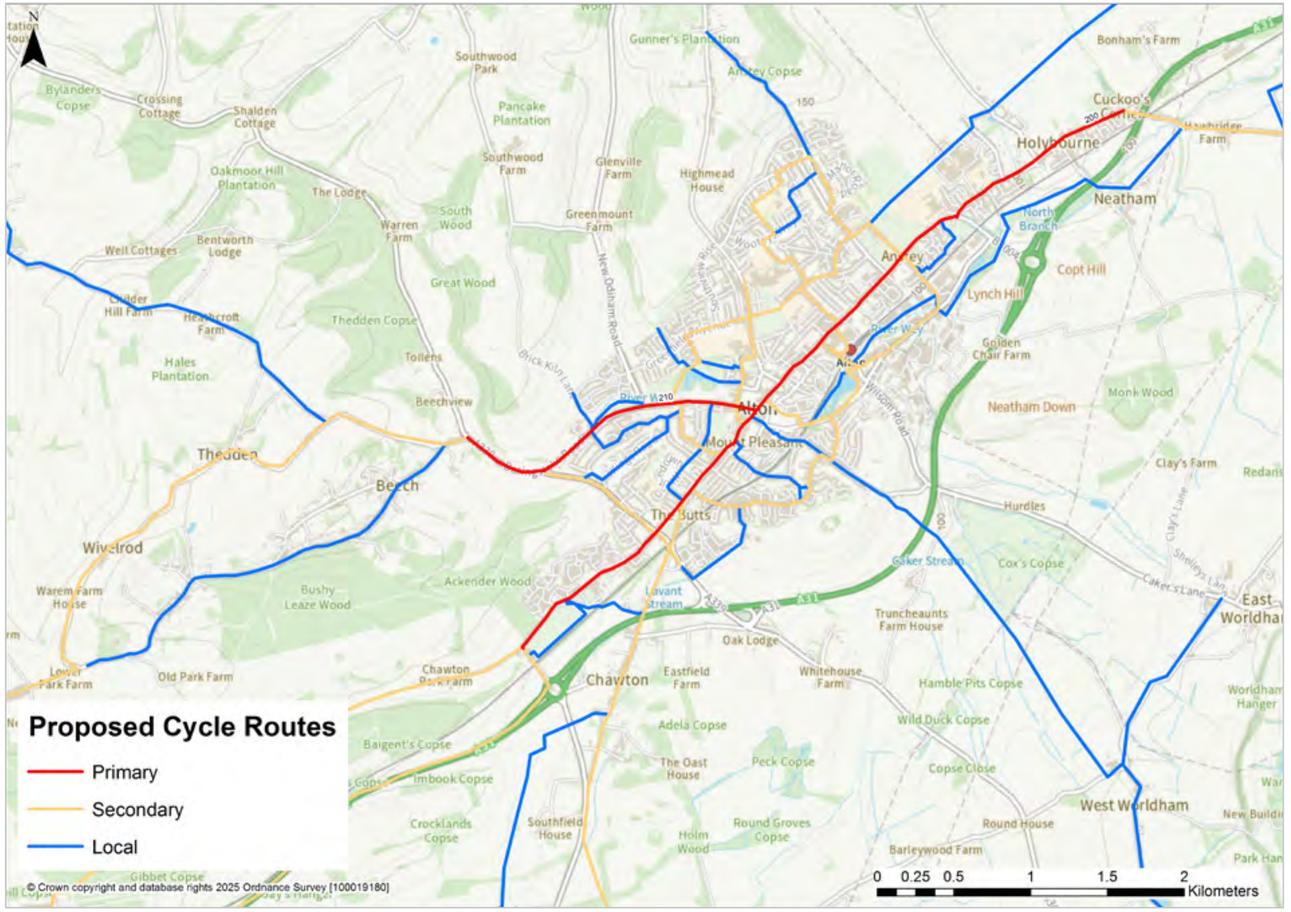
The route network outside of the district boundary aligns with other neighbouring boroughs and districts within Hampshire, as well as neighbouring county authorities.



Proposed East Hampshire District – Alton area cycle network overview

From the cycle network overview map, this map details the cycle network for Alton, showing the primary, secondary and local routes.

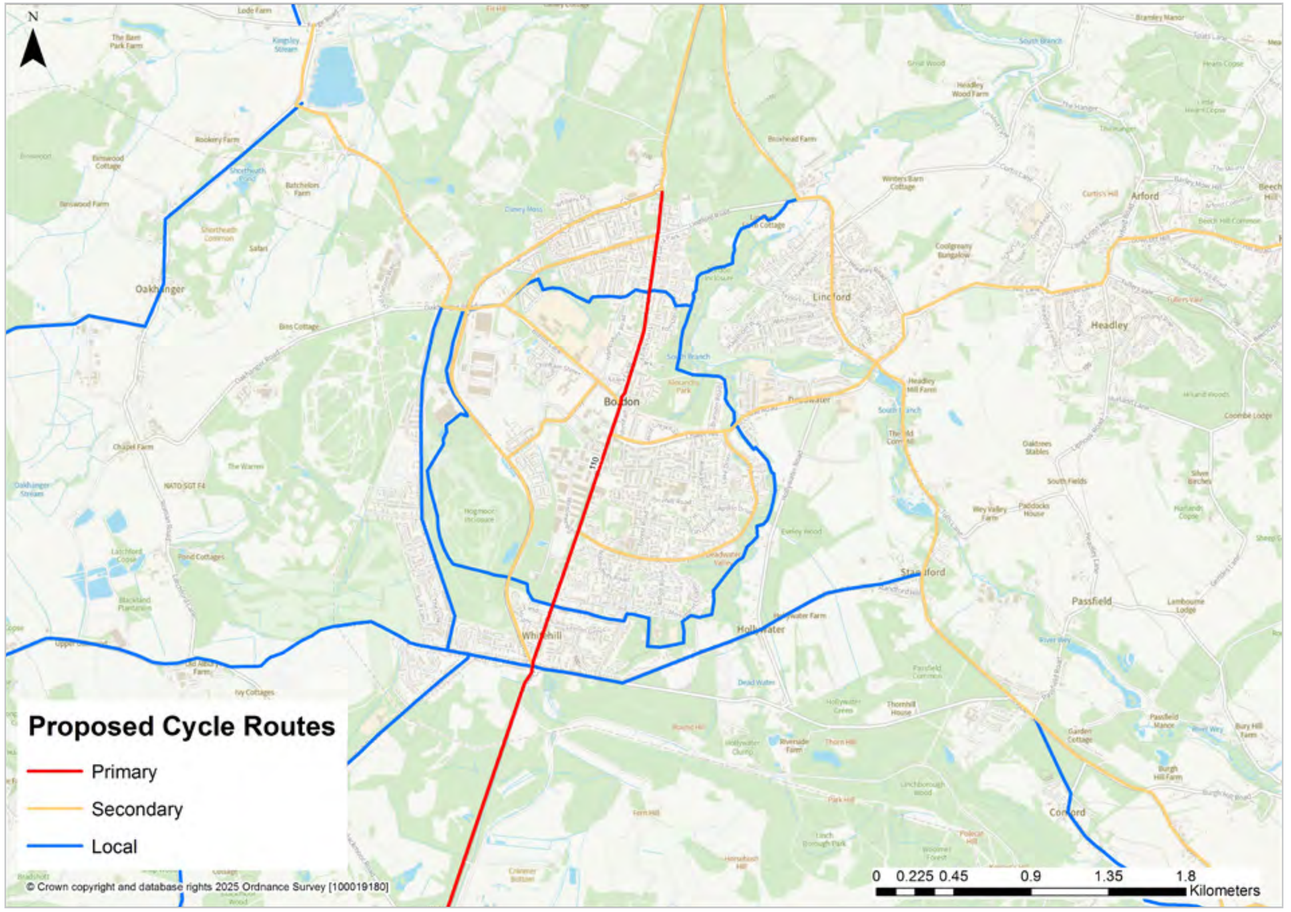
The two primary routes (200 and 210) have been audited with full details on their potential options contained within section two.



Proposed East Hampshire District – Whitehill and Bordon cycle network overview

From the cycle network overview map, this map details the cycle network for Whitehill and Bordon, showing the primary, secondary and local routes.

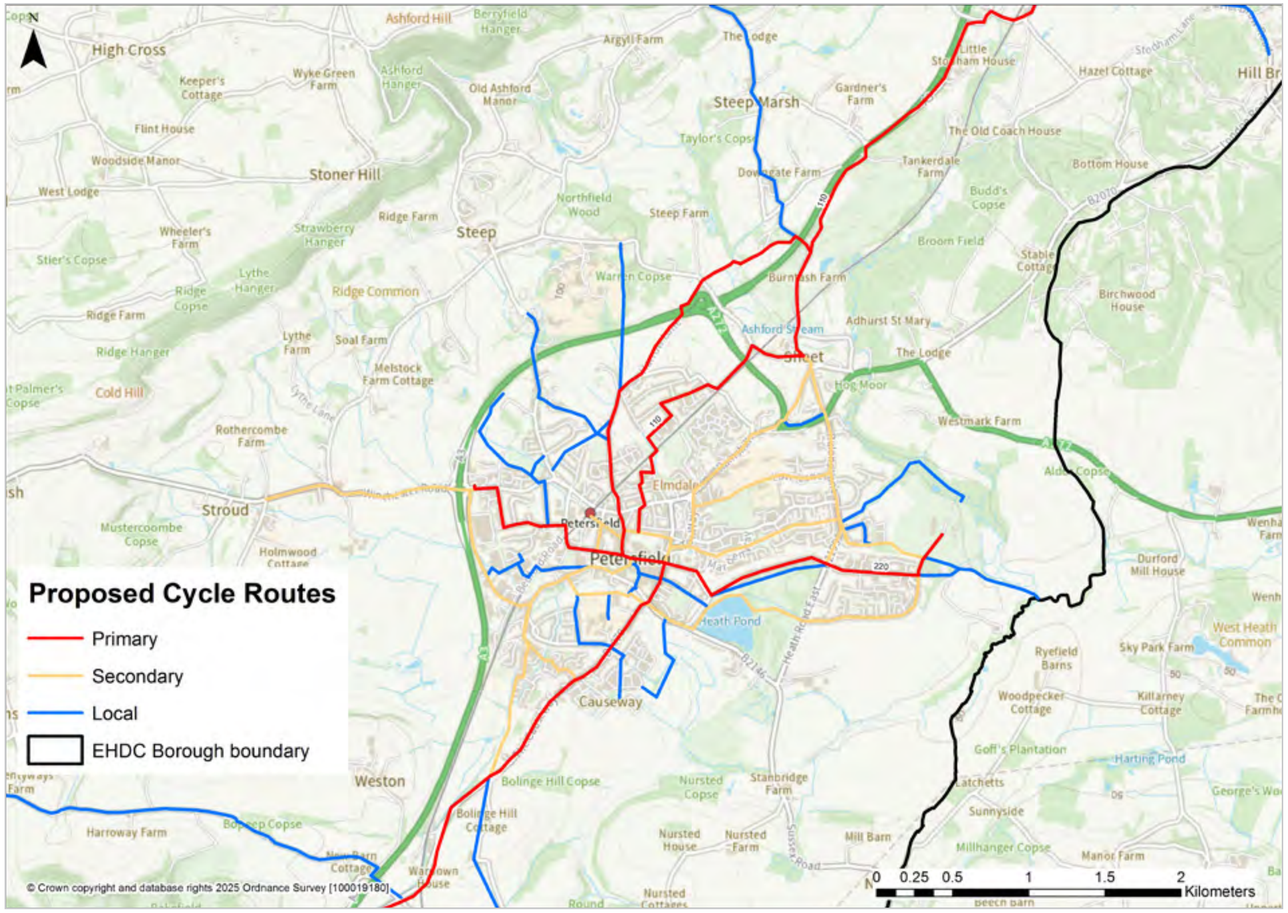
The main primary routes (110) have been audited with full details on its potential options contained within section two.



Proposed East Hampshire District – Petersfield cycle network overview

From the cycle network overview map, this map details the cycle network for Petersfield, showing the primary, secondary and local routes.

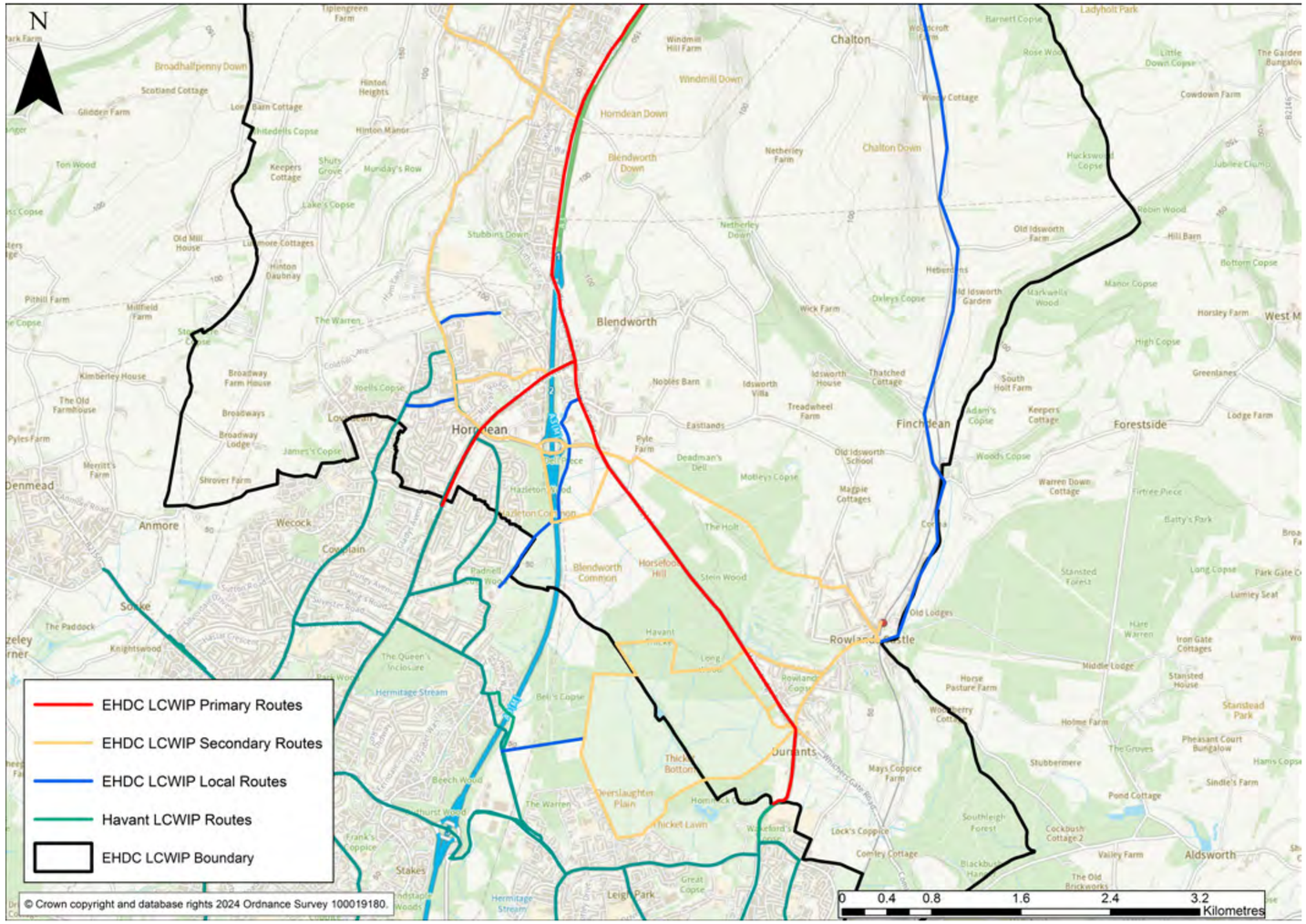
The main primary routes (110 and 220) have been audited with full details on their potential options contained within section two.



Southern Parishes network map

From the cycle network overview map, this map details the cycle network for the southern parishes of East Hampshire District, showing the primary, secondary and local routes. It also details the links to the Havant borough LCWIP network – see Havant LCWIP for details.

The main primary routes (110 and 120) have been audited with full details on their potential options contained within section two.



Proposed East Hampshire District Core Walking Zones

The map on the right shows the three Core Walking Zones (CWZ) that have been audited in the district.

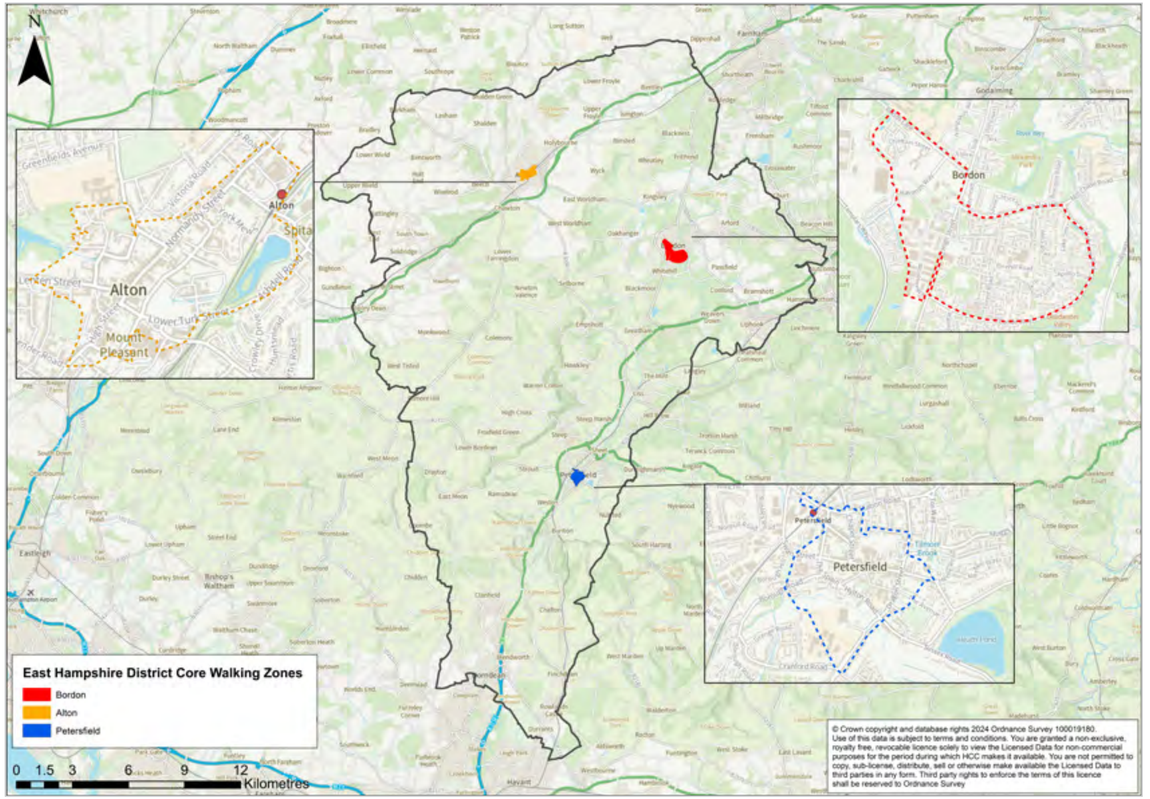
They are Alton town centre, Petersfield town centre and Bordon town centre. CWZs are areas that have a number of trip attractors/destinations in fairly close proximity to each other and are therefore generally walkable, hence the town centre focus. As outlined in the LCWIP guidance trip attractors typically include employment or commercial areas, educational establishments, healthcare facilities, retail, community and leisure facilities. As well as transport interchanges such as bus and railway stations.

The LCWIP guidance sets out that a CWZ should be a minimum of 400m in radius, which equates to approximately a five-minute walking distance. Key walking routes are identified within the CWZ and beyond it, towards any key destinations identified in the local area (such as a railway station or school).

However, the boundaries of each CWZ will vary dependent on the number and location of facilities. In the context of East Hampshire District, CWZs tend to be located in the towns and serve a much wider rural population than just within the CWZ boundary itself. Due to the rural nature of much of the district, many people will drive to a CWZ but when they are there will walk between the facilities within the zone.

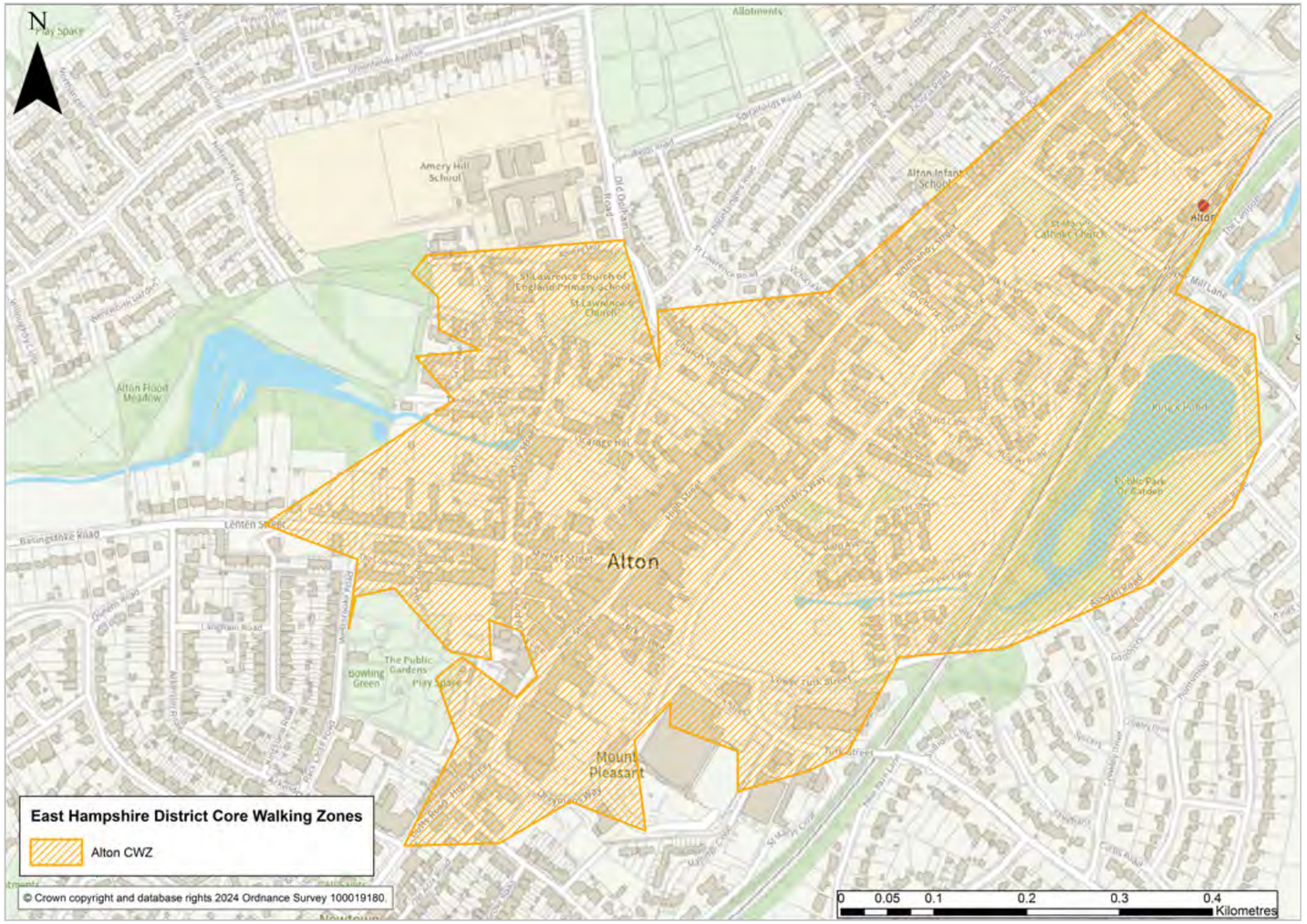
As outlined under ‘Network planning for walking’ in section two, these three walking zones were selected based on the amount of walking trip attractors, to reflect the shorter distances that people are likely to walk in the more densely populated areas of the district.

Full details of the CWZ walking route audits for Alton, Petersfield and Bordon, along with their potential options for each area, is outlined within section two of this LCWIP report.



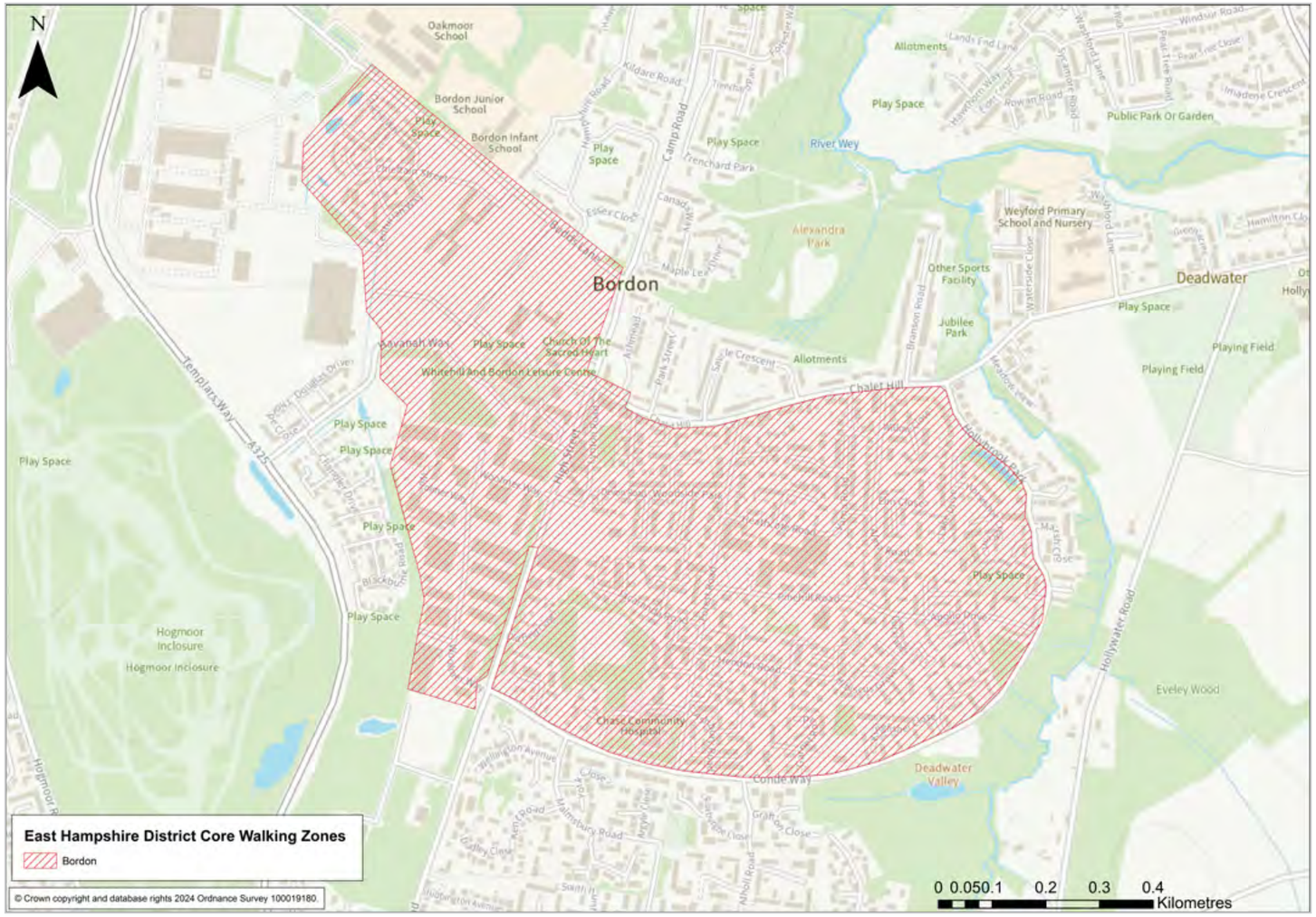
Core Walking Zone – Alton

From the Core Walking Zone overview map, this map details the core walking zone area for Alton. Further details on the audit for this zone, along with the walking routes to key local destinations outside this zone are fully detailed in section two.



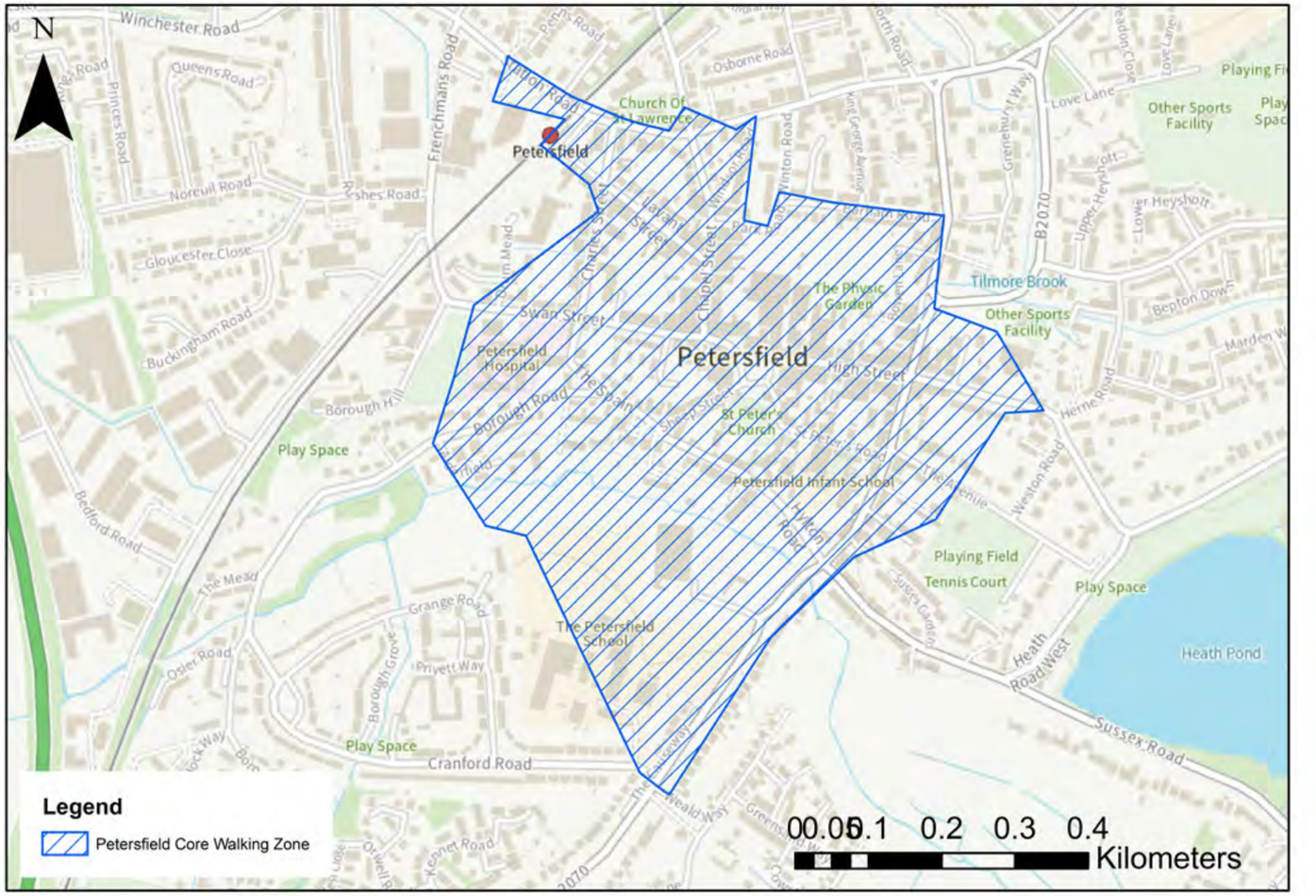
Core Walking Zone – Bordon

From the Core Walking Zone overview map, this map details the core walking zone area for Bordon. Further details on the audit for this zone, along with the walking routes to key local destinations outside this zone are fully detailed in section two.



Core Walking Zone – Petersfield

From the Core Walking Zone overview map, this map details the core walking zone area for Petersfield. Further details on the audit for this zone, along with the walking routes to key local destinations outside this zone are fully detailed in section two.



Methodology

LCWIP technical guidance

Under the guidance, the key outputs of LCWIPs are:

- a network plan for walking and cycling which identifies preferred routes and core zones for further development;
- a prioritised programme of infrastructure improvements for future investment;
- a report which sets out the underlying analysis carried out and provides a narrative which supports the identified improvements and network.

The LCWIP process has six stages:

1. **Determining scope**
   Establish the geographical extent of the LCWIP, and arrangements for governing and preparing the plan.

2. **Gathering information**
   Identify existing patterns of walking and cycling and potential new journeys (via stakeholder workshops and important origins/destinations within the area). Review existing conditions and identify barriers to cycling and walking. Review related transport and land use policies and programmes.

3. **Network planning for cycling**
   Identify origin and destination points and cycle flows. Convert flows into a network of routes and determine the type of improvements required.

4. **Network planning for walking**
   Identify key trip generators, Core Walking Zones (CWZs) and routes, audit existing provision and determine the type of improvements required.

5. **Prioritising improvements**
   Prioritise improvements to develop a phased programme for future investment.

6. **Integration and application**
   Integrate outputs into local planning and transport policies, strategies and delivery plans.

The East Hampshire District LCWIP stage one was determined by East Hampshire District Council and Hampshire County Council, who will lead on stages five and six. Hampshire County Council and East Hampshire District Council worked in partnership on stages two, three and four, with Hampshire County Council taking the lead role in developing the cycle network, walking zones and routes. Hampshire County Council were responsible for auditing of the proposed primary cycle network, core walking zones and walking routes, and developing the potential options.

East Hampshire District LCWIP development

Following on from the previous East Hampshire draft LCWIP (2020) this new draft LCWIP has been co-developed and co-funded by Hampshire County Council, and East Hampshire District Council. This LCWIP has been produced in line with DfT guidance, against the six stages as set out under the technical guidance.

Stages 1 and 2

Hampshire County Council engaged with East Hampshire District Council on determining the scope of the area to be covered by this LCWIP. The local authority area of East Hampshire District was considered taking into account the South Downs National Park Authority area.

Input from East Hampshire District Council, South Downs National Park Authority and key stakeholders was used to help establish the route network under stage two.

Hampshire County Council and East Hampshire District Council jointly delivered two key stakeholder workshops in March 2023, to gather information on how the district is used, and to identify the barriers to getting around by active travel modes, as well as access issues.

Key stakeholders invited included, amongst others, South Downs National Park Authority, local access groups, cycling and walking groups, active travel groups, Hampshire County Council Countryside Access, as well as local parish councils, County and local ward Councillors.

Following this, an initial version of the LCWIP network (including CWZs) was shared with East Hampshire District Council, South Downs National Park Authority and key stakeholders to gather feedback and comments. This feedback was used, during stages three and four, to help produce the final draft LCWIP network that features within this report and is now subject to public consultation.

Stages 3 and 4

As well as the stakeholder input under these stages the network development took into account other sets of data to determine the network. This included reviews of:

- Mesh Density
- Desk top reviews of relevant plans and policies
- Existing transport networks
- Population density
- Origins and destinations
- Clusters and desire lines
- Local site plan allocations
- Propensity to Cycle Tool (PCT) data

The Propensity to Cycle Tool (PCT) is an open-source transport planning system, part funded by the Department for Transport. It was designed to assist transport planners and policy makers to prioritise investments and interventions to promote cycling.

All of the above sets of data, including the PCT, are explained in more detail in section two.

Using all of the information gathered and reviewed, Hampshire County Council conducted the background data gathering and mapping and developed the cycle routes and core walking zones and route network presented in this LCWIP, together with agreement from East Hampshire District Council. Hampshire County Council carried out the audits and developed the potential options, as outlined within section two.

Stages 5 and 6

The 5th and 6th stages of the LCWIP methodology involve Prioritisation (5th stage) of the network followed by Integration and Application (6th stage). These stages commenced post-consultation and helped to update and inform this final version.

The prioritisation methodology covers four key themes, each containing a number of identified metrics, that help to rank the routes in a priority order. The key themes are taken from the LCWIP technical guidance. Further details of this is contained in the post-consultation chapters (**page 224**).

The final stage of the LCWIP – Integration and Application – considers how this LCWIP should be integrated into local policy, strategies and plans, as well as possible practical applications of the outputs from the LCWIP. Details of this, including funding and next steps, are outlined on **page 227**.

The adopted methodology was informed by the LCWIP Technical Guidance (2017), Local Transport Note 1/20 (LTN 1/20), the Walking Route Assessment Tool, and the Healthy Streets framework. LTN 1/20 provided the principal design guidance when developing potential options for the primary cycle routes. Further information on how we developed the LCWIP is provided in Section Two of this LCWIP report.

This LCWIP supports the national approach in preparing the national cycling strategy, ‘Gear Change’, by:

- identifying new and improved walking and cycling routes for prioritisation;
- aligning with key County Council policies and programmes that support local economic growth, improvements to health and well-being and the environment; and
- engaging key local stakeholders.

Other factors taken into consideration

The scope within the LCWIP guidance is often limited to utility trips to work, education and shopping of up to 10km. However, LCWIP cycling routes are often longer than this to reflect that one route will serve many trips starting and ending in different locations using part of the route. In addition, the rural context of the East Hampshire district area means that, to link up settlements both within and outside the district including work, education and shopping destinations, some routes will be much longer than in urban areas.

Some consideration therefore has been given to more rural/leisure routes such as Shipwrights Way.

The focus on utility trips in more urban settlements acknowledges that they have the greatest potential to convert car trips to walking and cycling trips, within local areas. Leisure trips outside of the urban area is being piloted in the development of LCWIPs covering more rural parts of Hampshire and the lessons learnt will be incorporated into future revisions of this plan.

The approach was to look at opportunities to create walking and cycling networks. Existing facilities and routes were considered, along with known improvement proposals. Local stakeholders helped to identify where new routes and improvements were needed. The potential walking zones and routes and cycle routes were then surveyed through a mixture of audit methods depending on the environment, with all walking audits conducted on foot, and cycle route audits undertaken by a mix of cycling, desktop analysis and/or driving along each route with a mounted camera.

Implementation

We are committed to delivering improved walking and cycling networks and zones across Hampshire; however, the inclusion of a specific route in the network plan is no guarantee that it will be implemented. While we have made every effort to ensure that our proposals are practical, it should be recognised that there are competing demands for highway space, including cars, buses, taxis and parking. Some sections of proposed routes may be on private land and discussions with landowners will be required. Proposed road space reallocations for walking and cycling will need to carefully consider implications across all modes, although the ultimate aim must be to reduce the dominance of motor vehicles, thereby easing congestion.

This report is not a feasibility study, but a high-level assessment. All proposals will be subject to further feasibility work and detailed design work will be necessary. In some cases, this may mean that a route is moved to an alternative parallel alignment.

If schemes are to be progressed, they will need to be prioritised for inclusion in delivery programmes alongside other proposals, with schemes subject to the appropriate level of business case development.

It is also intended that this LCWIP would be used to inform developers of the level of ambition for the walking and cycling network so that they may integrate their developments into the network and provide the necessary links to the network.

The LCWIP focus is on the routes and zones that have the greatest potential to convert car trips to walking and cycling trips.

This means they tend to have a more urban focus, where trips are often shorter, and where more people live, work and visit.

Hampshire County Council recognises this and will seek to address the balance for more rural areas, walking zones and tertiary cycle routes, in future versions of LCWIPs.

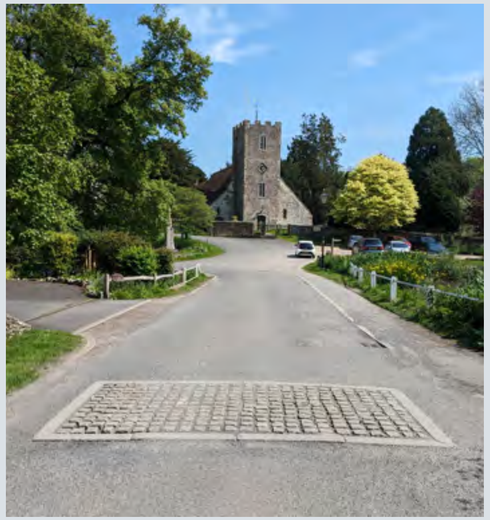
These future versions are likely to have closer links to our Public Rights of Way network.

A rural guidance note is currently being developed to provide guidance as to how this walking and cycling infrastructure can be implemented in the more rural areas. This guidance would be considered in the future design of any relevant scheme.

Case Study: Buriton

Buriton is a small village near Petersfield, located in the South Downs National Park. The village residents wanted to preserve its special character and slow down traffic, so a bespoke plan was developed with the support of the community.

The Parish Council, with the help of Hampshire County Council, started by removing unnecessary signs and barriers, and enhancing the natural features of the village, such as the church, school, pubs and duck pond. They used simple and sensitive design principles to improve a key crossroads, the main entrance gateways and the church area. They also used paving materials to create a lower speed environment and to highlight important spaces. The scheme was well-received and inspired other historic villages in the area to follow a similar approach.



Hampshire County Council walking and cycling principles

Together with movements in national policy and guidance, Hampshire County Council has developed its own principles for walking and cycling, which are now embedded in our Local Transport Plan (LTP4). These principles have been designed to:

- enable more people to walk, cycle or use public transport in scale with our Climate Emergency;
- deliver better environments to match our 2050 Vision, both in towns and in the countryside;
- deliver better transport for all;
- play our part in addressing the factors that contribute to public health including social disparities; and
- reduce social inequalities and exclusion by improving the ability for everyone to access destinations including work, education, visiting friends and family, shopping and leisure, without reliance on private cars.

There are ten walking and cycling principles, based on best practice and giving consideration to: aspirations, movement, place, maintenance and engagement.

These principles have all been established via County Council Member and Officer steering groups and consulted widely through these groups.

They were presented at Hampshire County Council's first ever Active Places Summit (October 2020) to engage with a wide range of people who use our streets, high streets and walking and cycle routes on a day-to-day basis.

1. **Overarching principles;**
2. **Planning; and**
3. **Design and implementation.**

1. Overarching principles

- Prioritise walking and cycling for healthier people, healthier transport and a healthier planet.
- Have an integrated approach to all aspects of planning, development, design and operation.
- Ensure our planning is network based, shaped by evidence and monitored.

2. Planning

- Engage a wide range of users, and potential users, in the design process.
- Reframe the potential for walking, cycling and public transport to work together for longer-distance journeys.
- Trial new things, and if they do not work, we'll change them.

3. Design and implementation

- Focus street design on people.
- Incorporate national design principles into every transport scheme. Our designs will be:
    - safe;
    - coherent;
    - direct;
    - comfortable;
    - attractive;
    - adaptable; and
    - accessible to all.
- Deliver walking and cycling environments that feel comfortable and provide inclusive access for everyone regardless of confidence, age and disability.
- Design the right scheme for each location.

These principles, when applied, will help reinforce Hampshire County Council's goals in delivering a healthy, accessible, sustainable and active county, well into the future.

Government vision for cycling and walking

In 2020, the Government published 'Gear Change: A bold vision for cycling and walking'. It states that:

'England will be a great walking and cycling nation. Places will be truly walkable. A travel revolution in our streets, towns and communities will have made cycling a mass form of transit. Cycling and walking will be the natural first choice for many journeys with half of all journeys in towns and cities being cycled or walked by 2030.'

To help deliver this vision, the Government:

- has developed new guidance on cycle design (Local Transport Note 1/20 – see below);
- recently established Active Travel England to act as an inspectorate and funding body, and to support local authorities to deliver the vision; and
- will be publishing new guidance on walking (and update to Manual for Streets).

The key principles that underpin LTN 1/20 are:

- cyclists must be separated from volume traffic, both at junctions and on the stretches of road between them;
- cyclists must be separated from pedestrians;
- cyclists must be treated as vehicles, not pedestrians;
- routes must join together; isolated stretches of good provision are of little value;
- routes must be direct, logical and be intuitively understandable by all road users;
- routes and schemes must take account of how users actually behave;
- purely cosmetic alterations should be avoided;
- barriers, such as chicane barriers and dismount signs, should be avoided; and
- routes should be designed only by those who have experienced the road on a cycle

Summary taken from the Department for Transport's (DfT) 'Gear Change. A bold vision for cycling and walking'.

For the full information on these documents, please see:

- DfT's Gear Change: A bold vision for cycling and walking: Cycling and walking plan for England **www.gov.uk/government/publications/cycling-and-walking-plan-for-england**
- DfT's Cycle infrastructure design (LTN 1/20) guidance **www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120**
- Department for Transport (DfT) Local Transport Note 1/20 – cycle infrastructure design.

The publication of the LTN 1/20 in July 2020 followed the Government's announcement for new investment provided towards cycle improvements across the country. Local Authorities and developers are now expected to use LTN 1/20 in the design of their schemes.

When reading this LCWIP, keep in mind that a number of recommendations for new zebra and parallel crossings may not meet Hampshire County Council's current practice, known as PV2 related to pedestrian/vehicle ratios.

Whilst we are confident that our approach to network planning aligns with latest LCWIP and LTN1/20 national guidance, all of the high-level suggested options will need further development.

Wayfinding

Wayfinding refers to information systems that guide people through a physical environment and enhance their understanding and experience of the space.

Wayfinding is particularly important in complex built environments such as urban centres, long-distance trails and transportation facilities.

As environments become more complicated, people need visual cues such as maps, directions and symbols to help guide them to their destinations. In these often high-stress environments, effective wayfinding systems contribute to a sense of well-being, safety and security.

LTN 1/20 states that:

- There is a balance to be struck between providing enough signs for people to be able to understand and follow cycle infrastructure and ensuring that the signs themselves do not create confusion or street clutter. Routes on other rights of way not on the highway can use customised waymarking.

Hampshire County Council will include wayfinding as part of our network planning in all schemes, in line with LTN1/20.

Cycle parking

Cycle parking is integral to any cycle network, and to wider transport systems incorporating public transport. The availability of secure and convenient cycle parking at home, at the end of a trip or at an interchange point has a significant influence on cycle use.

LTN 1/20 states that:

- Cycle parking is an essential component of cycle infrastructure. Sufficient and convenient residential cycle parking enables people to choose cycling. At the trip end, proximity to destinations is important for short stay parking, while for longer-stay parking security concerns can be a factor. As with other infrastructure, designers should consider access for all cycles and their passengers.

Cycle parking is now part of Hampshire County Council's LTP 4, covered under policies DM2 and HP3.

DM2(i) **Support proactive masterplanning of new development sites for high quality neighbourhoods:**

i. require developments to actively use parking strategies, plans and pricing to lock in sustainable travel behaviours (e.g. low car developments, provision of EV charging points and parking spaces for car club vehicles, and good quality cycle parking);

HP3 (e) **Widen participation and broaden the appeal of walking and cycling as a natural travel choice:**

e. require developments to actively use parking strategies, plans and pricing to lock in sustainable travel behaviours (e.g. low car developments, provision of EV charging points and parking spaces for car club vehicles, and good quality cycle parking).

Some examples of best practice cycle parking:

An example of on street lockable cycle 'hangar' style parking facilities – Waltham Forest, London

An example of cycle hub parking facilities – Winchester Train Station

Liveable neighbourhoods

Liveable neighbourhoods are designed to make communities healthier, safer, more sustainable and more attractive places to live. At the heart of a liveable neighbourhood lies the idea that streets should be more than just thoroughfares for vehicles; they should be vibrant spaces that people are proud of, where people can come together, socialise and enjoy their surroundings.

Through-traffic or rat-running can have a serious impact on the health and quality of life of the people living on a street, and impact disproportionately on more deprived communities. Noise and air pollution, and speed and volume of traffic are often cited as issues that affect peoples' enjoyment of spending time on their own streets.

Liveable neighbourhoods can create an improved environment, get neighbours talking, and even see a return to children playing in the street. Quieter and safer-feeling streets can support a switch to more healthy, active ways of travelling around, particularly for shorter journeys to local amenities.

They aren't about preventing people driving. Residents, visitors or delivery drivers needing to reach anywhere within the liveable neighbourhood would still be able to do so by motor vehicle – though they might have to approach from a different direction.

The aim is to rebalance residential streets so they are less car dominated and more people orientated.

In a recent case study*, liveable neighbourhoods resulted in an increase in children playing outside and lower air pollution, together with making walking and cycling more of a natural choice for everyday local journeys.

Liveable neighbourhoods can be delivered by using modal filters. These can take the form of many things from planters to bollards or even cycle stands, that can also act as handy cycle parking. They can also include one-way streets, allowing pavements to be widened, creating seating areas outside local businesses or allowing new planting. Research into 46 liveable neighbourhood schemes found they 'typically resulted in a substantial relative reduction in motor traffic inside the scheme area… On boundary roads, by contrast, we found little change.'[4]

Hampshire County Council officers attended a guided visit to the flagship Walthamstow Village project, which created a liveable neighbourhood in the London Borough of Waltham Forest, and to the London Borough of Lambeth, to see different examples of liveable neighbourhoods which use both camera-managed systems and physical measures to complement enhancements to the public realm in order to create nicer environments to live, work and spend time in.

'Research showed that more people in Waltham Forest are cycling. In their 2016 resident insight survey, 17% (approx. 46,100 people) said they cycle, compared to 12% (approx. 32,500 people) the year before – and two-thirds (73%) said they cycle at least once a week, up from 62% in 2015.' (London Borough of Waltham Forest).

Hampshire's approach to liveable neighbourhoods

There are many existing liveable neighbourhoods in Hampshire. These mainly take the form of housing estates with lots of pedestrian and cycle connections to neighbouring areas, but no cut-through for motorised vehicles.

Creating new liveable neighbourhoods in existing areas requires careful planning and involvement of the local community but have proved popular and effective in many areas. We are open to hearing from local communities who might like to develop or trial a liveable neighbourhood in their area. Further detail on the approach of these sorts of measures will be incorporated into Hampshire County Council's Local Transport Plan 4.

*Source: **www.walthamforest.gov.uk**

Northcote Road, Walthamstow – Modal filter with wooden bollards, planting, and cycle parking

Francis Road, Leyton – Time restrictions on through motorised traffic, footway widening and bollards to allow for seating areas

Orford Road, Walthamstow Village – Footway widening, cycle parking stands and one-way traffic flow with time restrictions on motorised traffic (except buses)

[4] Thomas and Aldred, 2023 **Changes in motor traffic in London's Low Traffic Neighbourhoods and boundary roads – www.sciencedirect.com/science/article/pii/S2213624X23001785**

Section two

Contents section two

Introduction

Section two of this document provides information on how this LCWIP was developed and the technical evidence that was gathered in the preparation of it.

Gathering information

Comprehensive information and data sources were provided by Hampshire County Council and East Hampshire District Council. These were expanded by publicly available datasets from the Census (2011 and 2021) (e.g. population and employment), DfT traffic counts, road traffic collisions, school data, public amenities and previous consultation plans exploring existing and new networks. Review and analysis of the data was undertaken using a bespoke online map created on Arc GIS software tool. The main trip generators were identified, and an initial network mapped out to link residential areas with these locations. All bus route numbers mentioned were correct at time of publishing.

Stakeholder workshops

A series of online stakeholder workshops were held in the initial stages of developing the network plan in March 2023 and further stakeholder engagement was held in July 2023, on the initial draft LCWIP networks.

Stakeholders included cycling groups, access groups and community representatives including, parish councils, local and county councillors, as well as representative officers from East Hampshire District Council and Hampshire County Council and South Downs National Park Authority.

Representatives were asked to identify barriers to walking and cycling and desired routes for cycling, looking for opportunities to facilitate access across barriers and create a joined-up cycling network across the district.

These virtual workshops utilised Maphub[5], an online mapping tool. Outputs from these workshops were imported into a geographic information system (GIS) to inform and refine the desire line analysis. GIS is a system that creates, manages, analyses, and maps all types of data. It connects data to a map, linking location data with descriptive information. Outputs from the workshops are shown in Figure 17. Participants also identified locations for potential Core Walking Zones (CWZs) within the district, shown in Figure 18.

Mesh density

Mesh density is a term that describes how a grid of cycle networks is composed.

High mesh density means that the grid of cycle routes is tighter, with more route choice, whereas low mesh density means there is less extensive route choice. According to the LCWIP Technical Guidance (2017), in a joined-up urban cycle network, cyclists should typically not have to travel more than 400m to get between cycle routes of similar quality. However, this mesh density does not apply to small towns or rural areas, where origins and destinations are more dispersed.

Desktop review

A number of previous studies were reviewed in the preparation of the LCWIP. The documents reviewed included:

- The East Hampshire draft LCWIP (2020)
- Alton Neighbourhood Plan 2011–2028
- Beech Neighbourhood Plan 2019–2028
- Bentley Neighbourhood Plan 2015–2028
- Bramshott and Liphook Neighbourhood Plan 2020–2040
- East Meon Neighbourhood Plan 2016–2032
- Liss Neighbourhood Plan 2011–2028
- Medstead and Four Marks neighbourhood plan 2018–2028
- Petersfield Neighbourhood Plan 2013–2028 (modified in 2018)
- Ropley Neighbourhood Plan 2019–2028
- Rowlands Castle Neighbourhood Development 2022–2033
- Whitehill and Bordon Transport Strategy
- Railway Station Travel Plans

These documents encourage walking and cycling and align with the development of the proposed walking and cycling network.

Proposed cycling and walking/cycling routes in the neighbouring boroughs were reviewed in the preparation of the draft route network. Connections to routes in adopted or emerging LCWIPs of Winchester District, Basingstoke and Deane Borough and Havant Borough have been made, as well as neighbouring counties of West Sussex and Surrey. No connections were made to Hart District due to geographical distances.

[5] MapHub is an online tool that allows you to create interactive maps. You can easily make your own map by adding points, line, polygons, or labels.

Network planning methodology

Network planning for walking

Walking zones identification

There is no equivalent dataset to the Propensity to Cycle Tool for walking, so there is no detailed mapping exercise as part of the background study for walking. Walking zones were selected based on walking trip attractors, to reflect the shorter distances that people are likely to walk, in the more densely populated areas of the district. Suggestions from the LCWIP stakeholder workshops, as well as East Hampshire District Council, were considered as part of the sifting criteria to develop a shortlist of CWZs.

The DfT's LCWIP guidance suggests that CWZs normally consist of a number of walking trip generators that are located close together – such as a town centre or business park. An approximate five-minute walking distance of 400m can be used as a guide to the minimum extents of CWZs. Within CWZs, all the pedestrian infrastructure should be deemed as important.

We have assumed that the trip generators for walking are the same as those for cycling, albeit that shorter distances will be involved (up to 2km as recommended by LCWIP guidance).

The proposed cycle network provides a suitable framework for walking trips, as a lot of improvements for cycling also improve walking conditions, such as new crossings or segregated facilities. However, it is recognised that a much finer-grained network is required for walking since most streets have pavements.

When the cycle network is designed, it will be vital to ensure that people on foot do not have a reduced level of service. For example, no existing pavements to be converted to shared use without widening. All crossings on the cycle network must accommodate people on foot and on bikes.

As part of the Hampshire County Council and East Hampshire District Council workshops, stakeholders were asked to provide feedback on barriers and opportunities to walking and cycling via online engagement. Within the feedback received were a range of comments regarding many areas across the district.

From the suggestions received at the LCWIP stakeholder workshops, the number of CWZs was filtered down from eighteen to seven locations, prioritised based on population (Census 2021), an area's settlement hierarchy score and the number of workshop comments. These seven CWZs were then filtered down to three due to time and scope considerations. CWZs filtered out in this process will be kept for future reference, as the LCWIP is reviewed every five years or when a significant change arises.

Walking zones proposed from the workshop were decided based on the settlement's population and market town status.

The potential for improving current facilities and increasing walking trips within the CWZs and walking routes, was also used as a selection criterion for the three areas selected.

Alton and Petersfield were selected because they are large market towns with a large number of facilities concentrated within and around the town centres, and Bordon which is a town undergoing major regeneration, where an increase in walking trips is important to support access to new facilities.

The three walking zones selected were then audited using both the DfT's Walking Route Assessment Tool (WRAT) and the Healthy Streets indicators.

The three CWZs selected for auditing were:

- Petersfield;
- Alton; and
- Bordon.

Walking zone and routes audit methodology

The CWZ was defined as the town centre area, with an approximately 400m radius from the centre. Key trip attractors within and just outside the CWZ boundary were then identified. These were selected using the "points of interest", "commercial post codes" and "bus stop" layers on the Hampshire catalogue (ArcMap) along with education facilities, transport interchanges, key development sites from the local plan, leisure facilities and healthcare practitioners and establishments.

Trip generating areas/zones were then identified using Census 2021 data on the output area (OA) based population weighted centroids within and just outside each CWZ boundary.

Trip destination areas/zones were then identified using the key trip attractors mentioned above. A centroid based on centre point of the destination points was identified and used as a singular destination point.

An Origin Destination (OD) trip matrix of routes was then constructed using the "R" programming language[6] and tool which was used to create the shortest routes between each origin and destination pair, and subsequently produced a value showing the number of overlapping routes for each route section.

Two maps were made using the route network lines, complete network and major routes respectively, in order to evaluate which OD routes were likely to see the greatest footfall and formed the core of the other, less frequently used routes.

At this stage key stakeholders were also involved in giving inputs for including additional routes, or slight changes to current ones, to integrate local knowledge within the process.

6 "R" is an integrated suite of software facilities for data manipulation, calculation, and graphical display.

The CWZ and walking routes have been considered using the categories from the WRAT and the Healthy Streets indicators. The WRAT has not been used to calculate the existing condition of the CWZ as the calculations relate to auditing a route rather than a zone; as such, the categories from that and the Healthy Streets indicators have been used instead, to provide an assessment.

Network planning for cycling

There is a wealth of data to consider when planning a cycle network for East Hampshire District, as described above. Our approach was to work through all the data, layering them on top of each other within our ArcMap GIS system database to build up the emerging network.

Existing transport network

The existing transport network was also considered when developing the network. Figure 1 shows the existing key strategic routes within the East Hampshire District.

Origins and destinations

The identification of demand for a planned network started by mapping the key origins and destinations across the study area (Figure 5). This analysis will help to identify how people move within the district.

These origins and destinations include the following:

- resident population (2021 Census);
- workplace population (2011 Census) (Census 2021 was not considered for this analysis as the information was gathered during the COVID-19 pandemic and therefore a lockdown which affected where people worked. The 2011 Census remains the most comprehensive data which can be drawn upon for understanding people's commute to work.);
- transport hubs;
- major development sites/allocations in the East Hampshire District Council Local Plan (Housing and Employment allocations 2016) and South Down National Park Local Plan (2014-2033).

Further to the initial mapping exercise, the origin and destination points within close proximity to each other have been clustered to simplify the analysis, presented in Figure 5 – Trip Attractors and Generators.

Once the key clusters were identified, direct desire lines were drawn connecting the clusters to identify the principal links to be provided by the cycle network. Desire lines are indicative links between clusters and do not link to existing roads or cycle routes at this stage. The outputs of this exercise and details are illustrated in Figure 6.

Propensity to Cycle Tool (PCT)

In addition to the clustering exercise, the PCT[7] has been used to identify which routes within the study area have the greatest potential for an increase in the number of commuters cycling to work and the number of children cycling to school, under the different scenarios presented in the previous section. It also has been used to inform the short car commuting trips illustrated in Figure 10.

Route identification

The desire lines identified by the above analysis were mapped to the existing highway network, and in some places the existing public rights of way (PRoW) network. In this way, the network seeks to connect the key origins and destinations within the study area, including centres of population, employment locations, schools, leisure destinations and various amenities such as shops and health services.

Converting these desire lines into routes was an iterative process. In some cases, particularly in rural locations, there is a clear preferred cycle route which is usually the most direct. However, in some cases there may be more than one potential route between origin and destination points or a reason why the most direct route would be less suitable for cycling. A multicriteria route assessment was carried out to identify best route options considering the following: workshop feedback, links to proposed routes in adjacent districts/local authorities, links to areas with high population density and links to local allocations/ housing allocations.

At this stage, the network was mapped out based on the data analysis undertaken above and with reference to the PCT which shows which routes have the highest potential for an increase in cycling under various scenarios for change, and with reference to the outputs from the stakeholder workshops and collision data involving cyclists.

As most of the district is rural in character, the road network density is low in comparison to the built-up more urban areas, meaning there is less choice of cycle routes. On this basis, some of the prospective cycle routes identified do follow some of the larger, busier roads. However, where there are coherent and direct routes along quieter roads or paths through rural areas, this option has been considered by our officers.

Primary, secondary and local routes

Once the network plan was complete, it was split into primary, secondary and local routes.

The primary routes are judged to be the most popular and strategic routes, linking residential areas with the key trip generators. They form the main spine of the network to which the other routes will connect. Primary routes were selected based on routes that were expected to have higher flows of cyclists along desire lines linking large residential areas or new development sites to each other and to the built-up areas of the district. Primary routes were also selected based on their popularity at the workshops.

[7] The Propensity to Cycle Tool (PCT) is a DfT tool which was designed to assist transport planners and policy makers to prioritise investments an interventions to promote cycling. More information about this can be found on **page 41** of this document.

These routes were then agreed with Hampshire County Council and East Hampshire District Council. At this time, only the primary routes identified have been audited as part of this LCWIP.

Secondary routes can be locally important but are less strategic as they often 'fill the gaps' in the primary network. Some sections of secondary routes may have higher flows than parts of the primary routes, so the distinction between primary and secondary should not necessarily form the basis of investment priorities. Secondary routes also play a key role in directly connecting residential developments and schools to primary routes.

Local routes forecast lower flows of cyclists and cater for local cycle trips, often providing links to primary or secondary routes.

The local routes are predominately leisure routes; however, they are important to identify local priorities to help guide mitigation options for development.

Other supported routes from stakeholders were also included and serve trips related to leisure, sport and recreational purposes.

The proposed network was visually tested against the PCT data. Proposed routes that link to areas with high population density, links to local site allocations and the outputs of the stakeholder workshop were prioritised. There is a high degree of correlation between the routes suggested by the PCT and those highlighted during engagement with stakeholders.

Major employment sites and secondary schools are served by the proposed network. It also serves settlements throughout the district and links to development sites.

Auditing the cycle routes

The draft network developed by Hampshire County Council was further assessed in order to narrow down options where more than one primary route was proposed. For routes where there were three options, the DfT's Route Assessment Tool was used to reduce the number for audit.

In line with national guidance, routes were audited using the principles of routes being coherent, direct, safe, comfortable and attractive. Potential delivery options were developed using LTN1/20 guidance.

It should be noted that the routes within the district are not dense so, in a number of areas, the route options are limited. Measures to improve the cycling environment in line with LTN1/20 are unlikely to be deliverable on some routes, due to a lack of physical space and other requirements for the route.

The following maps and supporting commentary outline the data-gathering process. The maps presented build the evidence base for the identification of desire lines, which inputs directly into Stage 3, Network Planning for Cycling.

- Existing Transport Network (Figure 1);
- Existing active travel network (Figure 2);
- Census 2011 Workplace and Census 2021 Population Data (Figure 3);
- East Hampshire District Council Local Plan site allocations (Figure 4);
- Trip Attractors and Generators (Figure 5);
- Clusters and desire lines (Figure 6);
- Propensity to Cycle Tool (Figure 7 to Figure 16).
- Stakeholder routes and barrier identification (Figure 17);
- Stakeholder Core Walking Zone identification (Figure 18);

Existing transport network

This map shows the existing key routes (road, rail and cycling) in and around East Hampshire District. The National Cycle Network routes include off-road and on-road routes.

Due to the predominantly rural nature of the district, the existing transport network leaves large parts of the district with poorer connectivity.

There are six mainline railway stations located in the district. Alton and Bentley railway stations are situated in the north of the district and the line connects to London Waterloo. Liphook, Liss and Petersfield railway stations are on the eastern border of the district, and Rowlands Castle railway station is located very south of the district – the stations connect with Havant, Portsmouth and London Waterloo. There is also a heritage railway line between New Alresford (in Winchester District) and Alton. Large areas of the district have no access to rail provision.

The A3/A3(M) running through the district provides access to Guildford and on to London, while the A31 connects to Winchester and Farnham. There are a number of A and B roads in the district that provide links between a number of the market towns and villages to urban cities and other settlements outside the district.

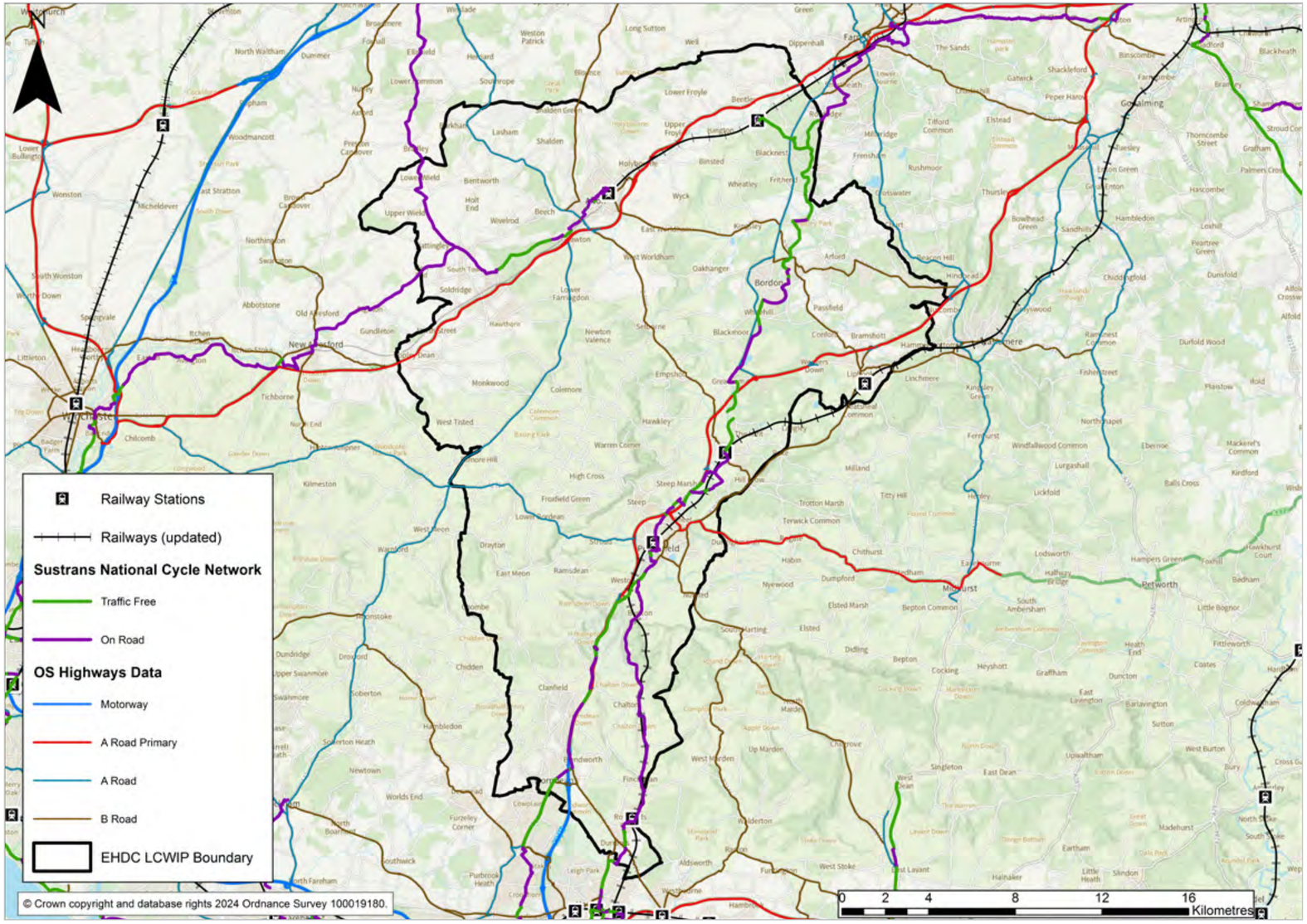


Figure 1 – Existing Transport Network

Existing active travel network

There is a fragmented existing cycle network in the district, with limited cycle provision in Alton and Bentley. Liphook, Liss, Petersfield and Rowlands Castle also have a network of cycle lanes which are a combination of on-road and off-road facilities, such as bridleways. The district has a good network of public rights of way (PRoW). There is some potential for PRoW, such as bridleways, to serve as part of the cycle network, providing potential opportunities to link rural settlements. The public footpath network is fragmented and does not always form a joined-up walking network.

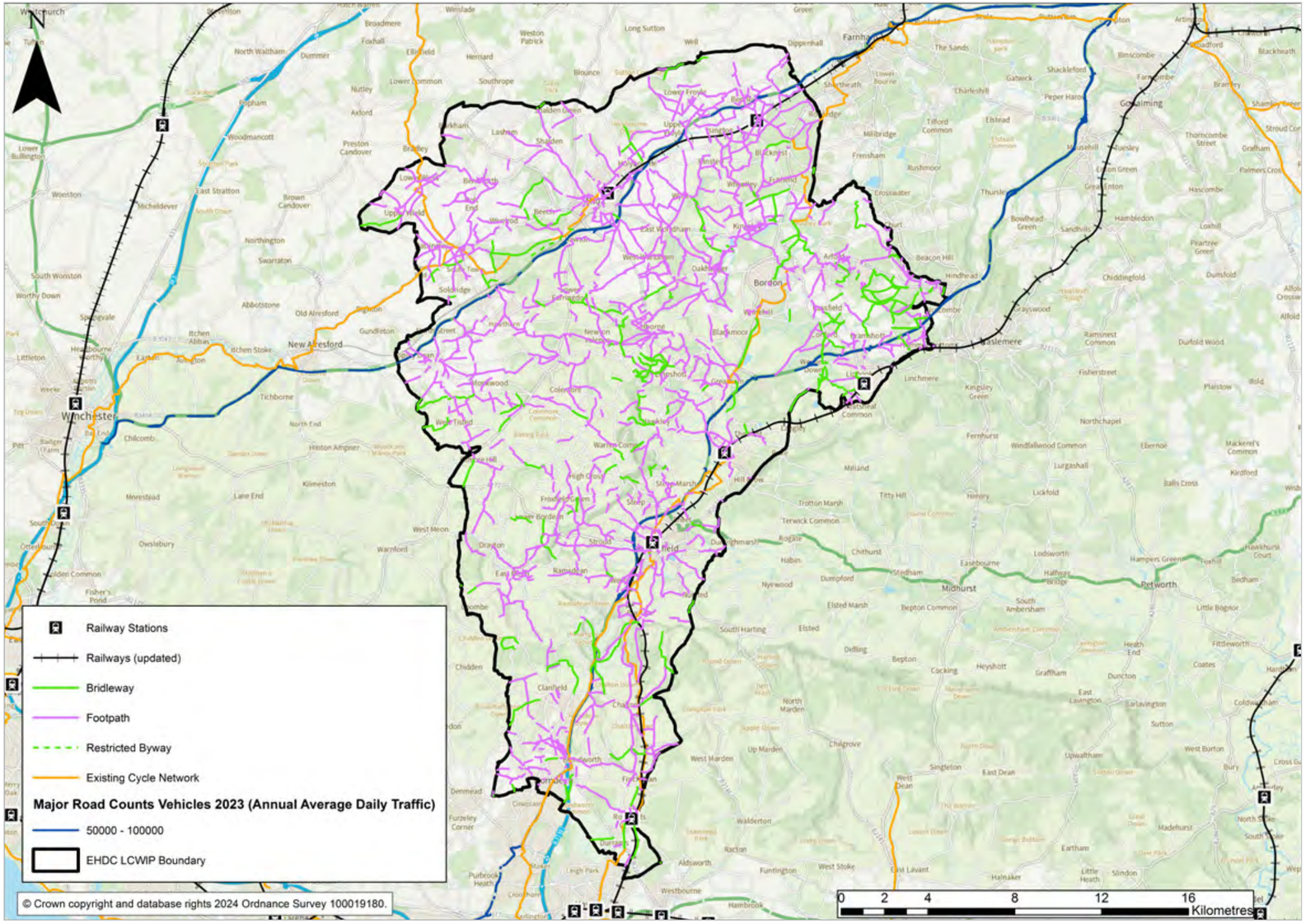


Figure 2 – Existing Active Travel Network

Population and workplace density

The district's population and amenities are distributed throughout the district, with Alton, Bordon, Petersfield and Horndean being some of the larger settlements. According to the short car commuting data (Figure 10) it is likely that many residents from the surrounding areas travel into these settlements to access some key facilities and services. Neighbouring settlements of New Alresford, Farnham and Haslemere, outside of the district, are also key destinations for workplaces and local amenities.

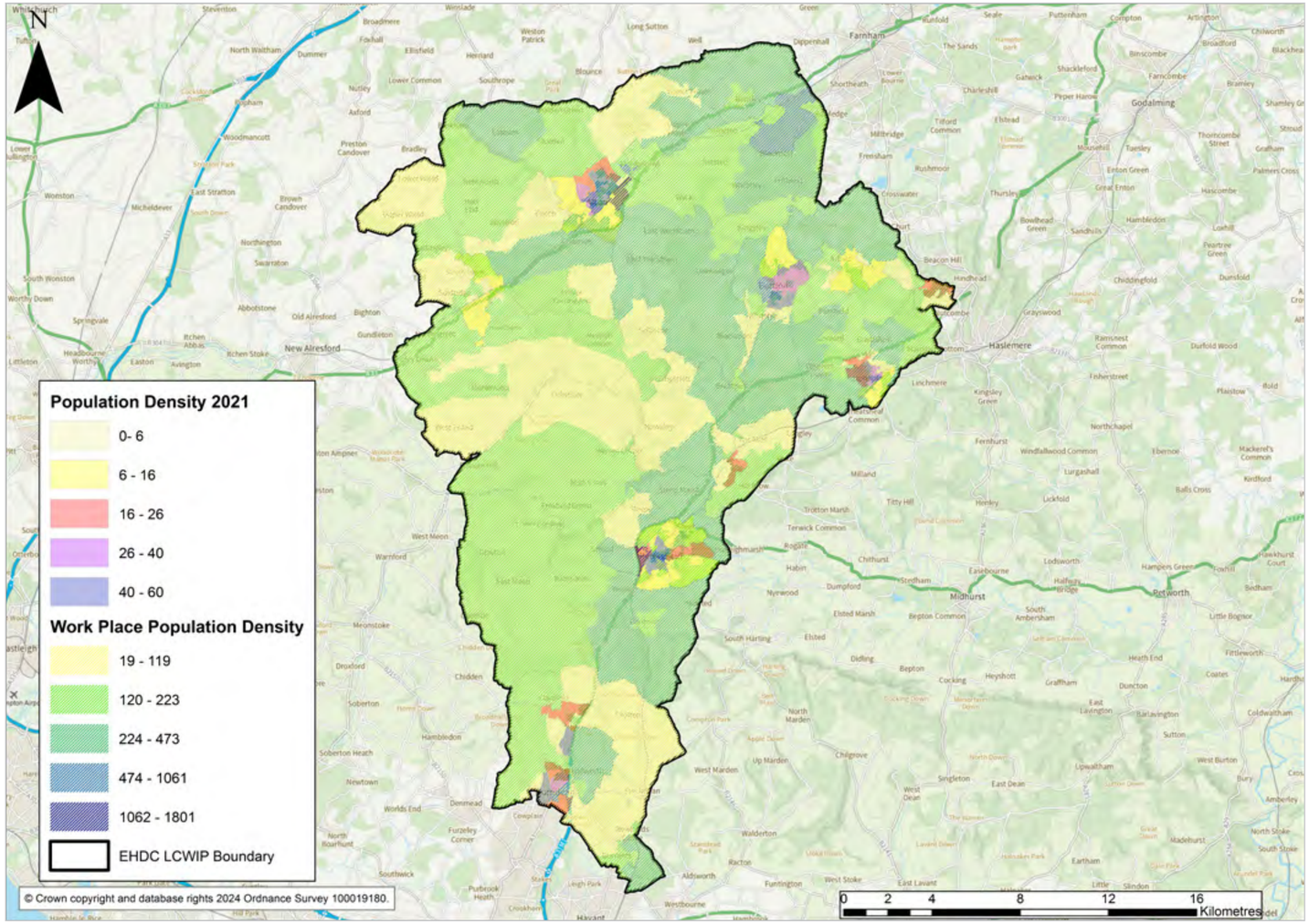


Figure 3 – Population and Workplace Density[8]

8 Population Density 2021 Census data. Workplace population density 2011 Census data.

Local Plan site allocations

This map shows site allocations from the adopted East Hampshire District Local Plan (2016) and South Downs National Park Local Plan (July 2019) for future development, which will be integrated into the existing walking and cycling network and are key trip attractors and generators in the development of the proposed cycle network. There are large site allocations west of Bordon, south of Horndean and around Alton. Other smaller site allocations around the district as well as South Downs National Park include Petersfield, Liss, Liphook, Greatham and Stroud. Several other smaller planning sites are spread throughout the district. Planning active travel routes from these allocations to key destinations is important for ensuring users of new developments have genuine travel choice.

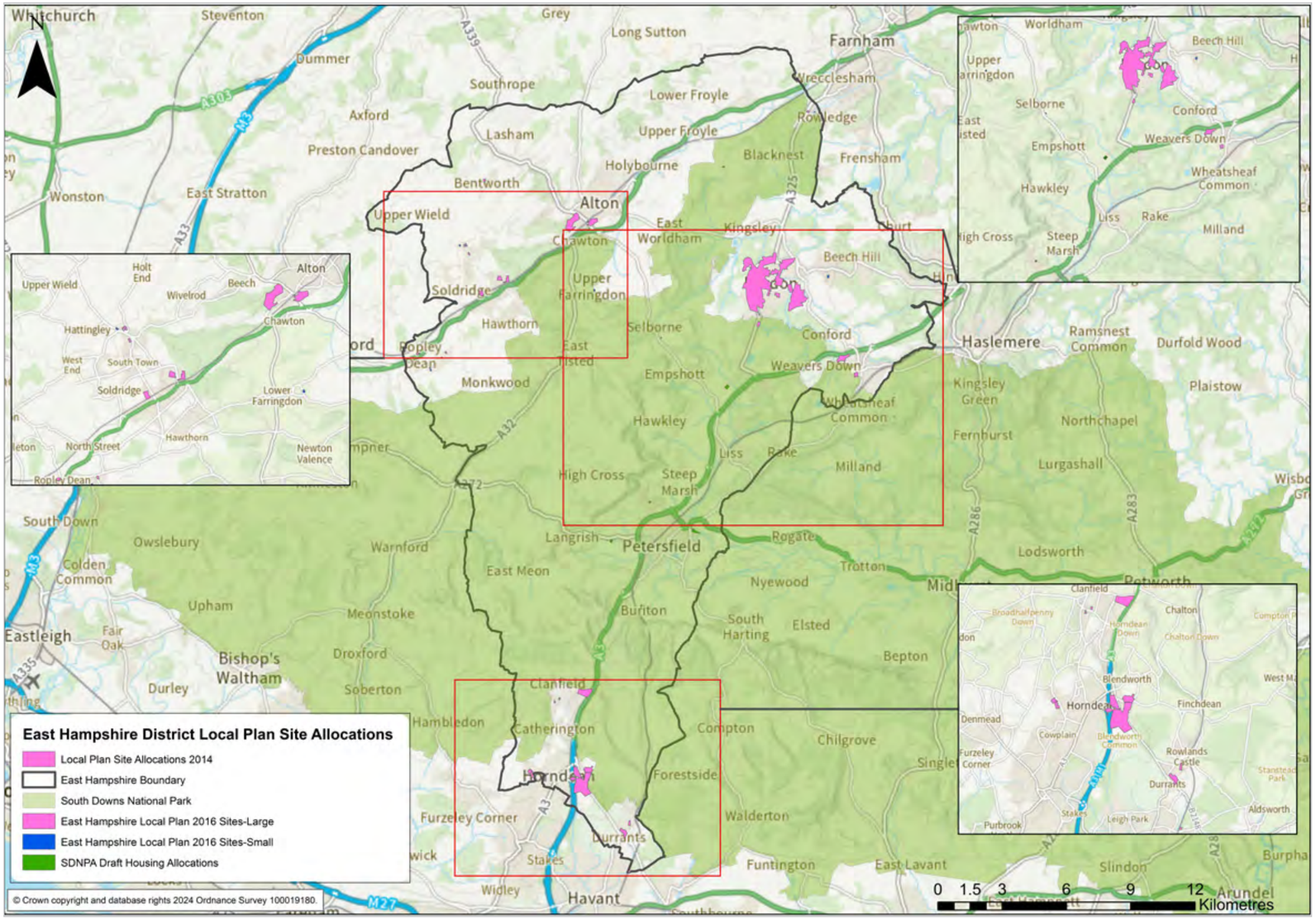


Figure 4 – Local Plan Site Allocations

Trip attractors and generators

An important starting point in designing a walking and cycling network is to determine the likely origin and destination points for everyday trips to work, school, shopping and leisure. DfT LCWIP guidance provides a list of key trip generators to consider, as part of the network planning stages. The trip generators map opposite gives a visual indication of the destinations, including employment areas, secondary schools, shopping areas, hospitals, and leisure or sports centres. The key trip generators included for the East Hampshire District were agreed via the stakeholder workshop and also verified by desire lines from Propensity to Cycle Tool (PCT) data. Future development sites such as draft Local Plan allocations give an indication of potential future transport demand.

This map shows areas of high population – areas with greater population are key origins and destinations for everyday active travel trips.

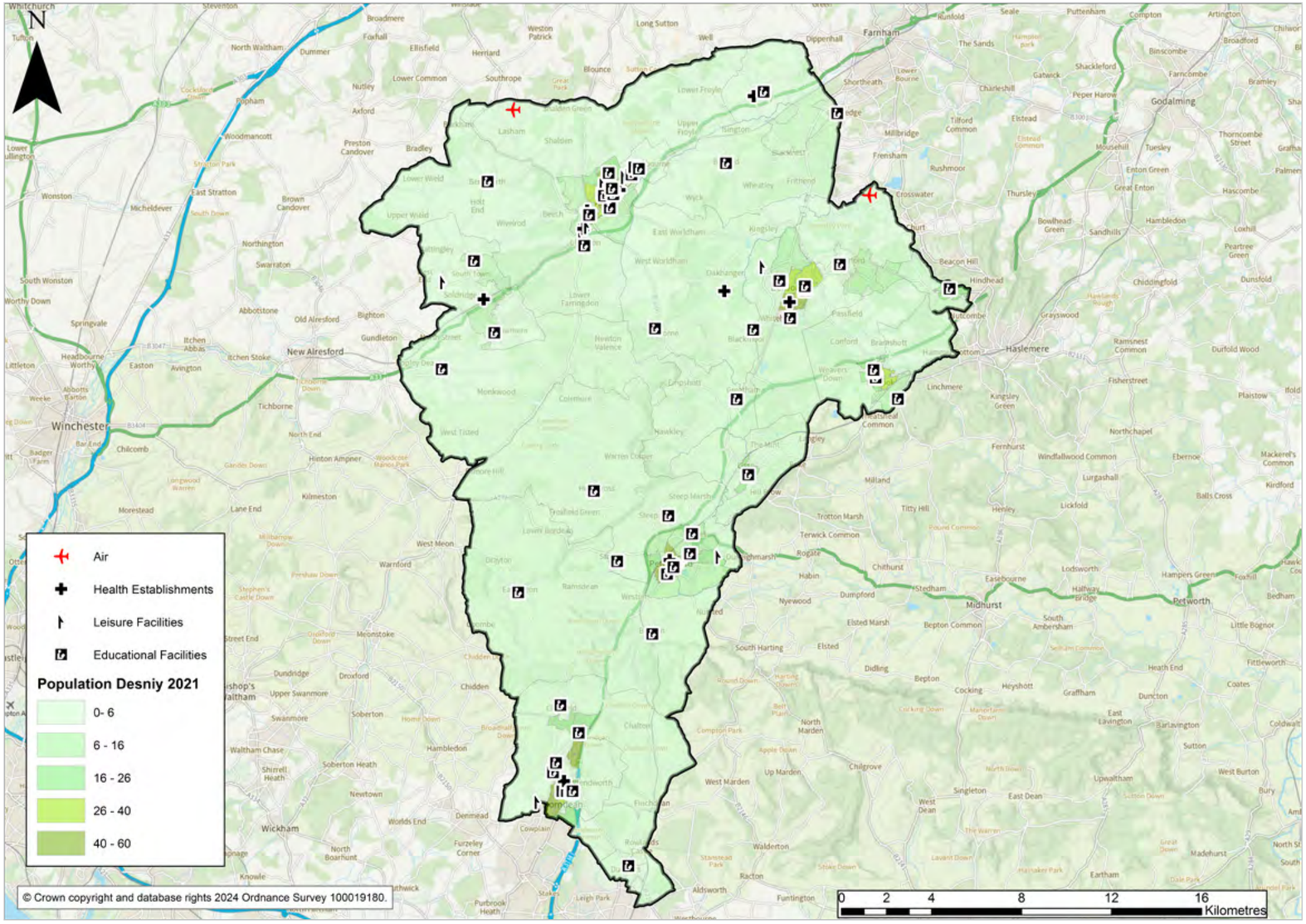


Figure 5 – Trip Attractors and Generators

Clusters and desire lines

This map shows clusters of trip attractors and generators overlaid with desire lines. Trip attractors include places of employment, areas of high population density, site allocations, railway stations and schools. Areas with greater population density and workplace density, as well as larger site allocations, are symbolised with larger circles, indicating the larger pull of these clusters.

The desire lines often link into more urban and populated settlements as a key destination and between towns in the region. Areas with greater population density and workplace density, as well as larger site allocations, indicate larger pull of these strategic clusters. Towns are the primary centre of gravity for trips within the district, and desire lines linking into the towns reflect this.

Key areas outside the district that are origin-destination clusters include New Alresford, Farnham and Haslemere (which straddles the district boundary).

The desire lines reflect greater potential demand for cycling, which is supported by the following Propensity to Cycle Tool (PCT) analysis and discussion from the stakeholder workshops.

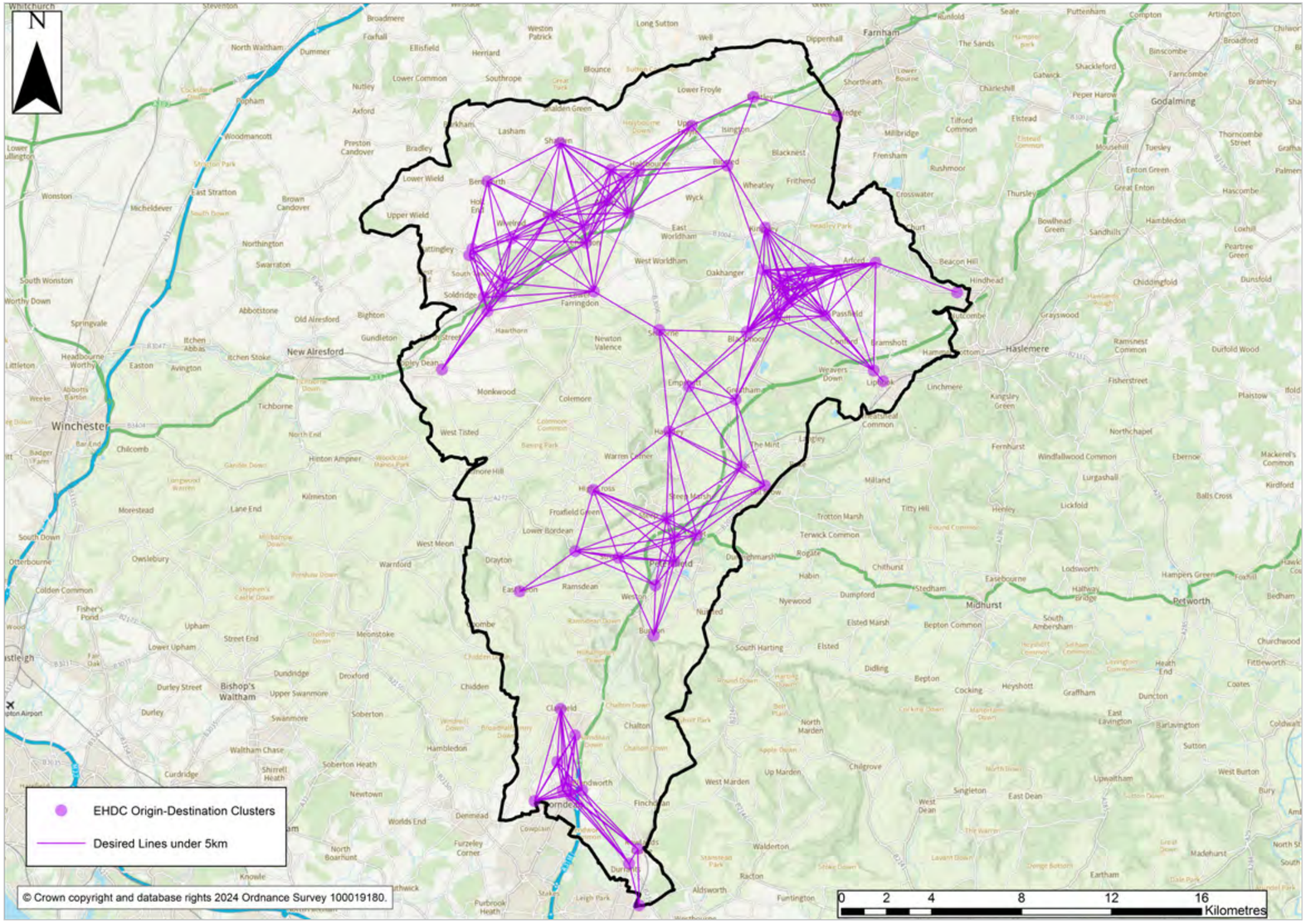


Figure 6 – Clusters and Desire Lines

Propensity to Cycle Tool data

The Propensity to Cycle Tool (PCT) is an open source transport planning system, part funded by the Department for Transport. It was designed to assist transport planners and policy makers to prioritise investments and interventions to promote cycling.

The PCT answers the question: 'Where is cycling currently common and where does cycling have the greatest potential to grow?'

More information is available from the PCT website: **www.pct.bike**

The maps on the following pages outline the different scenarios from the PCT outputs, for the East Hampshire District area.

The aim of the PCT is to inform planning and investment decisions for cycling infrastructure by showing the existing and potential distribution of commuter and school cycle trips, and therefore inform which investment locations could represent best value for money.

PCT uses two key inputs:

- Census 2011 Origin and Destination commuting data and school data (O-D data) – 2021 Census commute data was gathered during a period of lockdown so is unlikely to reflect current commuting patterns.
- Cycle Streets routing – **cyclestreets.net**.

The model estimates cycling potential adjusted for journey distance and hilliness as well as predicting the likely distribution of those trips using the Cycle Streets routing application. The model can be applied to consider different scenarios which represent the maximum potential for cycling within the area, for example:

- Government Target (Equality): Corresponding to the proposed target in the DfT's Walking and Cycling Investment Strategy, to double cycling in England by 2025;
- Go Dutch, if cycling levels were the same as in the Netherlands; and
- Government Target, where cycling levels meet the target for the current Government's aim for cycling.

The following scenarios are presented on the pages below:

- commute and school travel data by zones based on the Census 2011, Government Target and Go Dutch scenarios;
- commute and school route data based on the Census 2011, Government Target and Go Dutch scenarios; and
- commute short car trips (under 5km) based on Census 2011 data.

Whilst the PCT model is a useful tool, there are a number of limitations which should be considered especially when making decisions based on the patterns shown. Firstly, the data only shows travel to work and school trips, only 27% of all journeys; travel for shopping, leisure and other purposes is not included.

Secondly, the data also misses out minor stages of multi-stage commuter trips, so cycle journeys to railway stations and bus stops/stations are not represented.

Lastly, the distribution of journeys is a prediction of the likely route taken based on the Cycle Streets routing algorithm and not the actual route being used.

It is worth noting that whilst the model builds an assessment of cycling propensity, it does not segment potential users, or provide any insight into people on foot. Although this model does provide planners with an overview to identify areas for appropriate investment for cycling trips to work, it does not provide further information on those potential cyclists and their personal attributes and behaviours to help design the most effective interventions.

People in the Netherlands make 28.4% of trips by bicycle, 15 times higher than the figure of 1.6% in England and Wales, where cycling is skewed towards younger men. By contrast, in the Netherlands, cycling remains common into older age and women are in fact slightly more likely to cycle than men. Whereas the cycle mode share is 'only' six times higher in the Netherlands than in England for men in their thirties, it is over 20 times higher for women in their thirties or men in their seventies.

The Go Dutch scenario represents what would happen if English and Welsh people were as likely as Dutch people to cycle a trip of a given distance and level of hilliness. This scenario thereby captures the proportion of commuters that would be expected to cycle if all areas of England and Wales had the same infrastructure and cycling culture as the Netherlands.

Within this LCWIP, the cycling network resulting from the scenarios outlined within the maps on pages 43-46 was used as a reference to select cycle routes to be included.

National Travel Survey of English residents published in 2022 is shown in the table below.

Journey purpose	Annual trips per person	Per cent
Commuting	119	14
Business	18	2
Education	62	7
Escort education	56	7
Shopping	151	18
Other escort	74	9
Personal business	69	8
Visit friends at private home	72	8
Visit friends elsewhere	41	5
Entertainment or public activity	50	6
Sport to participate	12	1
Holiday: Base	11	1
Day trip	34	4
Other (including just walking)	92	11
All purposes	**861**	**100**

PCT commute data

Propensity to Cycle Tool commute data shows that, in 2011, cycling made up 3% of mode share for work trips throughout the East Hampshire District, which is comparable with the national average cycling mode share for commuter trips. The Government Target scenario reflects the cycling mode share that would be required to achieve a doubling of cycling nationally, as set out in the Department for Transport's Cycling Delivery Plan. To meet the Government Target, most zones shown in Figure 8 experience an increase in cycle mode share, with the exception of parts of Beech Hill, Soldridge and Clanfield. Bordon and north Petersfield show the highest percentage of cycle commuter trips at between 7% and 20%.

In the Go Dutch scenario, most of the towns including Petersfield, Alton, Bordon, Horndean and Bentley areas would see a substantial uplift in cycling to work mode share. In these areas, there is potential for 10–26% of work trips to be cycled. This projected uplift indicates a strong demand for cycling in key areas across the district if Dutch-style cycling interventions were implemented.

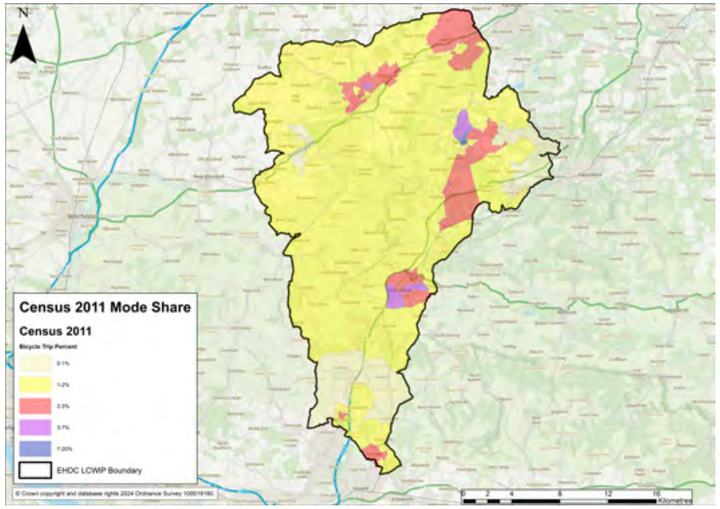


Figure 7 – PCT commute zone data – bicycle mode share – Census 2011

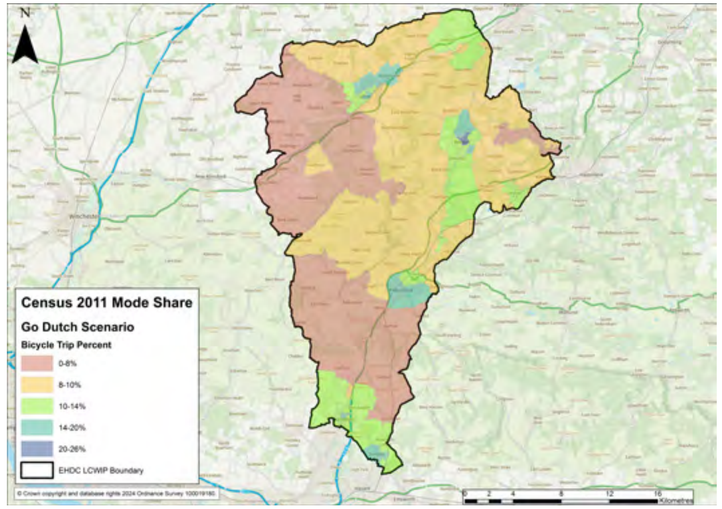


Figure 9 – PCT commute zone data – bicycle mode share – Go Dutch

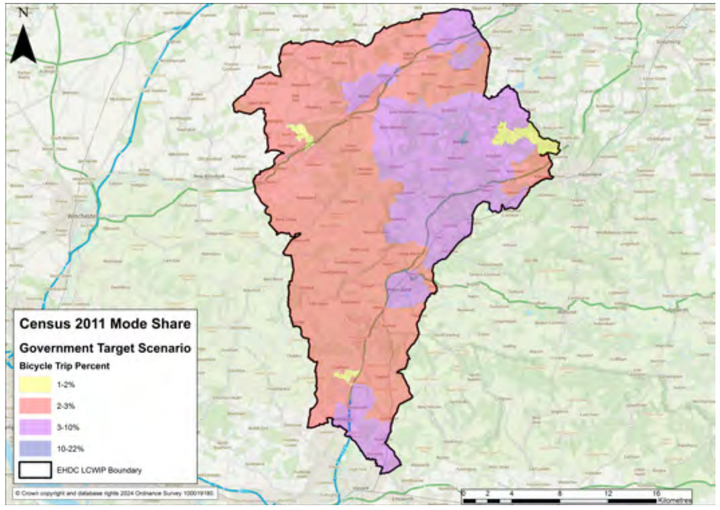


Figure 8 – PCT commute zone data – bicycle mode share – Government Target

PCT commute data

One weakness of the PCT cycle commute model is that it is based on existing trips by bike and will tend to emphasise those routes that are already being used. The target market for new cycle trips is people currently driving short distances to work. This map shows the car trips under 5km from the PCT travel to work data, mapped to the best available roads.

We have analysed the short car trips under 5km for journeys to work on the basis that these might reveal the potential for a modal shift towards walking and cycling.

According to the PCT, commuting data shows car commuting patterns for trips of less than 5km within the East Hampshire District and the surrounding areas. Many short trips are taken by car within East Hampshire District, with most short trips to and from Alton, Bordon, Petersfield, Four Marks, Horndean and Clanfield.

Short cross-boundary car trips illustrate there is some commuting links into Surrey. Whitehill and Bordon, Liphook and Headley, show links to Haslemere and Bentley to Farnham, with the strongest links being to the very south from Clanfield and Horndean to the Havant borough.

Short trips that are 5km or less have the greatest potential to shift from car to bicycle. In particular, the trips to and from Alton, Petersfield, Whitehill and Bordon, Liphook and Four Marks, have the best potential for a shift towards active travel, with trips mostly between 2km to 4km in length.

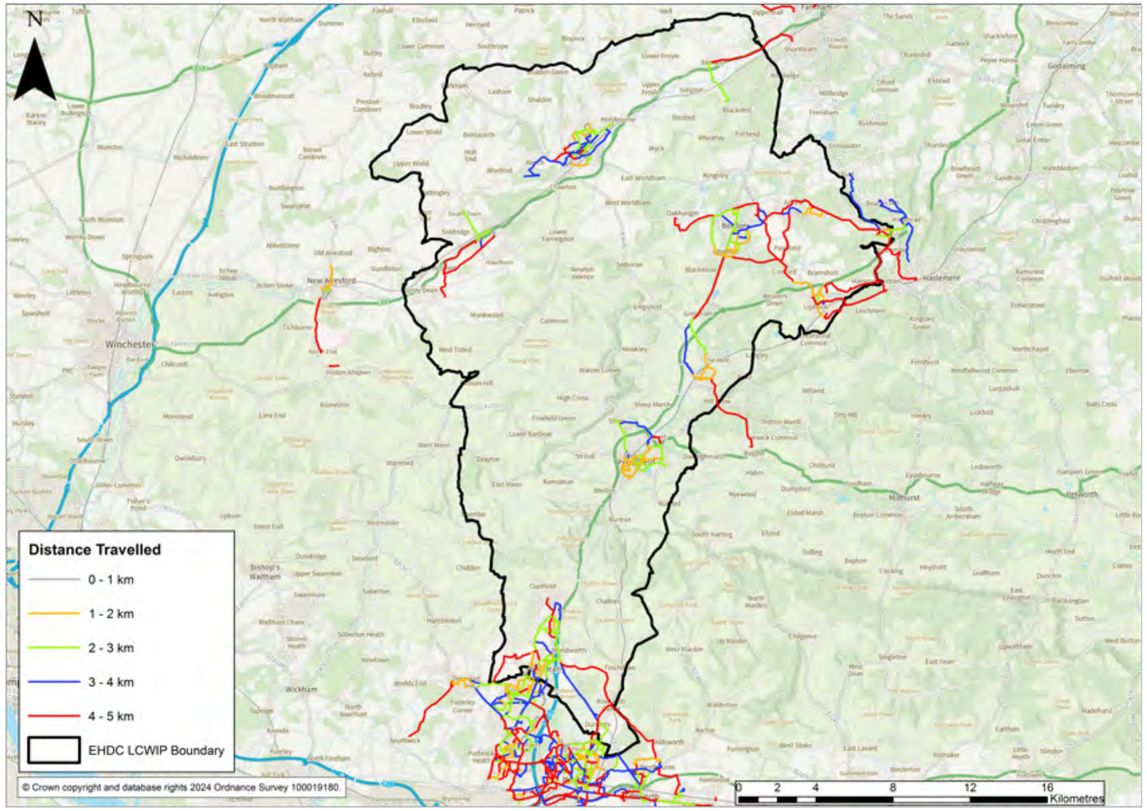


Figure 10 – PCT short car commuting trips (less than 5km)

PCT commute data

Propensity to Cycle Tool commute data shows that in 2011 very few roads had a high volume of cycle trips. Routes with relatively higher numbers of commuting trips included Hogmoor Road, Oakhanger Road and Budds Lane from Whitehill to Bordon but it should be recognised that the data may be skewed as the Army were in situ in barracks at this time. In the Government Target scenario, many of the routes identified through the Census 2011 data are estimated to experience an increase in the number of cycle trips, particularly linking into Bordon, Alton and Petersfield. Routes such as A3 between Horndean and Petersfield, Horndean and Durrants, Bordon and Liphook, Alton and Holybourne show the potential for uplift in this scenario.

In the Go Dutch scenario, several key routes emerge that could see a significant potential uplift in cycling. Links within towns of Bordon, Petersfield, Alton and Horndean show significant uplifts. Routes in Liss and Clanfield would also see an uplift. Cross-boundary links to New Alresford and to Haslemere would see significant increases in cycle trips.

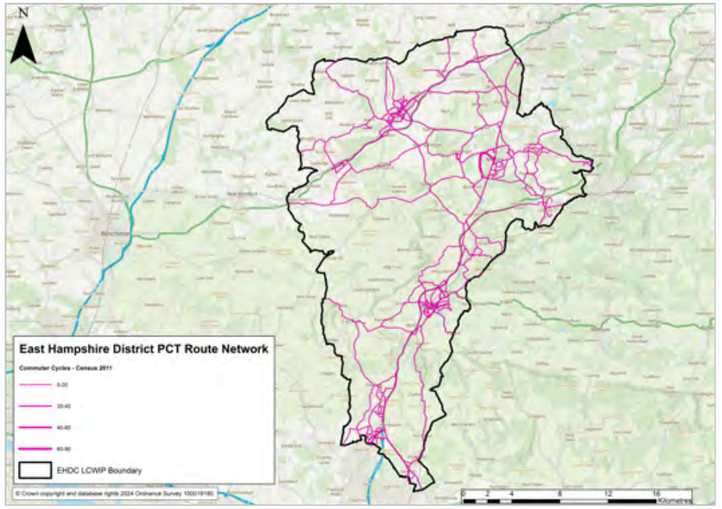


Figure 11 – PCT commute route network data – Census 2011

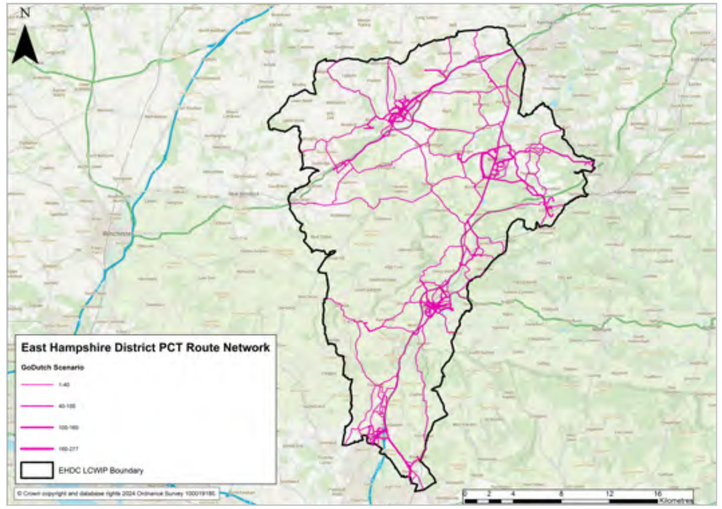


Figure 13 – PCT commute route network data – Go Dutch

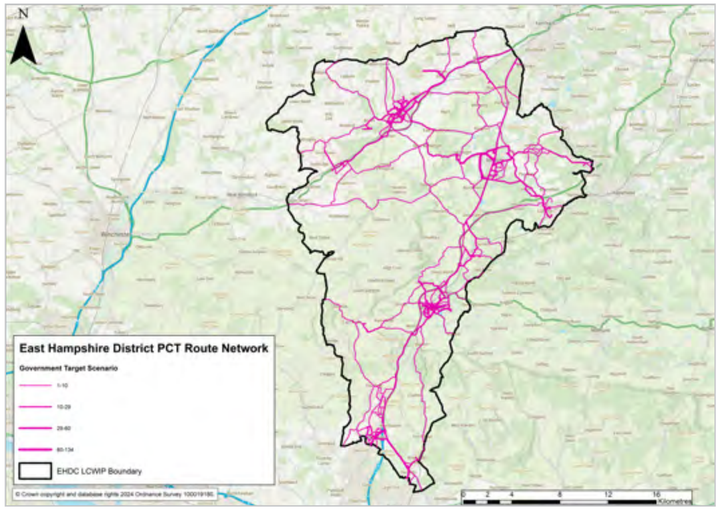


Figure 12 – PCT commute route network data – Government Target

PCT school data

Propensity to Cycle Tool school data shows that in 2011 very few roads had significant numbers of cyclists to school. Most of the roads have up to 20 students cycling per day. The PCT model considers 10km routes for secondary and 5km for primary schools. Only the route along A3 London Road – Portsmouth Road in Horndean, saw higher levels of cycling to school (80-117 students per day).

In the Government Target scenario, apart from A3 route in Horndean, The Causeway in Petersfield (20-40 cyclists), Longmoor Road in Liphook (20-40 cyclists) and London Road in Alton (20-40 cyclists) saw an increase compared to the Census 2011 data.

In the Go Dutch scenario, many key routes emerge that could see a significant potential uplift in cycling. Alton, Bordon, Liphook, Petersfield and Horndean (up to 400 cyclists) could see an uplift in school cycling. Grayshott (40-400), Dunshot (40-400 cyclists), Rowlands Castle (40-400) cyclists) all emerge as new cycling routes and could all see substantial uplifts in school cycling.

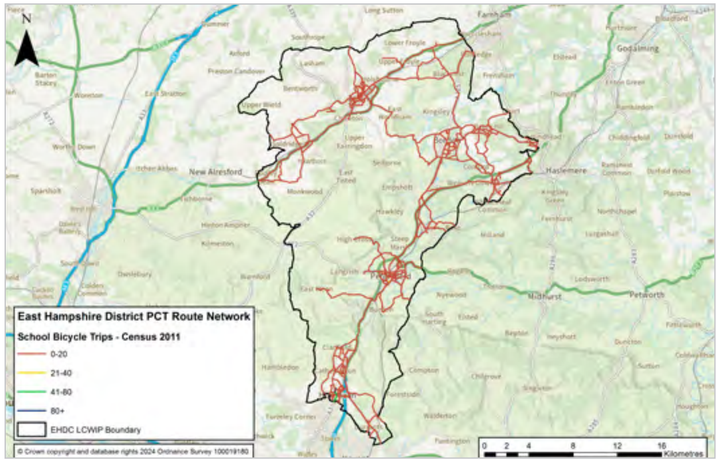


Figure 14 – PCT schools route network data – Census 2011

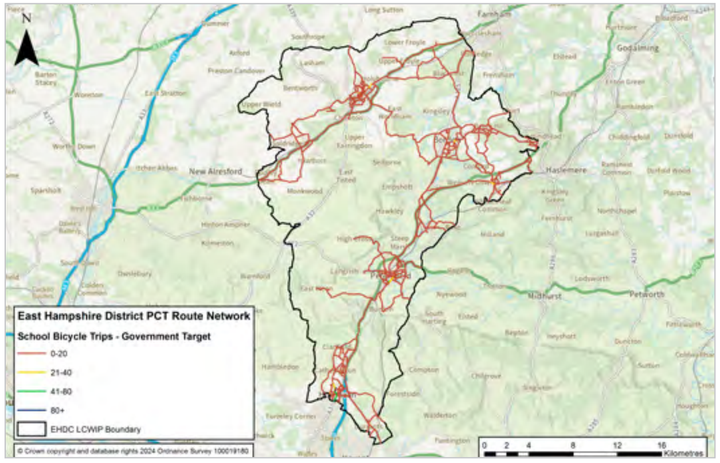


Figure 15 – PCT schools route network data – Government Target

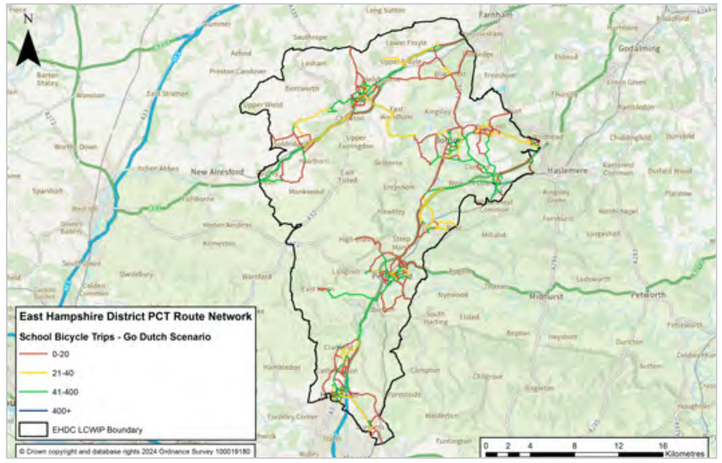


Figure 16 – PCT schools route network data – Go Dutch

Stakeholder routes and barrier identification

This map shows the cycle routes and barriers suggested by stakeholders in the district. Recurring barriers to active travel were the lack of safe crossings at key locations, including schools, shopping districts and bus stops. Busy A and B roads were identified as both barriers to cross and to cycle along. The lack of segregated, safe cycle provision was specifically highlighted in Alton, Rowlands Castle, Four Marks, Bordon, Petersfield and Liss.

Stakeholders also suggested specific routes that may be highly used and would benefit from segregated cycle provision if it were put in place. Linking Alton to Bordon and Medstead was a popular suggestion, as well as routes linking Bordon to Liss and Petersfield. In the south of the district, stakeholders suggested routes within Durrants and Horndean.

This dataset was used to support the development of the primary cycle network.

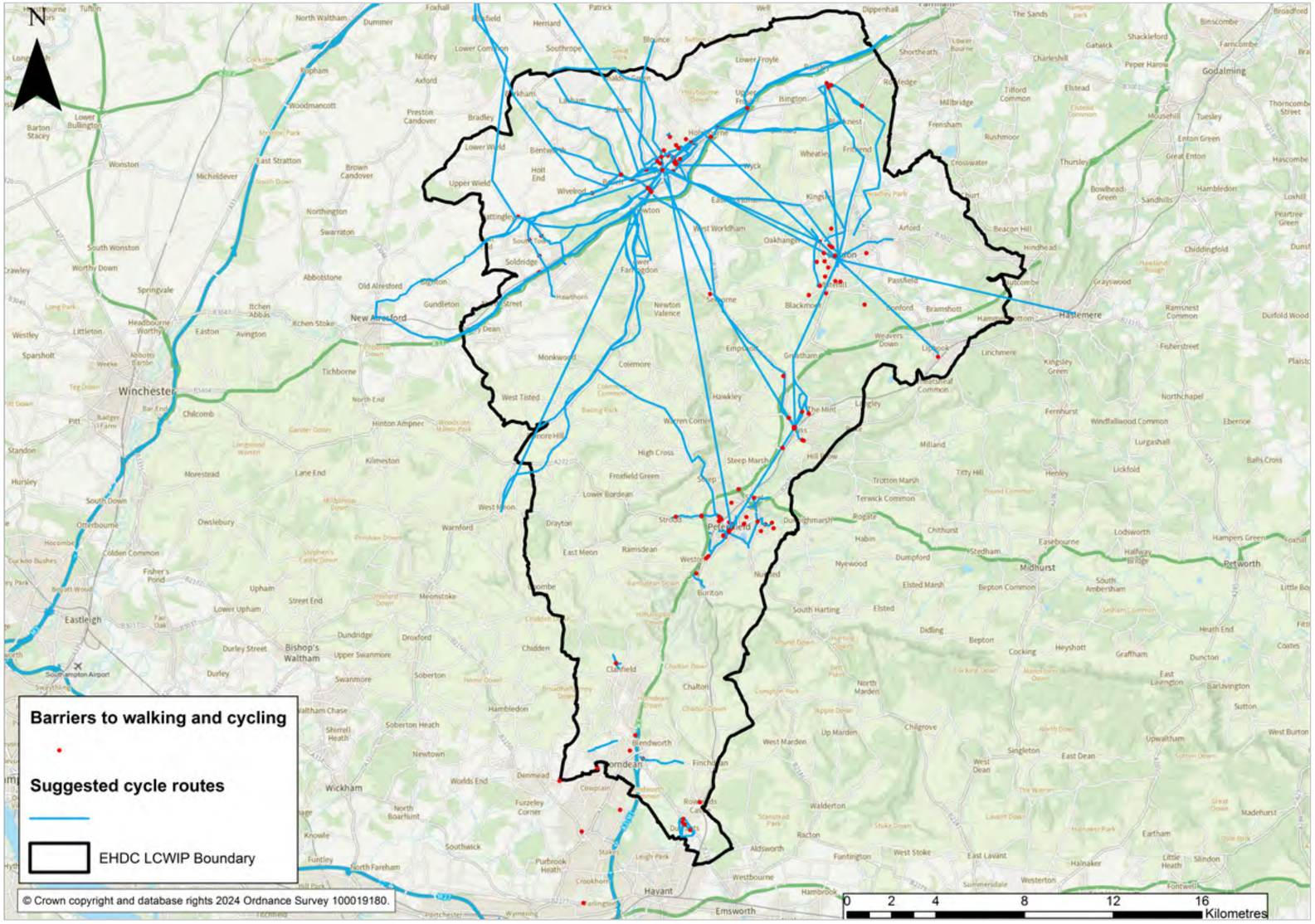


Figure 17 – Stakeholder engagement – cycle routes and barriers

Stakeholder Core Walking Zone identification

This map shows CWZs suggested by stakeholders in the district. A total of 18 zones were suggested. The polygons represent proposed CWZs, or simply areas of high pedestrian activity. These suggestions were fed into the identification process for the selection of CWZs for audit. Most villages and settlements throughout East Hampshire were suggested as CWZs. Alton and Petersfield received the greatest number of suggestions in the stakeholder workshops. The three CWZs that were chosen for audit were selected through a process which involved looking at the population, settlement hierarchy score and stakeholder workshop score, other factors including planned development were also taken into account (see walking zones identification above).

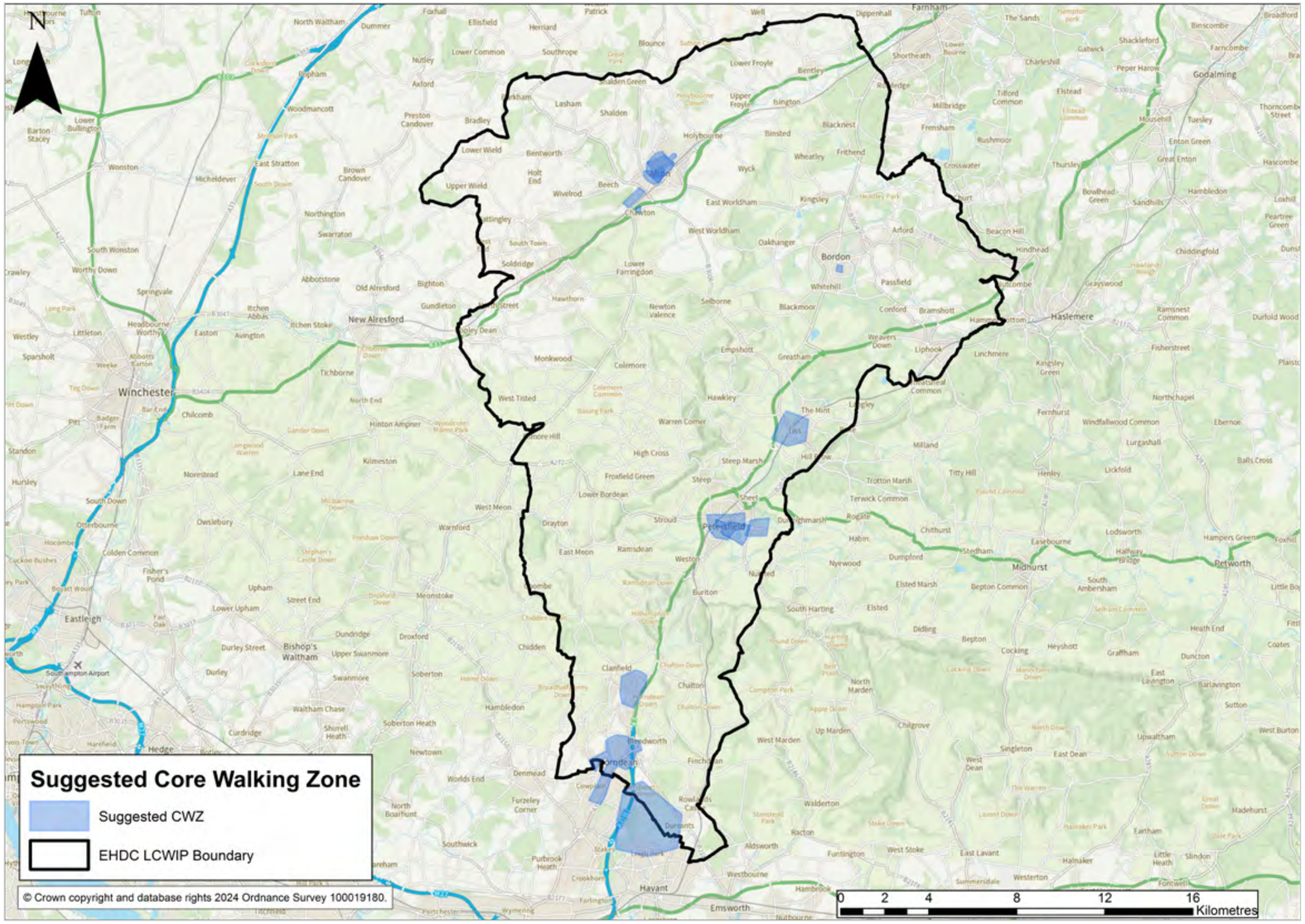
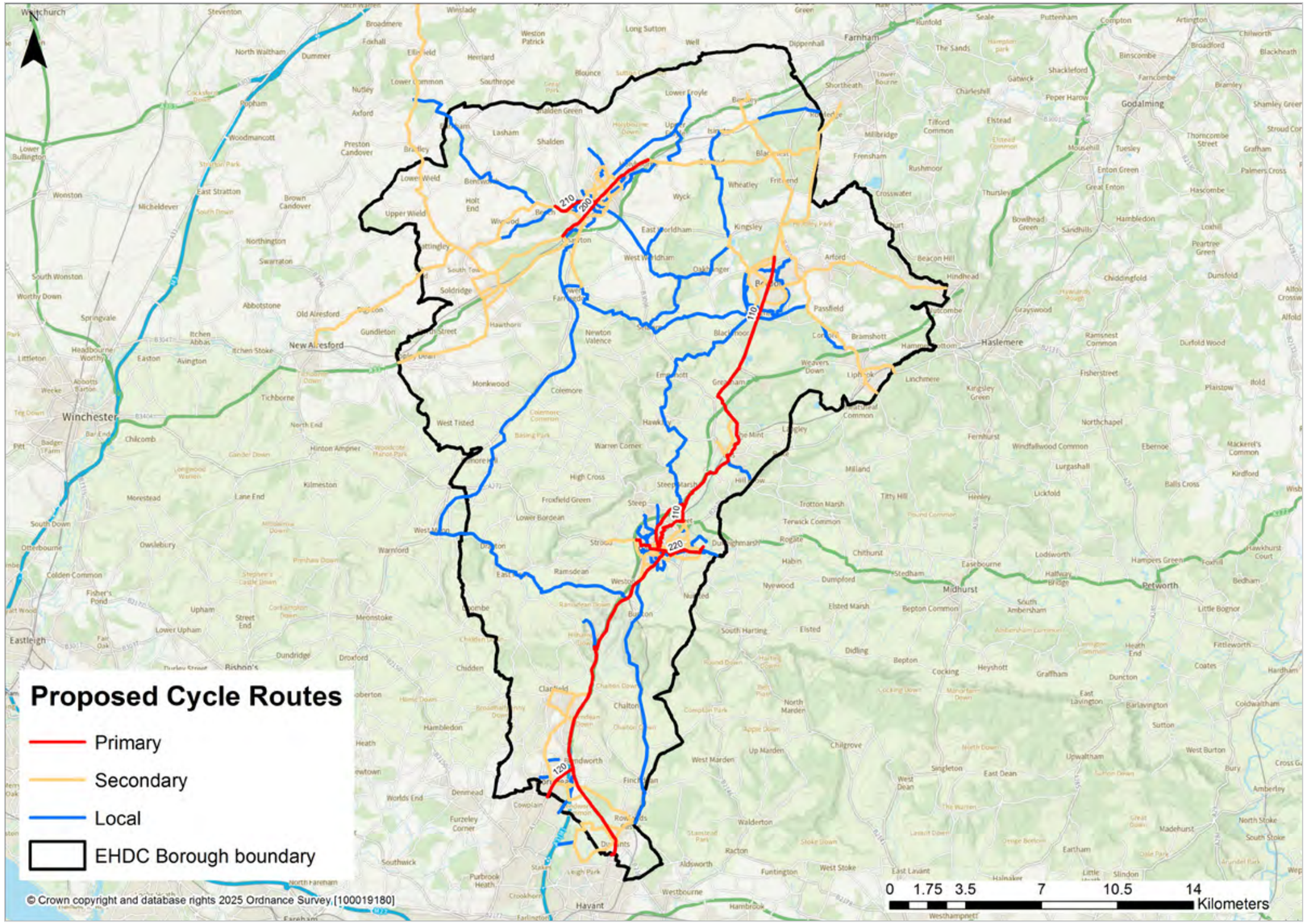
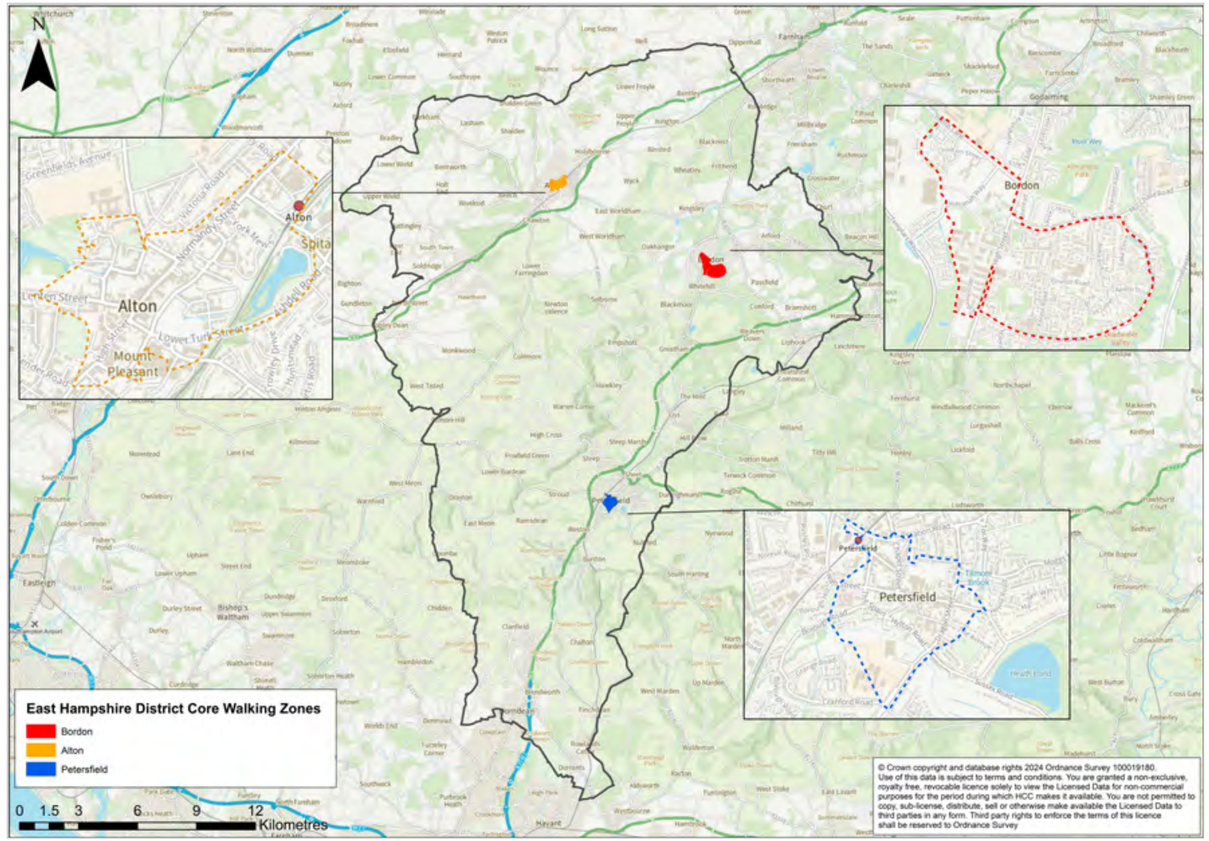


Figure 18 – Stakeholder engagement – suggested Core Walking Zones

Proposed East Hampshire District – cycle network overview: proposed cycle network



Proposed East Hampshire District Core Walking Zones



Walking audit (Core Walking Zones)

Walking interventions toolkit

Dropped kerbs with tactile paving

Necessary to create inclusive, accessible crossing points for pedestrians.

Wayfinding

Providing signage with key destinations helps improve the legibility of the pedestrian network.

Raised table

Raised tables at junctions reduce speeds of turning vehicles at side roads or across the entire junction.

Signalised crossing

Signal-controlled crossings comprising either a Pelican/ Puffin for pedestrians or a Toucan which can be shared between pedestrians and cyclists.

Zebra crossing

Pedestrian priority crossing requiring motorists to give way to pedestrians.

Public realm improvements

Adding green infrastructure such as planters, rest areas, cycle parking and other placemaking interventions creates a more welcoming environment for pedestrians.

All images provided by Sustrans unless otherwise noted.

Walking interventions toolkit

Parallel crossing

Similar to a zebra crossing, but with a separate parallel cycle crossing alongside the zebra crossing.

Source: LTN 1/20

Traffic calming

Measures to create slower speed environments can include build-outs, road humps, chicanes and planters.

One-way systems

Reallocating space from the carriageway to support wider footways, cycle facilities and vehicle parking. Can help increase cycle network permeability.

20mph speed zones

Lower speed limits and lower speed zones create safer environments for all, may need to be combined with infrastructure and enforcement changes to ensure compliance.

Continuous footway

Continuous footways extend across side roads at the same level and use coloured paving materials, pedestrians have priority over motor vehicles.

All images provided by Sustrans unless otherwise noted.

Modal filter

A bollard or planter in the carriageway which people can travel past be walking or cycling. Helps create a low traffic environment by restricting access to motorised through-traffic.

Methodology

The core walking zone (CWZ) and routes have been considered using a combination of the categories from the Department for Transport's Walking Route Audit Tool (WRAT) and the Healthy Streets indicators.

Locations identified for improvement are shown on the supporting maps for each route and are detailed in the following paragraphs, along with the recommended options.

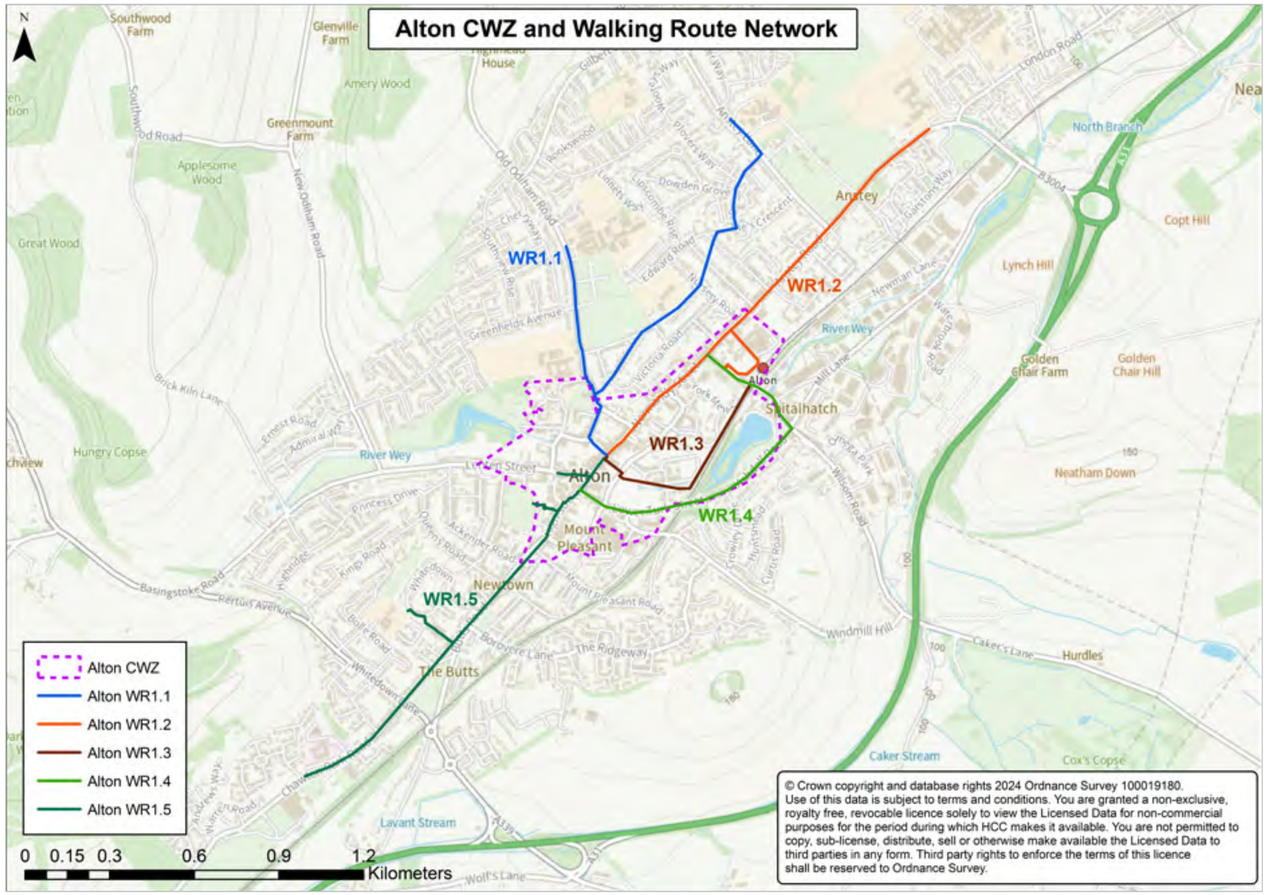
The core principles for consideration in the WRAT are:

- attractiveness;
- comfort;
- directness;
- safety;
- coherence.

The core principles for consideration in the Healthy Streets Check are:

- Pedestrians from all walks of life;
- Easy to cross;
- Shade and shelter;
- Places to stop and rest;
- Not too noisy;
- People choose to walk, cycle and use public transport;
- People feel safe;
- Things to see and do;
- People feel relaxed;
- Clean air

Alton walking audit
(core walking zone and walking routes)



CWZ1 – Alton

Zone and routes description

In relation to the above map, the core walking zone (CWZ) for Alton covers the main High Street area, the railway station and Kings Pond. Five walking routes (WR) have been identified that link from the town centre to key destinations outside the CWZ. These include schools and colleges, Alton Sports Centre, open green spaces and Alton Community Hospital.

Alton is a historical market town at the source of the River Wey, located approximately 29km northeast of Winchester. It is the largest settlement in East Hampshire district. To the southwest is the northern edge of the South Downs National Park.

The town centre serves as a retail and service hub for those living in Alton and in nearby settlements. There are several key facilities such as supermarkets, medical provision, shops, a library, and education and sports facilities. The high street has a mix of high street chains and independent shops, including restaurants, coffee shops, pubs, and local businesses. There are also established retail and industrial sites with Alton Retail Park and Mill Lane Industrial Estate located off Mill Lane.

Alton has its own heritage attraction, the Mid Hants Railway Watercress line, which runs between New Alresford to Alton.

The town centre also has other historical attractions such as the Allen Galley and Curtis Museum.

There are several areas of open green space, including Anstey Park in the east, Greenfields to the north, The Butts to the west, Windmill Hill to the south and King's Pond and Alton Flood Meadows located more centrally.

Other attractions within and around Alton include the Curtis Museum offering a good mix of historical information about Alton and the surrounding area with a variety of interesting exhibits. Jane Austen's House Museum is located in the nearby village of Chawton along with Chawton House the Elizabethan manor and gardens once owned by Jane Austen's brother.

Alton has free parking along the High Street for 30 minutes Monday to Saturday 9am-6pm. There are also pay and display car parks in the town centre, with access to the shops. A 20mph and 30mph speed limit covers the area and High Street is one-way.

Alton railway station is also located in the town centre. The main destinations are Clapham Junction, London Waterloo, Farnham, Guildford, and Aldershot.

Being a built-up area, most of the zone is urban in character and has pavements on the majority of both sides of the roads and various pathways to access local facilities. However, pavements are narrow in places and some pavement surfaces are not suitable for all. In the town centre, there is very limited space for walking, cycling, public transport and motor vehicle traffic.

Most of the streets are lit and generally have a good level of natural surveillance in the more built-up areas. However, some sections only have street lighting along one side of the pavement and road.

Over the years various developments have come forward to cater for the growing need for housing in the area, such as Ackender Hill, Selbourne Park and Molson Coors Brewery site.

Cycle route 200 (Holybourne to Alton Sports Centre) goes through the middle of the zone and cycle route 210 (Alton to Greyshott) covers Market Street.

Alton was chosen as a CWZ due to its population size and key destinations and was supported by stakeholders and the local authority at the stakeholder workshops.

Walking Route 1.1 Town Centre to Alton College and the former Alton School

Walking Route 1.1 Town Centre to Alton College and the former Alton School

Route description

This walking route leads from High Street towards Alton College to the north and the former Alton School to the east. It is approximately 2.1km. This route is predominantly residential, reaching several residential cul-de-sacs from Church Street onwards.

There is a cemetery and allotments along Old Odiham Road. There are several schools along the route. Amery Hill School, St Lawrence C of E Primary School, and HSDC Alton are located off Old Odiham Road. Anstey Junior School is located on Eastbrooke Road and Alton School is situated on Anstey Road.

WR1.1 serves three bus routes along Church Street, Old Odiham Road, Spitalfields Road, Geale's Crescent and Anstey Lane. These are the 9, 13, 65X, and 638. These connect to Manor Estate, Basingstoke Weybourne, and Cowplain.

Existing conditions

Bakers Alley leads to Vicarage Hill which has a 20mph limit and continues onto Church Street and Old Odiham Road. Chauntsingers Road to Anstey Lane has a 30mph limit.

Along the residential roads, there are pavements on both sides of the road.

The pavements are narrow in sections and there are several wide bell mouth junctions. There are footpaths that link the residential roads together.

Old Odiham Road and Anstey Lane have tree/hedge coverage on both sides of the road (assumed to be within the highway boundary) for most of the road. This provides shade and shelter for those walking.

There is only one bench by the Vicarage Hill/Church Street roundabout along the entire route and street lighting is intermittent in sections.

Barriers to walking

Bakers Alley, Vicarage Road, Church Street and Spitalfields Road have narrow pavements in sections due to buildings close to the road edge. In sections lighting is intermittent along the pavements.

There is no pavement on the eastern side of the road along a section of Old Odiham Road. This requires people walking to have to cross the road.

Several junctions and side roads are missing dropped kerbs and pavements.

Some sections of the pavements along Vicarage Road, Chauntsingers Road, Odiham Road, and Eastbrook Road only have lighting on one side of the pavement.

There is a lack of benches along the route, so people do not have good opportunities to stop and rest.

Potential options

WR1.1.1

The Bakers Alley exit onto Vicarage Hill leads onto the entrance to a car park. Although traffic volumes are low here, visibility could be improved, and the junction could be narrowed.

Continuous footways could be added, alternatively tactile paving could be added to the dropped kerbs.

WR1.1.2

There are bollards here to mark the informal pedestrian crossing, but they impinge on the available pavement width. If flows are too high for an informal crossing here, consider a controlled crossing or create build outs.

WR1.1.3

If carriageway space allows, widen the existing pavement along Old Odiham Road to create more space for walking.

WR1.1.1 – Baker Alley exit onto Vicarage Road

WR1.1.2 – Church Street

WR1.1.3 – Old Odiham Road

WR1.1.4

Old Odiham is a busy road with HSDC Alton at the end of the route. The road is 20mph but to slow motor vehicle entry into Greenfields Avenue, the junction could be narrowed, and a continuous footway could be provided to give people walking priority. Also consider either a build out at this location across the road to slow traffic or a crossing to enable people walking to feel safer.

WR1.1.5

Treat all side road junction along the route with continuous footways or dropped kerbs and tactile paving to improve coherence, comfort and safety. Also consider narrowing the road width at some junctions for several of the residential streets. In particular, at the junction between Chauntsingers Road and St Lawrence Road, which is a very wide bellmouth junction. This will slow vehicles using the junction and improve safety for everyone and give the area a more pleasant feel, especially for people walking. The space saved can be used to widen the pavements to create more space for people walking. Consider a 20mph speed environment where there is not one already to slow motor traffic.

WR1.1.6

Due to lack of natural surveillance, ensuring adequate street lighting along both sides of Old Odiham Road, Vicarage Road, and Church Street is very important. The footpaths connecting Nursery Road and Lansdowne Road and Spitalfields Road and Eastbrooke Road also lack lighting in places. A potential option would be to install more and better positioned street lighting which covers both the pavement and road. Some benches could be added to provide people a place to stop and rest, as well as at regular intervals along the entire route where pavement width allows to provide opportunities for people to stop and rest. Additional trees could also be added to provide shade and shelter.

WR1.1.7

Consider widening pavements to a minimum of 2m along Anstey Lane using excess carriageway space. This will improve access for walking. Also consider installing continuous footways with tactile paving across the former Alton School entrance, The former Alton School Nursery entrance and Geale's Crescent, to give pedestrians priority.

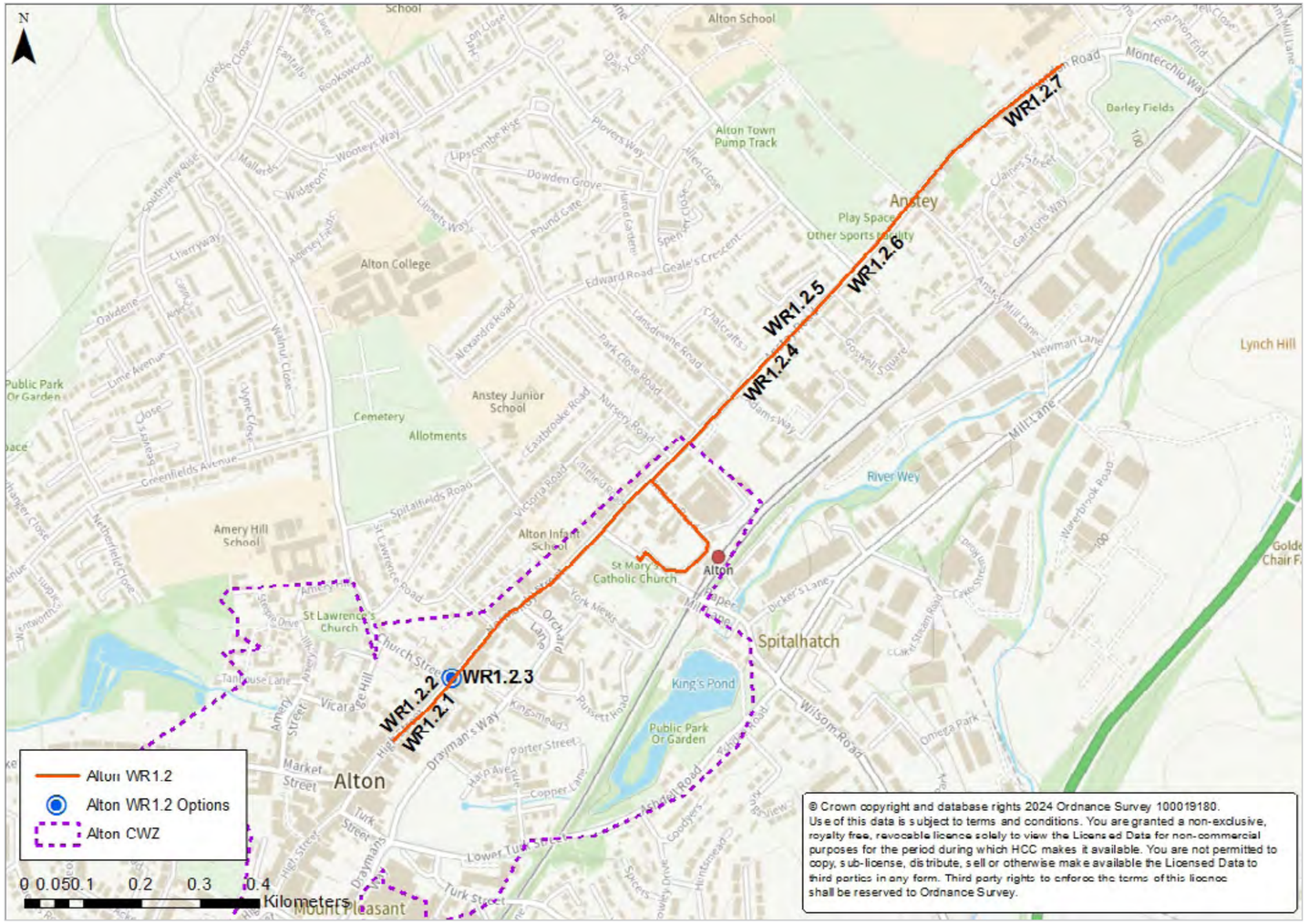
WR1.1.4 – Old Odiham Road/Greenfields Avenue junction

WR1.1.5 – Chauntsingers Road/St Lawrence Road

WR1.1.6 – Spitalfields Road

WR1.1.7 – Anstey Lane

Walking Route 1.2 Town Centre to Eggar's School



Walking Route 1.2 Town Centre to Eggar's School

Route description

This route leads from High Street to Normandy Street and then onto Anstey Road and finally London Road. The route ends outside Eggar's School. This route also includes Station Road off Anstey Road, where Alton railway station is located. The route is approximately 1.9km.

Except for Station Road, the route is predominantly a straight road and includes two roundabouts along the High Street and Normandy Street.

The High Street, Normandy Street, Anstey Road, and London Road are covered by the primary cycle route 200 (Holybourne to the Alton Sports Centre).

WR1.2 serves eight bus routes. These are 9, 38, 64, 65, 113, 123, 206 and 208. These connect to Guildford, Petersfield, Morn Hill, Alresford, Four Marks, Liphook, Upper Froyle, Bentley, Binstead, Medstead, Bentworth, Lasham and Manor Estate

Existing conditions

The High Street consists of mainly shops, coffee shops, takeaways, and pubs. The area becomes more residential from Normandy Street. Anstey Park is situated along London Road towards the end of the route, providing open green space.

The speed limit is 20mph from the High Street until just before the junction with Lansdowne Road where it changes to 30mph for the rest of the route.

There are pavements on both sides of the road along the route, except for some sections along Station Road.

There are only a couple of benches along the entire route and lighting is intermittent along Anstey Road and London Road.

Barriers to walking

Parked cars and traffic form barriers to movement and crossing along the High Street and Normandy Street.

Sections along the High Street have narrow pavements due to property boundaries.

The High Street and start of Normandy Street are well lit. However, there are sections along Anstey Road and London Road where there is only lighting on one side of the pavement and road.

The roundabout between High Street and Normandy Street is difficult for people to cross and does not have tactile paving. Several pavements at crossing points do also not have tactile paving causing pedestrians with a sight impairment to have difficulty crossing the road.

There is a lack of benches along the route, providing little provision for people to stop and rest. The High Street and Normandy Street lack greenery such as trees which would also provide shade.

The nearest access out of Alton railway station onto Paper Mill Lane is via steps which lead to a priority build out and a crossing with dropped kerbs and tactile paving. This does not provide easy access for all onto Paper Mill Lane from the railway station.

Potential options

WR1.2.1

Plant trees and greenery regularly along the High Street and Normandy Street to create shade and shelter and to also improve air quality and visual interest.

WR1.2.2

Install continuous footways across all sides roads and crossing points to improve coherence and safety.

WR1.2.3

Improve pedestrian priority across all arms of the roundabout between High Street and Normandy Street with tactile paving and raised tables. This will improve safety and give the area a more pleasant feel.

WR1.2.1 – High Street

WR1.2.2 – High Street

WR1.2.3 – High Street/Normandy Street roundabout

WR1.2.4

Due to the lack of natural surveillance, ensuring adequate lighting along Anstey Road and London Road is very important. A potential option would be to install more and better positioned street lighting which covers both the pavement and road.

WR1.2.5

Hampshire County Council has submitted a Community Infrastructure Levy (CIL) bid to East Hampshire District Council to fund a potential toucan crossing on Anstey Road outside of the nursery. This will ensure people walking, especially those from the nursery, can cross safely. Consider installing a continuous footway across Anstey Mill Lane to support the crossing. Also, consider installing some additional benches along the route to provide opportunities for people to stop and rest.

WR1.2.6

Reduce the 30mph speed limits to lower speed environments to slow motor traffic. This is also suggested in primary cycle route 200 and benefits both pedestrians and cyclists.

WR1.2.7

Consider widening pavements where they are narrow along the route. The carriageway width being reduced is also addressed along Normandy Street in primary cycle route 200 under measure 200.1.9. Consider widening the shared use path along Anstey Lane and London Road, aligning with measure 200.1.4 of cycle route 200.

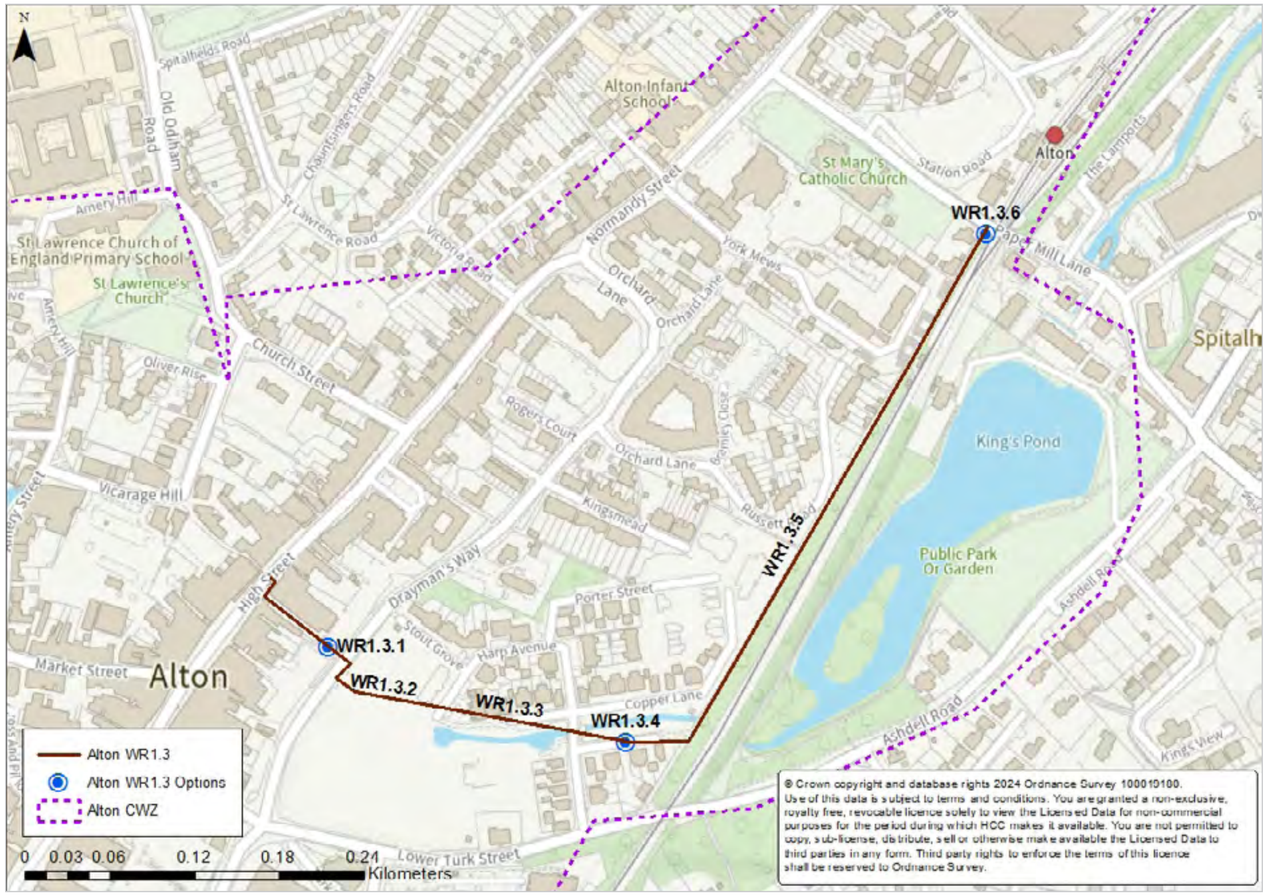
WR1.2.4 – Anstey Road

WR1.2.6 – Anstey Road

WR1.2.5 – Anstey Road

WR1.2.7 – London Road

Walking Route 1.3 Town Centre to Paper Mill Lane via footpath



Walking Route 1.3 Town Centre to Paper Mill Lane via footpath

Route description

This route starts at Weyside Walk and ends at the footpath exit onto Paper Mill Lane. The route leads from Weyside Walk onto Draymans Way, through the residential housing site, Rivermead Gardens, and onto a footpath that runs parallel to the railway line. The route is approximately 750m.

Existing conditions

The footpath exits onto Lower Turk Street to the south and Paper Mill Lane to the north and is approximately 480m long. There are trees and hedges and open green space along the entire length on the eastern side and the western side is mainly residential.

The footpath is well lit with street lighting along the entire length.

Areas of Rivermead Gardens have been completed, with some of the site still under construction. Therefore, the link to Draymans Way through the site is not yet accessible. However, the plans show good walking links through the development via a footway that leads out onto the pavement at Draymans Way, where the crossing can be used to access the footway to High Street. There are trees and greenery and wide pavements through the site but intermittent lighting.

Barriers to walking

The footpath parallel to the railway line is narrow. This path is regularly used to access the railway station and Mill Lane industrial site from the new housing development, Rivermead Gardens.

There is a lack of tactile paving through the housing site and several parked cars encroaching onto the footway were seen during the site visit, creating less space for people walking. Street lighting is also intermittent.

Pavement parking was also observed in Rivermead, creating less space for walking.

Potential options

WR1.3.1

The Weyside Walk exit leads into a car park where the pavement ends. The pavement could be continued along the edge of the carpark and connected with Draymans Way.

WR1.3.2

Consider changing all 30mph speed limits to lower speed environments to slow motor traffic.

WR1.3.3

Install continuous footways across all side roads to improve coherence and safety.

WR1.3.1 – Weyside Walk exit

WR1.3.2 – Draymans Way

WR1.3.3 – Rivermead Gardens

WR1.3.4

Car parking on Rivermead Gardens could be rationalised to make more space for walking.

WR1.3.5

Cut back the vegetation encroaching onto the footpath to create more space. Consider resurfacing the footpath to provide one continuous even surface.

WR1.3.6

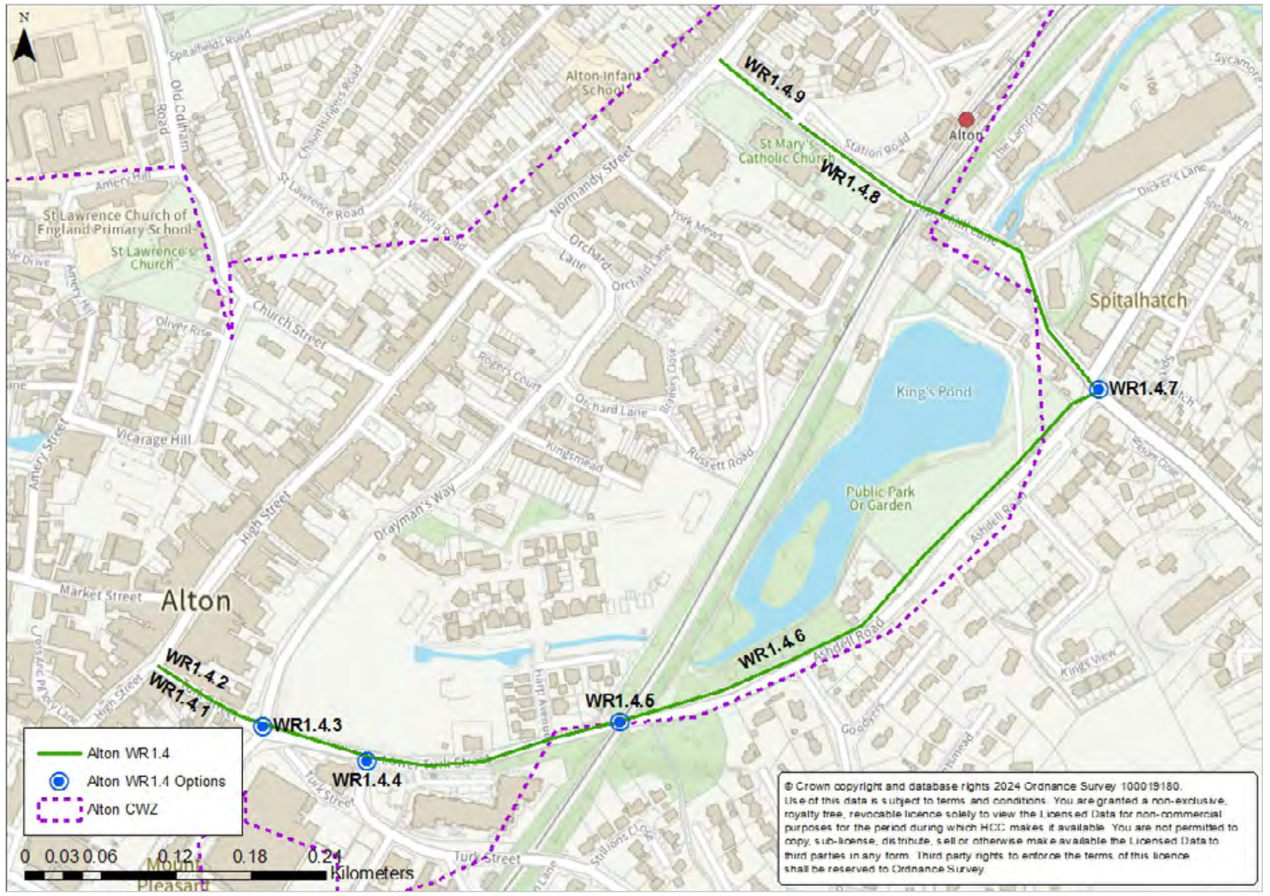
The steps leading onto Paper Mill Lane are not accessible for all. However, there is limited space here to improve accessibility (i.e. ramped access) without significant land take and ground works. An alternative route (WR1.4) can be used to avoid stepped access which could have better signposting. This is the only stepped access to the footpath; the other two entry points have level access.

WR1.3.4 – Rivermead Gardens

WR1.3.5 – Footpath

WR1.3.6 – Paper Mill Lane

Walking Route 1.4 Town Centre via Kings Pond to Alton Railway Station



Walking Route 1.4 Town Centre via Kings Pond to Alton Railway Station

Route description

This route starts at the junction between the High Street and Turk Street. It reaches Ashdell Road by Kings Pond and joins Paper Mill Lane where the road joins onto Normandy Street. The route is approximately 1.3km.

WR1.4 serves eight bus routes. These are the 13, 64, 65, 113, 123, 206, 208 and 638. These connect to Basingstoke, Manor Estate, Petersfield, Morn Hill, Alresford, Four Marks, Farnham, Guildford, Upper Froye, Binstead, Bentley, Medstead, Bentworth, Lasham, and Cowplain.

Existing conditions

The route has a 30mph limit until Paper Mill Lane just before the junction with The Lamports, where it changes to 20mph towards Normandy Street.

Kings Pond is a key destination for people to access open green space and walk along the nature trail. It is only a short walk from the town centre.

There are some residential roads with access off Ashdell Road and Lower Turk Street. These roads all have 30mph limits.

The Mill Lane industrial estate is located to the east of this route but is accessed via steep steps down The Lamports.

There is street lighting along most of the route but Lower Turk Street and Ashdell Road lack natural surveillance, with only trees and hedges along a large section of the road.

This route avoids the stepped access to Paper Mill Lane from walking route 1.3.

Barriers to walking

There are narrow pavements along Turk Street due to buildings close to the road edge.

There are only pavements on one side of the road along some sections of Paper Mill Lane due to the railway bridge. However, because of the bridge and residential boundaries, this section of pavement cannot be widened.

Several pavements at crossing points with side roads do not have tactile paving causing pedestrians with a sight impairment to have difficulty crossing the road.

Some street lighting is only on one side of the road and therefore does not cover all pavements. This is particularly important along Lower Turk Street and Ashdell Road where there is a lack of natural surveillance.

There are some benches along the route, but none along Paper Mill Lane.

There are several bollards along Lower Turk Street at the crossing by the footpath. This reduces the pavement width creating less space for walking.

A popular route to Mill Lane industrial estate located off Paper Mill Lane via The Lamports has steps and so is not accessible for all. This route is out of the scope of this Walking Route audit. However, this will be considered in future reviews of this LCWIP.

Potential options

WR1.4.1

Consider increasing the pavement width along Turk Street where possible by narrowing the carriageway (this would involve the removal of some on street parking).

WR1.4.2

Install continuous footways across all side roads and crossings or raised tables at all crossing points to improve coherence and safety. For example, along Turk Street/High Street, to make it easier and safer for people to cross the road.

WR1.4.3

Introduce improved crossings (at least dropped kerbs and tactile paving) along the southern arm of Turk Street roundabout so all arms have safe crossing points. Consider tightening the geometry of the mini roundabout, widening pavements and reducing crossing distances for people walking.

WR1.4.1 – Turk Street

WR1.4.2 – Turk Street/High Street

WR1.4.3 – Turk Street roundabout

WR1.4.4

Slow motor vehicle entry into junctions and side streets by narrowing the road width at the junction and installing continuous footways. This will slow vehicles using the junction and improve safety for people crossing. For example, Lower Turk Street side road. Reduce roads with a 30mph speed limit to lower speed environments.

WR1.4.5

Review use of bollards along Lower Turk Street to increase pavement width for walking.

WR1.4.6

Due to lack of natural surveillance, ensuring adequate street lighting along Lower Turk Street and Ashdell Road is very important. A potential option would be to install more and better positioned street lighting which covers both the pavement and road.

WR1.4.7

There is no crossing point from Ashdell Road onto Paper Mill Lane. Consider a formal crossing point here with dropped kerbs and tactile paving or a raised table. If pedestrian flows are high enough, consider a formal crossing.

WR1.4.8

Trim back hedges along Paper Mill Lane where they are encroaching onto the pavement to widen the pavement space for walking.

WR1.4.9

Consider providing some additional benches along Paper Mill Lane to provide opportunities for people.

WR1.4.4 – Lower Turk Street

WR1.4.7 – Ashdell Road/Paper Mill Lane junction

WR1.4.5 – Lower Turk Street

WR1.4.8 – Paper Mill Lane

WR1.4.6 – Ashdell Road

WR1.4.9 – Paper Mill Lane

Walking Route 1.5 Town Centre to Alton Community Hospital

Walking Route 1.5 Town Centre to Alton Community Hospital

Route description

This route moves south-west from the High Street by the footpath with Brewery Alley to the junction between Connaught Way and Chawton Park Road, where Alton Community Hospital and Alton Sports Centre are located. Small sections of Market Street, the footpath, and Albert Road are also included. The route is approximately 2km. Market Street leads to several pubs and restaurants and Alton Town Council. The footpath leads to Alton Public Gardens. Albert Road leads to the Butts Primary School.

Chawton Park Road, The Butts, Butts Road, and the High Street are also covered by **the primary route 200** (Holybourne to Alton Sports Centre) and Market Street is covered by **route 210 (Alton to Greyshott)**.

WR1.5 serves eight bus routes. These are the 9, 13, 38, 64, 65, 206, 208 and 638. These connect to Winchester, Manor Estate, Basingstoke, Whitehill, Petersfield, Farnham, Guildford, Upper Froyle, Bentley, Binstead, Medstead, Bentworth, Lasham and Cowplain.

Existing conditions

This route consists of several roads (High Street, Butts Road, The Butts, Chawton Park Road) with junctions and side roads. The High Street consists of mainly shops, where it becomes more residential from Butts Road with some open green space along The Butts.

There are several bus stops along the route providing shade and shelter. There are some benches along the High Street and The Butts providing somewhere to stop and rest.

The High Street is a 20mph road until it reaches the junction with Draymans Way where it becomes 30mph for the rest of the route. The High Street has some free 30-minute parking along one side. The rest of the high street has double yellow lines and it is a one-way street.

This route has many dropped kerbs and has several footways down Brewery Alley, Westbrook Walk, and to the Public Gardens. This connects the High Street with other streets, car parks, and green spaces.

Pavement parking was observed along Butts Road, creating obstacles and less space for walking.

Barriers to walking

The historic nature of the town means some parts of the route have narrow pavements as the buildings are close to the road edge.

Pavements are not continuous on both sides of the road along The Butts, which requires people to cross over.

There is a lack of tactile paving and some missing dropped kerbs along most of the side roads, causing people with a sight impairment difficulty when crossing the road.

Parked cars and traffic form barriers to movement and crossing along the High Street.

Potential options

WR1.5.1

There is a lack of crossing points at Lenten Street junction. Consider raised tables at all main junctions to give pedestrians priority. A review of this junction is suggested in cycle route 210 under measure 210.2.4 to improve routing for cyclists as well.

WR1.5.2

Introduce tactile paving and perhaps a formal crossing across the road which leads to the public gardens from the footway. Consider removing guard railing to create more space for walking.

WR1.5.3

Slow motor vehicle entry to High Street by narrowing the road width at the junction with Draymans Way. This will slow vehicles using the junction and improve safety for everyone and give the area a more pleasant feel, especially for people walking. Also consider reducing all 30mph speed limits to lower speed environments to slow motor traffic. This is suggested as part of primary cycle route 200 under route 200.2 and would benefit pedestrians and cyclists.

WR1.5.4

Install dropped kerbs and tactile paving or continuous footways consistently along the whole route to improve coherence and safety across side roads. Dropped kerbs and tactile paving is already present on entrances to The Cobbetts, Winstreet Close, Borovere Lane, and Beechwood Road. Install raised tables across junctions.

WR1.5.1 – Lenten Street

WR1.5.2 – Public Gardens entry/exit

WR1.5.3 – High Street/Draymans Way junction

WR1.5.5
Consider parking enforcement restrictions to prevent pavement parking on Butts Road.

WR1.5.6
Butts Road has sections of southern pavements which are narrow and could be widened using some of the grass area – retaining features would likely be required.

WR1.5.7
The junction of The Butts/Butts Road is excessively wide. Consider tightening the radii to provide a shorter crossing distance for people walking and to slow motor traffic turning. This is also suggested in primary cycle route 200, under measure 200.2.4. A continuous footway could be provided, and the road space could be used to widen pavements.

WR1.5.8
Narrow pavements along The Butts could be widened using the road space. The southern side pavement is missing. However, this is a residential access only road and therefore traffic speeds and flows are low. There is wayfinding to direct people walking along The Butts to the Sports Centre.

WR1.5.9
Make more of the modal filter – the crossing point is in cycle route 200.2 and needs to be on the desire line. You could perhaps put planting and benches in here.

WR1.5.10
Widen pavements along sections of Chawton Park Road on both sides using road space, particularly by the Community Hospital bus stop as there is little space to walk.

WR1.5.11
There is a lack of crossing points along Chawton Park Road. Consider creating more crossing points, for example, continuous footways.

WR1.5.4 – Tower Street

WR1.5.5 – Butts Road

WR1.5.6 – Butts Road

WR1.5.7 – Butts Road/The Butts junction

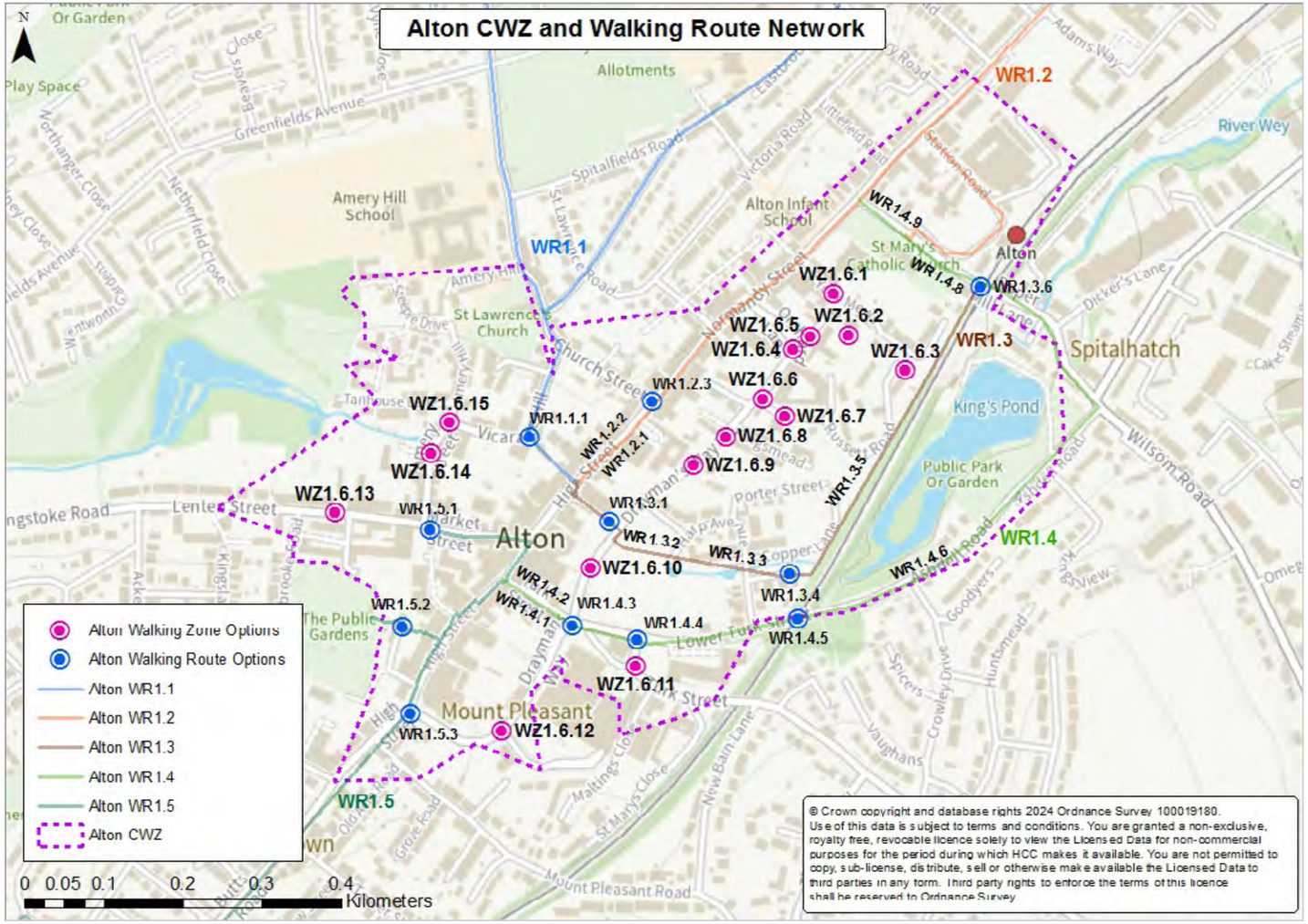
WR1.5.8 – The Butts

WR1.5.9 – The Butts modal filter

WR1.5.10 – Chawton Road

WR1.5.11 – Chawton Road

Walking Audit Core Walking Zone WZ1.6 – Alton



Walking Audit Core Walking Zone WZ1.6 – Alton

Zone description

The walking zone for Alton encompasses the main town centre area shown in the map above.

The centre of the town is designated as the primary shopping area with a large number of active shopping frontages supporting the centre as the main retail destination.

As well as the main retail area, the walking zone also includes Kings Pond, Alton railway station, Amery Hill School, St Lawrence C of E Primary School, Curtis Museum, Allen Gallery, and Rivermead Gardens.

The main focus of the town centre is the High Street that connects to Rivermead Gardens. The High Street has a 20mph speed limit and is one way in sections, slowing motor traffic.

The walking zone area is surrounded by a mix of residential streets and Mill Lane industrial and retail estate to the east.

A number of walking routes start in the core walking zone and radiate out to connect to destinations such as educational facilities including Alton College, Alton railway station, Alton Sports Centre, and Alton Community Hospital.

Methodology

The Core Walking Zone was chosen on the basis that this area, being the town centre, contained a large number of community facilities.

LCWIP guidance states that:
'CWZs normally consist of a number of walking trip generators that are located close together – such as town centre of business parks. An approximate five minute walking distance of 400m can be used as a guide to the minimum extent of CWZs. Within CWZs all of the pedestrian infrastructure is deemed to be important.'

As outlined in the walking routes methodology, walking routes were established from the centre of the CWZ to key destinations in the wider area. The routes are described in earlier pages of this document. The CWZ options described below fill the gaps between the routes to provide a comprehensive set of options for the area.

Principles of the Walking Route Assessment Tool (WRAT) and Healthy Streets indicators have been used to provide an assessment of the CWZ. The WRAT has not been used to calculate the existing condition of the Core Walking Zone as the tool relate to auditing a route rather than a zone.

The core principles for consideration in the WRAT are:

- attractiveness;
- comfort;
- directness;
- safety;
- coherence

The core principles for consideration in the Healthy Streets check are:

- Pedestrians from all walks of life;
- Easy to cross;
- Shade and shelter;
- Places to stop and rest;
- Not too noisy;
- People choose to walk, cycle and use public transport;
- People feel safe;
- Things to see and do;
- People feel relaxed;
- Clean Air

Walking zone 1.6 Alton Town Centre

Existing conditions

Within the CWZ the streets are mostly lit and generally have a good level of natural surveillance. There are some trees and general planting which help to balance the visual impact of traffic and on-street parking in places such as The High Street. There is also access to green spaces such as Kings Pond. However, some pavements in the zone are narrow largely due to property boundaries.

The zone consists of both 20mph and 30mph speed limits, with some streets narrow and one way, promoting a lower speed environment.

Barriers to walking

There are some footpaths and pavements within the zone which are very narrow. Due to residential property boundaries some of these cannot be widened. For example, Cross and Pillory Lane, Lenten Street, and the Russett Road footpath.

There is a lack of crossing facilities at side roads and crossing points, making it difficult for people to cross the road, particularly those with visual impairments.

Several side roads are very wide and therefore motor traffic was observed failing to slow down upon turning.

In some sections there is a lack of benches, providing little opportunity for people to stop and rest. Lighting is also lacking in some streets that covers both the pavement and the road.

Potential options

WZ1.6.1

The crossing point at York Mews only has dropped kerbs. Consider a raised table to make it easier for people to cross the road.

WZ1.6.2

Cut back the vegetation along the Orchard Lane footpath to create more space for walking. Consider adding a bench to provide people with a place to stop and rest.

WZ1.6.3

The footpath at Russett Road is very narrow but due to property boundaries cannot be widened. However, more lighting could be added to create a safer walking environment.

WZ1.6.4

Consider tightening the Orchard Lane/Orchard Lane (becoming Draymans Way) to slow motor traffic upon turning. A potential option would be to install a continuous footway to prioritise people walking.

WZ1.6.5

Ensure all pavements have a level surface. This will make it easier for wheelchair users or people with pushchairs.

WZ1.6.6

The Russett Road/Draymans Way junction with has a pedestrian refuge but no tactile paving. Consider a continuous footway, or tactile paving as a minimum. The junction is very wide so consider tightening to slow motor traffic.

WZ1.6.1 – York Mews

WZ1.6.4 – Orchard Lane/Orchard Lane junction

WZ1.6.2 – Orchard Lane footpath

WZ1.6.5 – Orchard Lane

Z1.6.3 – Russett Road footpath

WZ1.6.6 – Russett Road/Draymans Way junction

WZ1.6.7
Russett Road has no pavement on one side of the road. Consider adding a pavement using some of the grass area, subject to land ownership. Ensure all side roads have continuous footways to make it easier to cross.

WZ1.6.8
Cut back the vegetation along the pavement at Draymans Way to create more space for walking.

WZ1.6.9
Consider continuous footways across all side junctions along Draymans Way on the desire line to prioritise pedestrians. For example, the junctions with Kingsmead, Crown Close Mews, and Manor Road car park.

WZ1.6.10
A potential option would be to use carriageway space, where possible, along Draymans Way to widen the pavements as they are narrow in sections.

WZ1.6.11
A potential option would be to install a pavement where it is missing down Turk Street. This could be achieved using carriageway space, where possible, or the grassed area, subject to land ownership.

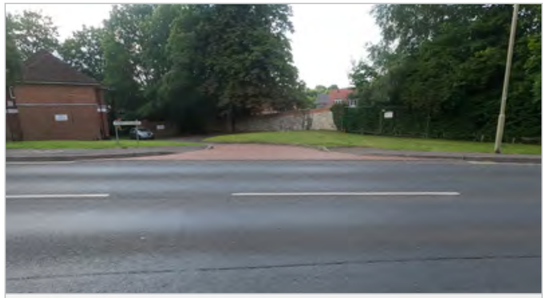
WZ1.6.12
Review the Draymans Way roundabout to improve crossing facilities across all junctions on the desire lines. Consider tightening the alignment to slow motor traffic and improve safety for people crossing.

WZ1.6.7 – Russett Road

WZ1.6.10 – Draymans Way

WZ1.6.8 – Draymans Way

WZ1.6.11 – Turk Street



WZ1.6.9 – Crown Close Mews

WZ1.6.12 – Draymans Way roundabout

WZ1.6.13
Lenten Street, Amery Street, and Amery Hill have narrow pavements but due to property boundaries cannot be widened. Ensure there is adequate street lighting along the pavements to improve perceptions of safety.

WZ1.6.14
Ensure all side roads along Amery Street and Amery Hill have continuous footways to prioritise people walking; for example, Fielders Court and Tanhouse Lane.

WZ1.6.15
At the Amery Hill junction with Amery Street, a continuous footway could be explored. The junction could also be tightened to slow motor traffic.

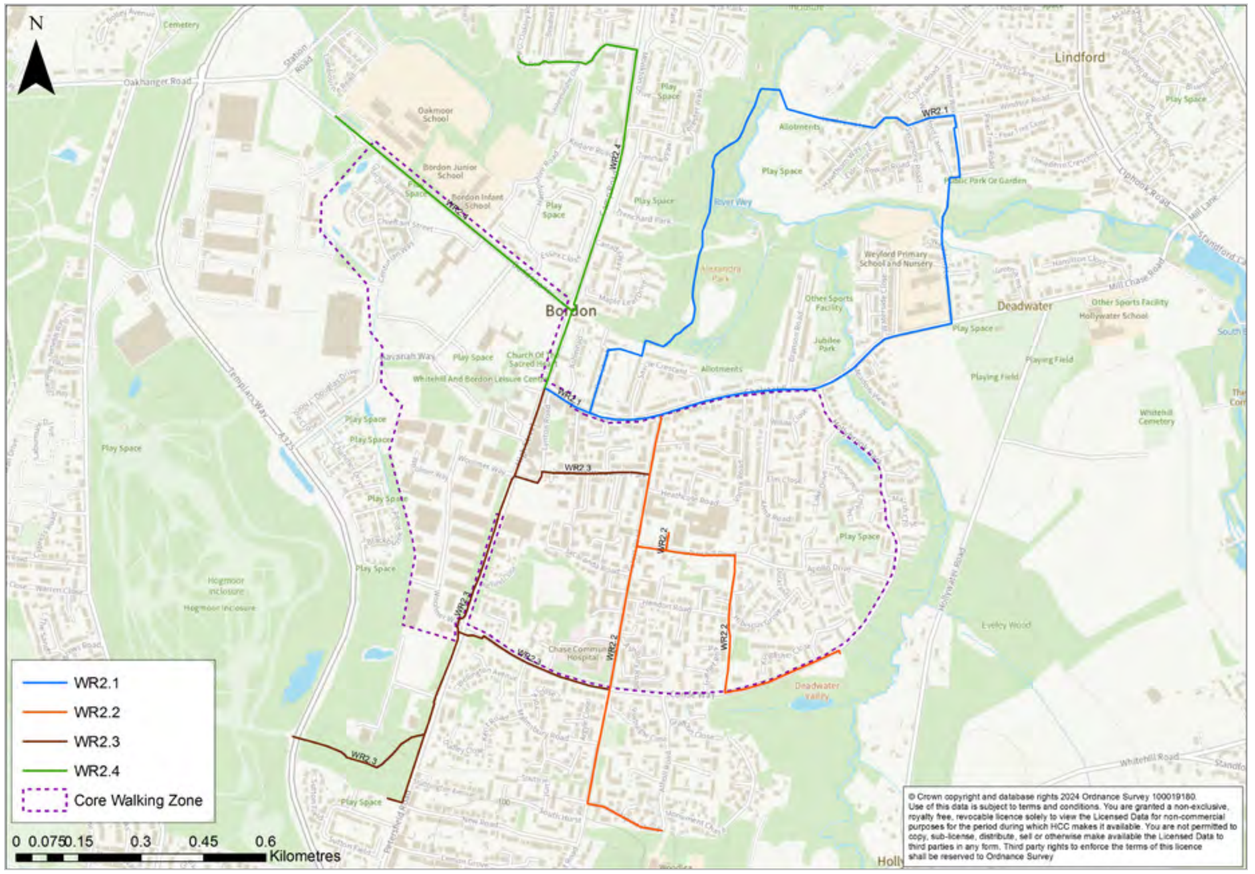
WZ1.6.16
Consider reducing the 30mph speed limits within the zone to lower speed environments to slow motor traffic and create a safer walking environment.

WZ1.6.13 – Lenten Street

WR1.6.15 – Amery Hill/Amery Street junction

WZ1.6.14 – Fielders Court

Bordon walking audit (core walking zone and walking routes)



CWZ2 – Bordon

Zone and routes description

The Core Walking Zone (CWZ) for Bordon covers the main High Street area with four walking routes (WR) that link from the town centre to key destinations outside the CWZ. These include Oakmoor Schools/Camp Road to the northwest and north, Lindford in the northeast, Deadwater Valley to the southeast and Hogmoor Inclosure to the southwest.

Bordon is a historic military town located within the Royal Woolmer Forest, 8km southeast of Alton and c.10km northeast of Petersfield.

Bordon has a population of 9,349 as of the 2021 Census and once lay on the A325, which connects Bagshot in Surrey with Greatham in Hampshire. There is now a relief road (Templars Way) around the town, which aims to reduce traffic on Bordon's High Street.

The town forms part of the wider Whitehill and Bordon regeneration scheme which aims to create a new green, healthy and connected town by 2036 and to ensure that the design and physical components of the new town are underpinned by place-making principles that encourage community participation, develop civic pride, and support healthy and active lifestyles.

The High Street and Camp Road serve as the main arterial route through Bordon and are also home to the main commercial centre. There are several key facilities along this road, such as superstores, industrial and commercial trading estates, a leisure centre, places of worship, commercial businesses, offices, retirement living and regeneration space. There is also an established shopping area to the southeast of Bordon – Forest Shopping Centre off Forest Road.

There are several areas of open green space, including the Bordon Inclosure, Town Park, Hogmoor Inclosure and Alexandra Park.

A new site for Sustainable, Alternative, Natural Green Space (SANG) has been approved to the east of the town, off Hollywater Road, at Standford Grange Farm (59833/FUL/KP). This SANG at Standford Grange Farm was brought forward to support proposals for the Miller Homes 147 new homes development on the site of the former Mill Chase Academy and Leisure Centre at Mill Chase Road.

There is limited free parking on High Street, with a small section of one hour 8am-6pm located outside of businesses to the south. Alternatively, there are large parking sites at Whitehill and Bordon Leisure Centre, Tesco Superstore and Forest Shopping Centre.
All roads within Bordon have 30mph speed limits.

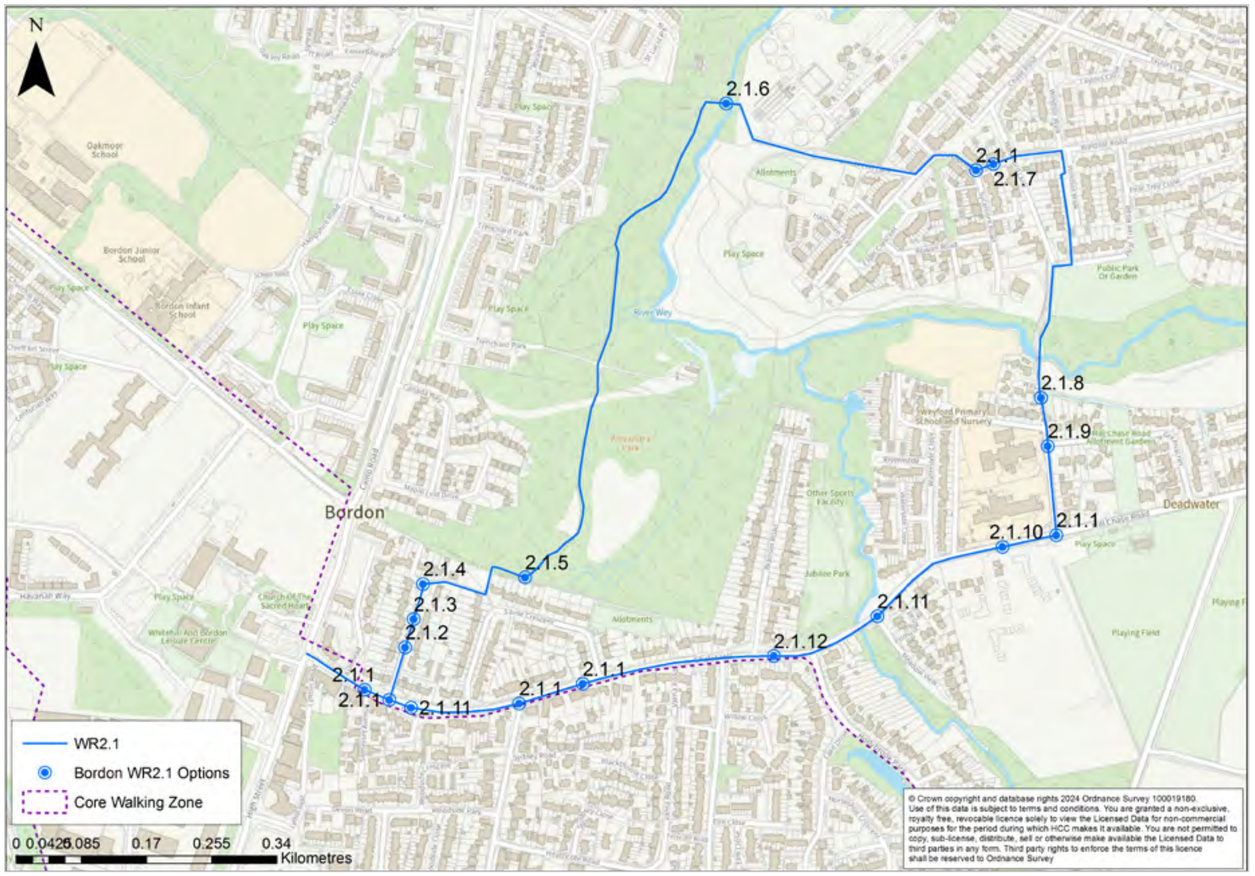
As built-up area, most of the zone is urban in character and has pavements on the majority of both sides of the roads and various pathways to access local facilities. However, pavements are narrow in places and some pathway surfaces are not suitable for all.

Most of the streets are lit and generally have a good level of natural surveillance in the more built-up areas. However, some sections only have street lighting along one side of the pavement and road. The CWZ and its routes have links with the **Green Grid Green Loop (GGGL)**, a 7km enhanced walking and cycling route around Whitehill and Bordon, and network within the town.

As part of the wider Whitehill and Bordon regeneration scheme – a £1bn, 15-year transformational place-making programme which seeks to provide up to 3,350 new homes and 3,350 new jobs, as well as new schools, a new road, new facilities and green space is well underway. There are four main planning applications associated with this scheme:

- Quebec Park – detailed planning permission granted on 3rd February 2015 (Application Number: 28353/004).
- Louisburg Barracks – outline planning permission and detailed permission for phase 1 of the new relief road approved on 25th November 2014 (Application Number: 55369/001). Reserved matters consent was granted for the residential land (Application Number: 55369/005). Reserve matters consent is also in place for the employment land infrastructure works (Application Number: 55369).
- Main Garrison Site – outline planning permission was granted on 5th November 2015 (Application Number: 55587/001). Provision for Sustainable, Alternative, Natural Green Space (SANGS) at Hogmoor Inclosure and Bordon Inclosure has been approved as part of this.
- Viking Park – Outline planning permission granted (Application Number: 34144/OUT).

Walking Route 2.1 High Street to Lindford Circular Walk



Walking Route 2.1 High Street to Lindford Circular Walk

Route description

This walking route leads from the High Street towards Lindford via Alexandra Park and the Bordon Inclosure. Upon reaching Lindford the route heads south over the River Wey, connecting with Weyford Junior and Primary School and Nursery before following Mill Chase Road back towards High Street. The route is approximately 3km. The route is a mixture of residential, woodland and open fields crossing the Green Loop in the Bordon Inclosure.

There are businesses to the southwest of the route as well as multiple residential areas and community gardens. The route connects central Bordon with the Mill Chase recreation ground and the new Miller Homes development, which will lead through to the new Standford Grange Farm SANG, across Hollywater Road.

The route is a mixture of residential, woodland and open fields crossing the Green Loop in the Bordon Inclosure using the Lindford Link. The route incorporates several Publics Rights of Ways (PRoWs) which include designated bridleways and footpaths, as well as a section of the long-distance walking route – Shipwrights Way. This route also follows some of the Green Loop, a 7km loop of footpaths and cycle routes encircling, and connecting, the new and existing town. The route connects to the loop to the north of Bordon, via Alexandra Park and the Bordon Inclosure.

WR2.1 serves six bus routes along Chalet Hill. These are the 13, 18, 23, 28, 418 and 737. These connect Bordon with Aldershot, Haslemere, Liphook, Whitehill, Farnborough and Petersfield.

WR2.1 connects with WR2.2 and WR2.3/WR2.4 at Forest Road and High Street, respectively. WR2.1 connects with the cycle route 110 at High Street.

Existing conditions

All roads along Route 2.1 are 30mph. Along the residential aspects of the route there are pavements on both sides of the road, with the exception of a short part of Washford Lane where pavements are found on only one side of the road.

For the most part, the residential roads along the route have natural traffic calming measures from parked cars and a good level of surveillance. The pavements are narrow in sections and there are several wide bell mouth junctions.

The off-highway parts of the route are very rural, with a mix of laid, unlaid and wooden paths. There is limited natural surveillance and no lighting. Some sections are isolated within woodland.

Due to the residential nature of the route, there are no benches and limited shaded places. There is a good level of street lighting along these sections. The off-highway sections however have a very good level of shade. There are benches located within the woodland sections.

Barriers to walking

Park Street, Hawthorn Way, Washford Lane and Alexandra Court, Forest Road and Somerset Avenue off of Mill Chase Road/Chalet Hill are lacking dropped kerbs and tactile paving causing pedestrians with a sight impairment to have difficulty crossing the road.

Some sections are also limited in pavement width with residential property boundaries either side and there is little lighting upon their entry and exit to the pavements.

There are also areas where crossing points are very wide, for example the commercial space at Tilbury's Close. There is potential for pedestrians to be in conflict with other road users at this location.

Parking restrictions may be required in locations where vehicles are parking on the pavement.

Some sections within the woodland are isolated with no lighting, narrow and have uneven surfaces. The Lindford Link Bridge is currently closed.

Potential options

WR2.1.1

Consider continuous footways or tightened junctions with dropped kerbs and tactile paving consistently along the whole route to improve coherence and safety. Consider installing benches at intervals along the entire route, to provide opportunities for people to stop and rest.

WR2.1.2

Assess street lighting along Park Street to ensure the pavements are fully covered.

Reduce street clutter where possible to increase pavement widths and improve surface quality. Seek to widen pavements, this may require a review of on-street parking.

WR2.1.3

Cut back vegetation and review bin locations as there is very limited walking space on collection days.

WR2.1.4

Improve route wayfinding.

WR2.1.5

Maintain vegetation and improve existing path widths and surface quality.

WR2.1.6

Consider low level lighting subject to ecological constraints. This link forms part of the bridleway 249/502/2.

WR2.1.7

Ensure the Lindford Link bridge is accessible for all.

WR2.1.8

Consider a continuous footway on Hawthorn Way to better allow for continuous journeys. Potentially explore removing the bollards as there are already double yellow lines here. Potentially add benches along this route to provide people with a place to stop and rest.

WR2.1.9

Seek to widen pavements by reallocating highway space, where possible. This forms part of footpath 139/707/1 and Shipwrights Way.

WR2.1.10
Improve crossing facilities at and around Weyford Junior and Primary School and Nursery. There are no dropped kerbs or tactile pavements. Consider parking restrictions as vehicles were observed parking on the pavement. Consider reducing the speed environment.

WR2.1.11
Consider replacing existing informal crossing with a zebra crossing.

WR2.1.12
Seek to widen pavements, prevent pavement parking, increase crossing points over Chalet Hill, and prioritise walking along Chalet Hill as 2.1.1 consider providing continuous footways over all side roads and accesses.

WR2.1.13
There is opportunity to improve the public realm outside of the shops at the western end and increase the number of trees and benches along the route.

WR2.1.14
Maintain vegetation to increase pavement widths as much as possible.

WR2.1.15
Consider reducing the speed environment along the whole route.

WR2.1.1a – Forest Road

WR2.1.1d – Hawthorn Way

WR2.1.2 – Park Street

WR2.1.1b – Alexandra Court

WR2.1.1e – Park Street

WR2.1.3 – Park Street

WR2.1.1c – Washford Lane

WR2.1.1f – Somerset Avenue

WR2.1.4 – Park Street

WR2.1.5 – Off carriageway track

WR2.1.8 – Washford Lane

WR2.1.11a – Hollybrook Park/Chalet Hill

WR2.1.6 – Lindford Link Bridge

WR2.1.9 – Washford Lane

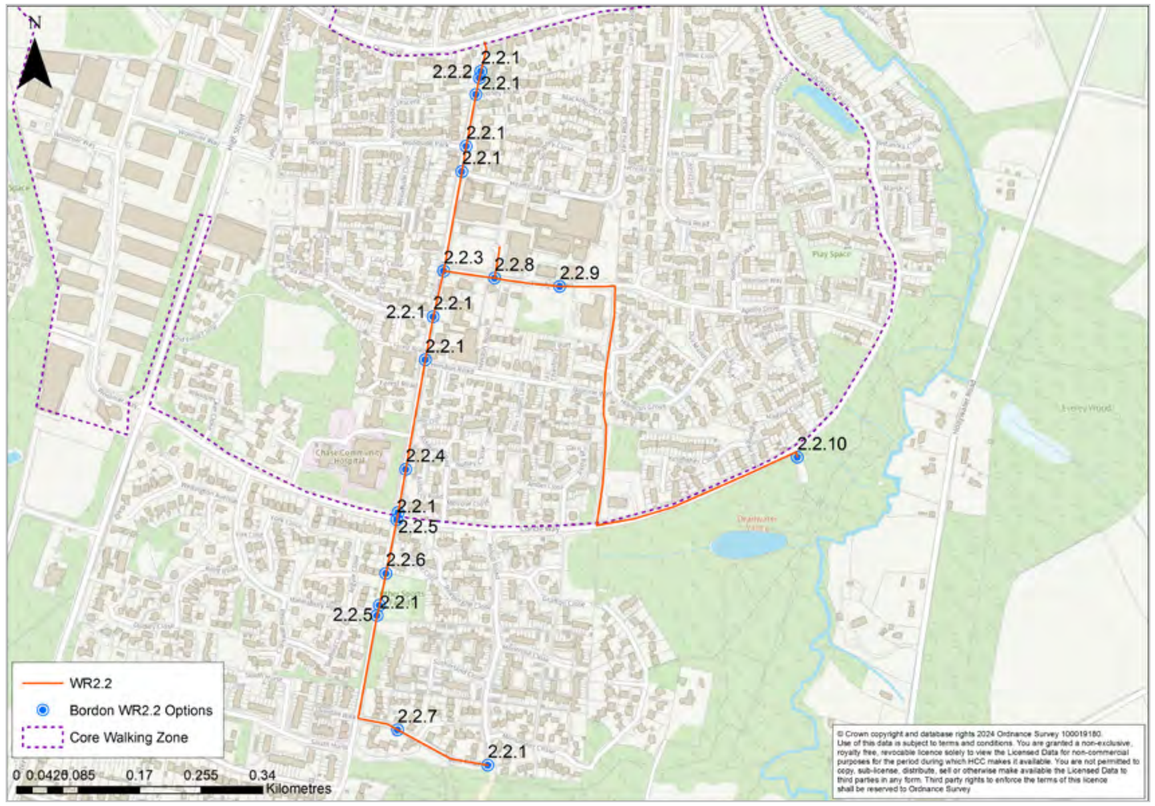
WR2.1.11b – Chalet Hill

WR2.1.7 – Hawthorn Way crossing point

WR2.1.10 – Mill Chase Road

WR2.1.12 – Chalet Hill

Walking Route 2.2 Chalet Hill to Woodlea Primary School and Deadwater Valley via Forest Shopping Centre



Walking Route 2.2 Chalet Hill to Woodlea Primary School and Deadwater Valley via Forest Shopping Centre

Route description

This route leads from Chalet Hill south via Forest Road where it splits at Pinehill Road. One section continues south along Forest Road as far as Alpine Road where it ends at Woodlea Primary School. The other section heads east along Pinehill Road, past Forest Shopping Centre, where it turns south along a footway. The route continues along this footway until Conde Way where it ends at Deadwater Valley Conde Way Car Park. The route is approximately 2.1km in total length.

Except for Conde Way, all on-highway sections have pavements on both sides of the road. There are multiple off-highway footways.

The route connects residential properties with important local facilities such as the Chase Pharmacy and Community Hospital, shopping, leisure and places of worship at Forest Shopping Centre and educational facilities at Forest House Day Nursery and Woodlea Primary School.

Part of the route, Conde Way, follows Shipwrights Way long distance route. This route also offers the opportunity to link with the Green Loop, to the south of Bordon, via the Deadwater Valley nature reserve and at Woodlea Primary School. Shipwrights Way within WR2.2 is a footpath.

WR2.2 also aligns with cycle route 110 along the sections of Camp Road, High Street and some of Petersfield Road.

WR2.2 services six bus routes along its extent. These are the 13, 18, 23, 28, 418 and 737. These connect Bordon with Basingstoke, Whitehill, Haslemere, Liphook, Wrecclesham and Petersfield.

WR2.2 connects with WR2.1 and WR2.3 at Forest Road and Woodside Park/Conde Way, respectively.

Existing conditions

Forest Road is a mainly residential road. Pavement widths are good, with limited narrow sections. Some side roads have wide bell mouths and lack crossing facilities. Street lighting is found throughout the route.

Pinehill Road has a mix of residential frontages and commercial space on either side of the road. There are lots of parking areas that cross the pavement, increasing the risk of conflict with pedestrians.

Beyond Pinehill Road the route is made up of off-highway paths. The route rejoins the highway at Conde Way. This road is wider and has a pavement on one side as far as Deadwater Valley Conde Way Car Park.

All roads on this route have 30mph speed limits.

Barriers to walking

Parked cars and traffic volume and speed are barriers to movement and crossing along the Forest Road and Pinehill Road.

Sections along Forest Road and Conde Way have narrow pavements due to buildings close to the road edge. In places, guard railing, bollards, signs, lighting etc is taking up pavement space, creating less space for people walking.

The route is well lit. However, there are sections along Alpine Road where there is only lighting on one side of the pavement and road.

There is a lack of benches along the route providing little provision for people to stop and rest.

Potential options

WR2.2.1

Consider continuous footways or tightened junctions and dropped kerbs and tactile paving consistently along the whole route to improve coherence and safety. Consider installing benches at intervals along the entire route to provide opportunities for people to stop and rest, and street trees, for shade and shelter. Potential option reference 110.1.10, in the cycle route section, considers similar options as well as suggesting widening the existing Petersfield Road shared use path to meet current design guidance.

WR2.2.2

Consider implementing parking restrictions along Forest Road to prevent parking over crossing points.

WR2.2.3

Widen existing pavements and relocate street clutter where necessary.

WR2.2.1a – Forest Road

WR2.2.1b – Forest Road

WR2.2.1c – Forest Road/Hendon Road

WR2.2.4

Maintain vegetation to ensure that pavements are unobstructed. Widen pavements where possible.

Under potential option reference 110.1.8, in the cycle route section, it mentions that the shared use path has recently been widened, but given the busy high street area, only segregation is likely to comply with LTN1/20. Consider pedestrian flows and a reallocation of road space to support segregation, if needed. If shared use is kept, explore widening narrower sections and providing priority over side roads.

WR2.2.5

Move the existing crossing facility over Conde Way closer to the desire line. Improve the public realm e.g. consider planting, street trees and benches.

Provide an adequate crossing facility over Forest Road. Improve the public realm as above.

Potential option reference 110.1.9 in the cycle route section mentions exploring walking and cycling connectivity improvements at this roundabout, with a particular emphasis on its connectivity with route 110.

WR2.2.1d – Forest Road/Jacaranda Road

WR2.2.1g – Forest Road

WR2.2.3 – Forest Road

WR2.2.1e – Forest Road/Woodside Park

WR2.2.1 – Crossing points along the route

WR2.2.4 – Forest Road

WR2.2.1f – Forest Road/Sydney Road

WR2.2.2 – Forest Road

WR2.2.5a – Conde Way

WR2.2.6

Due to the lack of natural surveillance, ensuring adequate lighting along Forest Road is very important. A potential option would be to install more and better positioned street lighting which covers both the pavement and road. Investigate widening the existing pavement as it is only on one extent.

WR2.2.7

As Alpine Road is an access to a school, consider reducing the speed environment.

WR2.2.8

Consider reduction of speed limit due to the number of vehicles accessing the car parking for the shopping centre. Slow motor vehicle entry to Pinehill Road by tightening the junction to Lidl.

WR2.2.9

Provide dedicated walking facilities along the bus and cycle route. It is currently unclear whether pedestrians are allowed to access this section of the route.

WR2.2.10

Explore providing pavement on the southern extent of Conde Way to serve the bus stop. Provide a pedestrian priority crossing to allow pedestrian access to the Deadwater Valley Conde Way Car Park, and link to the Green Loop.

WR2.2.11

Consider reducing the speed environment along the whole route.

WR2.2.5b – Forest Road

WR2.2.8 – Junction of Lidl and Pinehill Road

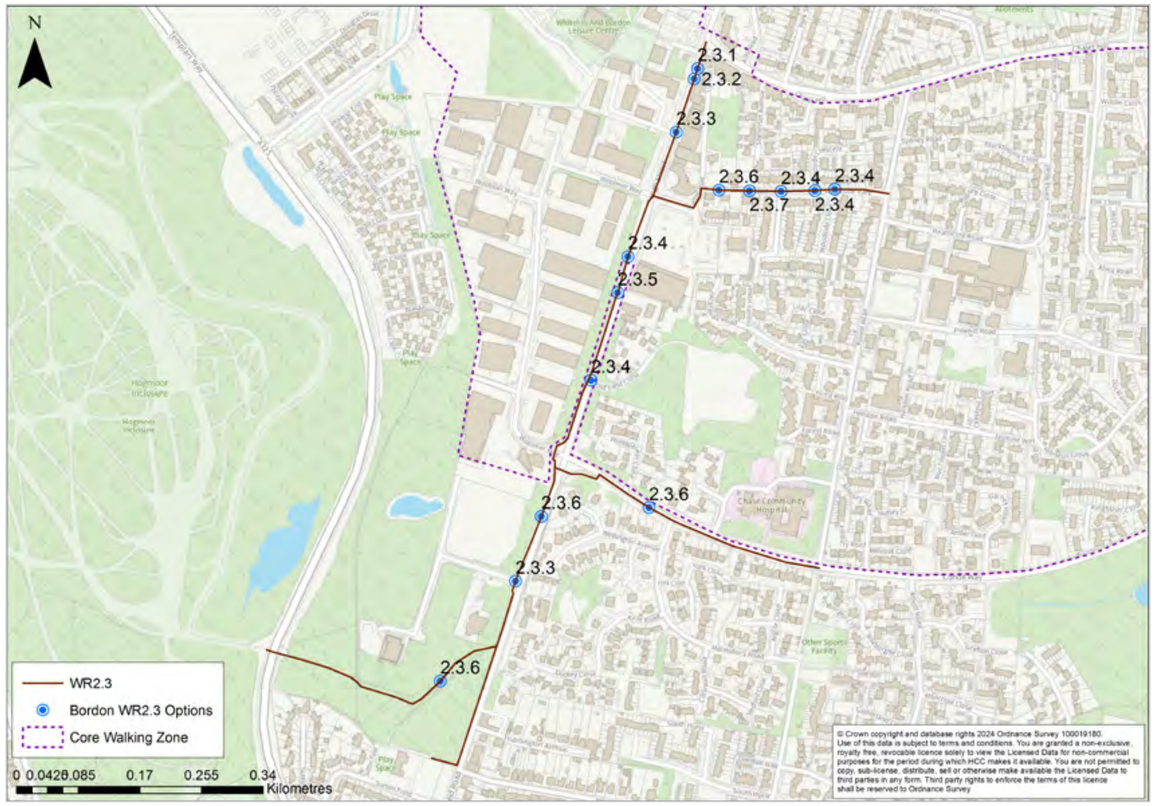
WR2.2.6 – Forest Road pavement and lighting

WR2.2.9 – Pinehill Road

WR2.2.7 – Alpine Road

WR2.2.10 – Conde Way

Walking Route 2.3 High Street to Forest Road and Hogmoor Inclosure via Devon Road, Conde Way and Petersfield Road



Walking Route 2.3 High Street to Forest Road and Hogmoor Inclosure via Devon Road, Conde Way and Petersfield Road

Route description

This route starts at High Street's junction with Chalet Hill and heads southbound. The route follows the High Street and then follows Petersfield Road as far as Whitehill Village Hall.

There are three spurs which include Devon Road, Conde Way and a third westbound from Petersfield Road off-highway. This third spur connects with the Green Loop between Petersfield Road and the Hogmoor Inclosure entrance. The total route is 2.4km in length.

This route is shared with cycle route 110 along High Street and some of Petersfield Road.

WR2.3 serves six bus routes along its extent. These are the 13, 18, 23, 28, 418 and 737. These connect Bordon with Basingstoke, Whitehill, Haslemere, Liphook, Wrecclesham and Petersfield.

WR2.3 connects with WR2.2 and WR2.4 at Woodside Park/Conde Way and High Street, respectively. WR2.3 connects with the cycle route 110 at High Street and continues south along Petersfield Road as far as Whitehill Village Hall.

Existing conditions

High Street and Petersfield Road form part of Route 110 of the primary cycling network and were once the A325 arterial route prior to the relief road being built. This explains the wide carriageway and pavement widths on both extents.

Woolmer Road acts as access to the Tesco superstore and has pavements on both extents as well as a signalised pedestrian crossing at its junction with High Street. Beyond Woolmer Road, Devon Road is a quiet residential access road with no pavements for around 70m. Beyond this point there are pavements on both extents until Forest Road.

Conde Way is a wide road with pavement on the northern extent only, as far as Malmsbury Road. From here there are pavements on both extents as far as Forest Road. The route is fairly rural towards the south with lots of tree cover and some unpaved sections.

The footpath between Petersfield Road and the Hogmoor Inclosure is a section of woodland. The path is overgrown, lacks natural surveillance and lacks lighting. The path is also uneven in places.

There were no benches observed at any point on the route, with a varying level of lighting throughout. There is limited natural surveillance towards the southern end of the route, Devon Road, Conde Way and towards the Hogmoor Inclosure, where the route is off highway.

Barriers to walking

Sections of High Street have narrow pavements due to buildings close to the road edge. In places, guard railing, bollards, signs, lighting etc take up pavement space, creating less space for people walking.

Parts of High Street/Petersfield Road are shared use which provides potential conflict between pedestrians and cyclists. Although the relief road is now in place, traffic volumes are still fairly high, and the speed limit is 30mph.

There are side roads along High Street/Petersfield Road with wide bell mouth junctions, which don't encourage very slow speeds on entry.

Parked cars and traffic volumes and speeds form barriers to movement along the Devon Road.

There is a lack of natural surveillance along the route especially where there are no property frontages, specifically at the south of High Street, Petersfield Road, Devon Road and Conde Way, as well as the off-highway path towards the Hogmoor Inclosure. Although the route is lit throughout, there is scope to improve lighting along Conde Way.

There is a lack of benches and street trees along the route, providing little provision for people to stop and rest, or shade or shelter.

Potential options

WR2.3.1

There is a very wide central area of crosshatching on the carriageway, as well as extra running/turning lanes. As a result, pavements are narrow. Consider reallocating road space to widen the pavements. Where there are staggered crossings, seek to replace these with straight across crossings, which will not require central hatching.

WR2.3.2

Reduce street clutter, including barriers, which limit the available pavement widths.

WR2.3.3

Consider realignment of junction bell mouths along the whole route to provide continuous footways, or tighter junctions with tactiles and dropped kerbs. This aligns with potential option 110.1.5 which looks to prioritise cycling and walking over side roads.

WR2.3.4

Consider installing benches at intervals along the entire route to provide opportunities for people to stop and rest.

WR2.3.5

There is an existing shared use path, which is sufficient for current use levels. Long term potential to widen the existing shared use path and provide segregated pedestrian and cycling facilities to bring the route in line with LTN1/20 should demand increase.

WR2.3.6

Ensure that vegetation is sufficiently maintained along the route. Where pavements are narrow due to vegetation, investigate whether they could be widened by narrowing running lanes or from verges. Investigate lighting provision where natural surveillance is limited by vegetation.

WR2.3.7

Investigate the potential for parking restrictions for areas where vehicles were observed parking on the pavements. This is more relevant in residential estates, such as Devon Road and Woodside Park.

WR2.3.8

Consider measures to reduce the speed environment along the whole route.

WR2.3.1 – High Street

WR2.3.3b – Woodlark junction

WR2.3.4c – High Street

WR2.3.2 – High Street

WR2.3.4a – Woodside Crescent

WR2.3.4d – High Street

WR2.3.3a – Highview

WR2.3.4b – Woodside Close

WR2.3.5 – Petersfield Road

WR2.3.6a – Devon Road

WR2.3.6d – Off-highway track

WR2.3.6b – Conde Way

WR2.3.7 – Devon Road/Woodside Park

WR2.3.6c – Petersfield Road

Walking Route 2.4 High Street to Oakmoor School and Ennerdale Road via Budds Lane and Camp Road

Walking Route 2.4 High Street to Oakmoor School and Ennerdale Road via Budds Lane and Camp Road

Route description

This route starts at the junction between High Street and Chalet Hill and heads north. The route splits at the Budds Lane junction, with one arm travelling along Budds Lane as far as Oakmoor School, and the other arm continuing along Camp Road as far as Ennerdale Road. The route is approximately 1.9km in total length.

Existing conditions

High Street and Camp Road form part of Route 110 of the primary cycling network and were once the A325 arterial route prior to the relief road being built. This explains the wide carriageway and pavement widths.

The route has a 30mph limit throughout and serves key points of interest including the Prince Phillips Barracks redevelopment, Bordon Infant and Junior Schools, Oakmoor School, convenience stores and cafes, as well as residential estates and green spaces.

There is also Enterprise Park, an industrial estate, and a gym a short distance to the west of the route.

There is street lighting along most of the route but currently, due to redevelopment, part of Budds Lane lacks natural surveillance.

Both Budds Lane and parts of Camp Road have shared use paths. The pavement on the eastern extent of Camp Road is noticeably narrower than the west.

Budds Lane is a popular walking route given the location of Oakmoor School and Bordon Infant and Junior Schools. There are also new housing developments here.

WR2.4 serves five bus routes along its extent. These are the 13, 18, 23, 28 and 418. These connect Bordon with Basingstoke, Whitehill, Haslemere, Liphook and Wrecclesham.

WR2.3 connects with WR2.1 and WR2.3 at High Street. WR2.4 connects with the cycle route 110 at Camp Road and continues south until High Street as far as the High Street/Chalet Hill junction.

At the time of writing, most of the new town centre is being built and is behind hoardings. The whole area will be newly built, to agreed planning permissions, details of which are contained within the CWZ audit.

Barriers to walking

Shared use paths are no longer recommended in areas of high footfall as they increase the risk of conflict between cyclists and pedestrians.

The lack of natural surveillance along Budds Lane decreases its attraction for pedestrians, especially whilst there is development underway with sites surrounding in hoardings. Budds Lane is very long and straight, and may encourage higher speeds than the posted 30mph limit.

There is a lack of benches along the route, providing little provision for people to stop and rest.

There is a lot of overhanging vegetation along Budds Lane. A review of lighting along this stretch of road could be undertaken to ensure it is adequate.

The crossing facilities at the Budds Lane and Enterprise Park junction are missing dropped kerbs and tactile paving, and have unfinished, narrow pavements.

There are worn painted crossing facilities on Camp Road, including the parallel crossing requiring.

Potential options

WR2.4.1
Investigate the potential to provide segregated facilities along both Budds Lane and Camp Road, to prevent unnecessary conflict between pedestrians and cyclists.

WR2.4.2
Review lighting along Budds Lane and potentially maintain vegetation to prevent unnecessary obstructions.

WR2.4.3
Consider providing benches and street trees along the route to provide opportunities for people to stop and rest, and shade and shelter.

WR2.4.4
Review and improve the junction at Budds Lane and Enterprise Park. This could include dropped kerbs, tactile paving and the widening of the pavements towards the industrial estate.

WR2.4.5
Remark the worn parallel crossing.

WR2.4.6
Widen the eastern extent of Camp Road where possible by realigning the existing carriageway layout, removing central hatching and turning lanes. Existing crossings with refuges could be replaced by straight across crossings, supported by zebras or signalised crossings if volumes are high. Consider providing continuous footways through Camp Road e.g. over the church access on High Street, Canada Way, Kildare Road and Ennerdale Road.

WR2.4.7
Improve wayfinding signage at the entrance to Ennerdale Road as a route to the schools.

WR2.4.8
Consider uncontrolled crossing with tactiles and dropped kerbs on south side of Ennerdale Road.

WR2.4.9
Consider continuous footways at current uncontrolled crossings points on Beaufort Road and Oakley Road to give people walking priority on route to the schools.

WR2.4.10
Consider reducing the speed environment along the whole route.

WR2.4.1a – Budds Lane

WR2.4.3a – Camp Road

WR2.4.5 – Camp Road

WR2.4.8 – Ennerdale Road

WR2.4.1b – Camp Road

WR2.4.3b – Budds Lane

WR2.4.6 – Camp Road

WR2.4.9a – Beaufort Road uncontrolled crossing

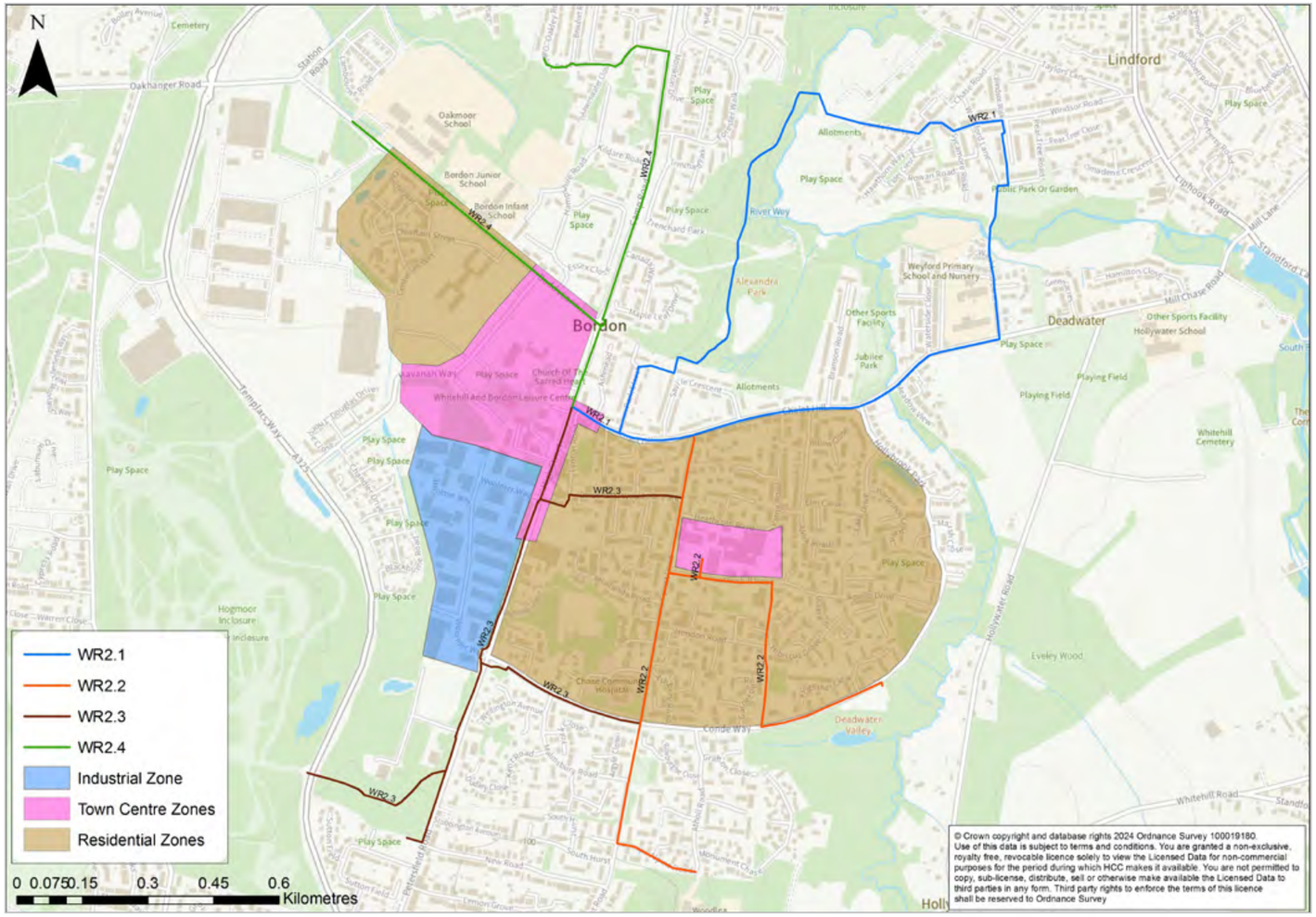
WR2.4.2 – Budds Lane

WR2.4.4 – Budds Lane and Enterprise Park junction

WR2.4.7 – Ennerdale Road

WR2.4.9b – Oakley Road uncontrolled crossing

Walking Audit Core Walking Zone WZ1.5 – Bordon



Core Walking Zone WZ1.5 – Bordon

Zone description

In relation to the above map the Core Walking Zone (CWZ) for Bordon covers the main High Street area, with the main areas under development (just south of Budds Lane), the Woolmer Industrial Park, and the residential areas to the east of the High Street, including the Forest Shopping centre.

As previously mentioned, the CWZ forms part of the wider Whitehill and Bordon regeneration scheme, which aims to create a new green, healthy and connected town by 2036 and to ensure that the design and physical components of the new town are underpinned by place-making principles that encourage community participation, develop civic pride, and support healthy and active lifestyles.

The High Street and Camp Road serve as the main arterial route through Bordon and are also home to the main commercial centre. There are several key facilities along this road, such as superstores, industrial and commercial trading estates, a leisure centre, places of worship, commercial businesses, offices, retirement living and regeneration space. There is also an established shopping area to the southeast of Bordon – Forest Shopping Centre off Forest Road.

There is limited free parking on High Street, with a small section of one hour 8am-6pm located outside of businesses to the south. Alternatively, there are large parking sites at Whitehill and Bordon Leisure Centre, Tesco Superstore and Forest Shopping Centre.
All roads within Bordon have 30mph speed limits.

As a built-up area, most of the zone is urban in character and has pavements on the majority of both sides of the roads and various pathways to access local facilities. However, pavements are narrow in places and some pathway surfaces are not suitable for all.

Most of the streets are lit and generally have a good level of natural surveillance in the more built-up areas. However, some sections only have street lighting along one side of the pavement and road. The CWZ and its walking routes have links with the Green Grid Green Loop (GGGL), a 7km enhanced walking and cycling route around Whitehill and Bordon, and network within the town.

Methodology

The Core Walking Zone was chosen on the basis that this area, including the town centres, contained a large number of community facilities.

LCWIP guidance states that:
‘CWZs normally consist of a number of walking trip generators that are located close together – such as town centre of business parks. An approximate five-minute walking distance of 400m can be used as a guide to the minimum extent of CWZs. Within CWZs all of the pedestrian infrastructure is deemed to be important.’

The Walking Zone in Bordon has been built around both town centres.

As outlined in the walking routes methodology, walking routes were established from the centre of the CWZ to key destinations in the wider area. The routes are described in earlier pages of this document.

As the core walking zone for Bordon was quite large the potential options are applicable across many locations, therefore it made more sense to split it by zone (as reflected in the above map). The CWZ options described below relate to the different land uses within Whitehill and Bordon.

There are:

Two town centre segments

- Forest Centre
- New Town Centre

Two residential segments

- Either side of Budds Lane
- East of High Street

One industrial segment

- the top end of Woolmer Way and the entrance to the Highview Business Park

The CWZ options described below aim to fill the gaps between the routes to ensure a cohesive approach. The potential options for each segment are suggested approaches that could be considered through existing governance structures and with community involvement, as part of the substantial development here.

Principles of the Walking Route Assessment Tool (WRAT) and Healthy Streets Check have been used to provide an assessment of the CWZ. The WRAT has not been used to calculate the existing condition of the Core Walking Zone as the tool relate to auditing a route rather than a zone.

The core principles for consideration in the WRAT are:

- attractiveness;
- comfort;
- directness;
- safety;
- coherence

The Core principles for consideration in the Healthy Streets check are:

- Pedestrians from all walks of life;
- Easy to cross;
- Shade and shelter;
- Places to stop and rest;
- Not too noisy;
- People choose to walk, cycle and use public transport;
- People feel safe;
- Things to see and do;
- People feel relaxed;

Town Centre segment: Forest Centre

Existing conditions

The original town centre in Whitehill and Bordon is the area around the Forest Centre, east of Forest Road and north of Pinehill Road (which are covered by Walking Route 2.2), so the CWZ options cover the pedestrianised area and car parks.

The streets are mostly lit and generally have a good level of natural surveillance during the opening hours of the shops and facilities. There are some trees and general planting in the pedestrian area, along with covered areas which provide shade and shelter. In addition, the Forest Centre itself is under cover. There are few trees or areas of shade along the routes through the car parks.

Although this area is covered by a 30mph speed limit, as most of the vehicle movements are within car parks, actual speeds will be much lower.

Barriers to walking

Walking here is either within a pedestrianised area, or within car parks. Some users, particularly those with visual impairment, may find it difficult to navigate through car parks as there are few designated paths and sections of tactile paving.

Although there are steps within the pedestrianised area, an adjacent step free route is available.

Routes towards the pedestrianised area have little shade or shelter or places to stop and rest.

This area may feel isolated after the closing hours of the shops and facilities.

Potential options

The options below could be considered across this walking zone segment.

- Consider continuous footways across all side roads and business accesses.
- Increase opportunities for people to stop and rest across the segment.
- Consider improvements to walking routes through the car parks, particularly for users with visual impairments who will need to walk through these areas to access the facilities.
- Work with businesses and organisations within the pedestrianised area to improve the public realm for example; public art, planting, play facilities, or improving the visual appearance of buildings.
- Provide more shade and shelter within the car parks e.g. through tree planting or covered walkways.

Example 1 – Opportunity for continuous footway

Example 2 – Opportunity for shade and shelter, and improved walking route through Lidl car park

Example 3 – Opportunity for improved public realm outside of the Forest Centre

Example 4 – Opportunity for improved public realm, and place to stop and rest outside of B&M

Town Centre segment: New Town Centre

Existing conditions

At the time of writing, most of the new town centre is being built and is behind hoardings. The whole area will be newly built, to agreed planning permissions (described below).

Sections currently open for use include:

- Budds Lane – covered by Walking Routes
- Havannah Way – this is a newly built two-way street providing access to a temporary car park and cycling parking, and the new town centre. There are shared use paths on both sides, with street lighting. Natural surveillance could currently be an issue for some, but future consented developments including residential use and a Health Hub will increase the number of people passing by, and active frontage. The temporary car park is within development parcel TC2, which will be subject to a future planning application. The Health Hub application seeks to introduce a parallel crossing on Havannah Way to provide additional crossing facilities for cyclists and connect pedestrians to the frontage of the Health Hub facilities. Havannah Way also forms a part of the wider Green Loop by linking the new town centre to the Green Loop to the southwest at Hogmoor Inclosure.
  There is a zebra crossing linking the car and cycle parking to the new town centre and bus stops, which could provide some shade and shelter.
- Access to The Shed – as part of the new town centre, this has been designed to prioritise pedestrians.
- Alamein Avenue – providing access to the Leisure Centre. This road is windy, encouraging slower vehicle speeds.
- High Street – covered by Walking Routes 2.3 and 2.4

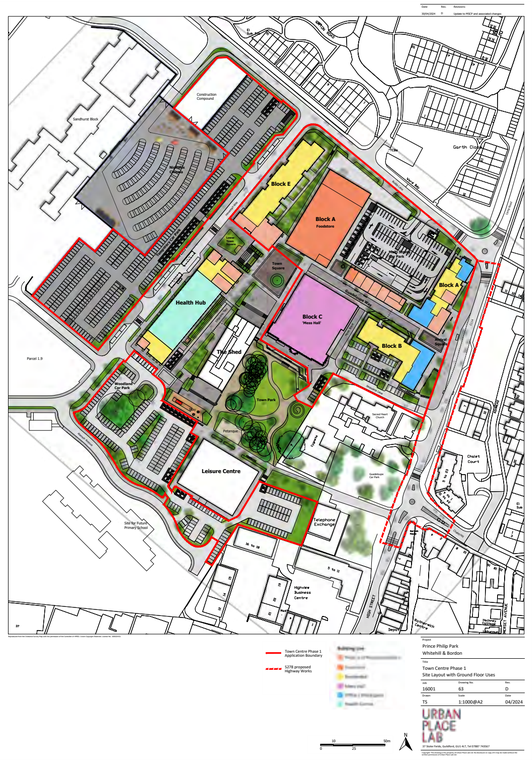


Figure 19 – New town centre proposed layout (larger version available in Appendix C)

The new town centre has been designed to prioritise the pedestrian experience, with design features that support people walking, for example, large areas of pedestrianisation, trees along all streets, step free access, a large central "Town Park", play areas, lighting, and seating.

Barriers to walking

Natural surveillance in the evenings may be limited, depending on opening hours of businesses in the town centre.

Havannah Way offers no shade or shelter, or places to stop and rest. Space for walking is shared with cycling – depending on flows, this could lead to potential conflict.

Alamein Avenue has newly planted trees but lacks places to stop and rest.

Roads are covered by a 30mph speed limit.

Potential options

The options below could be considered across this walking zone segment.

- Shade and shelter e.g. tree planting or covered walkways, could be considered on Havannah Way.
- Increase opportunities for people to stop and rest along Havannah Way and Alamein Avenue.
- Consider continuous footways across side roads and car park accesses.
- Consider reducing the speed environment on Havannah Way and Alamein Avenue.
- Through the planning process, ensure that parcel TC2 ties in well to the surrounding area.

Example 1 – opportunity for shade and shelter, and seating and on Havannah Way

Example 2 – Straight alignment of Havannah Way, consider speed environment and continuous footways

Residential segment: South of Budds Lane

Existing conditions

Budds Lane itself is covered by Walking Route 2.4.

The area north of Budds Lane is covered by Oakmoor Academy and Bordon Infant and Junior Schools, both of which have been subject to recent planning applications which have assessed and improved the walking environment to and from school.

The remainder of this segment includes Chieftain Street and Churchill Way, which are part of the Garrison development and, having been built in recent years, generally offer a pleasant walking experience.

Chieftain Street has a footway on one side, with the other side is currently behind hoardings. The area under development has consent for 64 retirement living properties, and a small number of private flats. As part of this development, a footway will be delivered on the northern side of Chieftain Street, with a suitable crossing point. There is a play area and tree planting along this street. There is a 30mph speed limit here.

Churchill Way functions as a shared space, with people walking alongside vehicle movements, in a low design speed area. There is street lighting and areas of planting and street trees throughout.

Barriers to walking

At present, there is only a footway on one side of Chieftain Street, however there is planning consent for a footway on the other side (see above).

The 30mph speed limit on Chieftain Street may be a barrier to some user, although a new crossing has been agreed as part of one of the adjacent planning applications.

Junctions all have tactile paving and dropped kerbs where required but could instead have continuous footways.

Shared space may be a barrier to some users with visual impairment, but the flow of traffic in this part of the segment is likely to be very low, and slow, as it links only to housing.

Potential options

The options below could be considered across this walking zone segment.

- Consider continuous footways over side roads.
- Increase opportunities for people to stop and rest throughout the segment.
- Consider reducing the speed environment on Chieftain Street.

Example 1 – Opportunity for continuous footway over Churchill Way

Example 2 – Consider reduction in speed environment on Chieftain Street

Residential segment: east of High Street

Existing conditions

This segment is largely formed of residential areas that predate the redevelopment of the town. It is bounded by High Street, Conde Way, Hollybrook Park, and Chalet Hill. Chase Community Hospital and Tesco Superstore are included.

Chalet Hill is covered by Walking Route 2.1

Forest Road is covered by Walking Route 2.2.

Parts of Conde Way are covered by Walking Routes 2.2 and 2.3.

This segment links the two town centre zones; improvements to this area will enable existing and future residents to travel from their front door to either town centre.

All streets in this segment have 30mph speed limits, and street lighting. Most streets have pavement on both sides, although some cul-de-sacs have a shared space arrangement where people walking share space with motor vehicles in very low speed environments.

Between the streets, there are many paths away from the main roads, effectively forming modal filters to enable walking, but not driving. Some of these are narrow, abutting property boundaries. Others are through green space with tree planting, but again the paths themselves are quite narrow.

Barriers to walking

The 30mph speed limit may be a barrier to some users.

Junctions that have tactile paving and dropped kerbs could instead have continuous footways. In some places, dropped kerbs and tactile paving are missing.

Shared space may be a barrier to some users with visual impairment, but the flow of traffic in this part of the segment is likely to be very low, and slow, as it links only to housing.

Pavement parking was observed on site.

Paths between streets have limited surveillance and lack wayfinding.

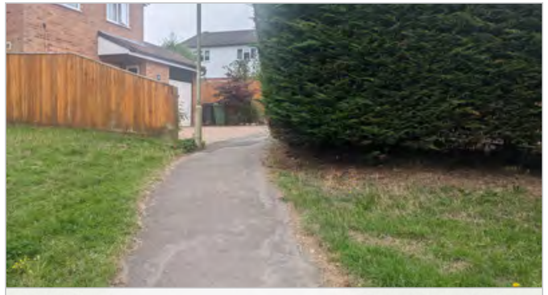
Potential options

The options below could be considered across this walking zone segment.

- Shade and shelter e.g. tree planting or covered walkways, could be considered within the car parks (e.g. Tesco and Chase Community Hospital)
- Consider reducing the speed environment on residential streets.
- Consider continuous footways over side roads and accesses, where appropriate. If this is not possible, seek to deliver missing dropped kerbs and tactile paving.
- Widen paths, where possible, and improve wayfinding.
- Increase opportunities for people to stop and rest.
- Increase shade and shelter e.g. through tree planting, throughout the segment.
- Seek to address incidences of pavement parking e.g. through parking restrictions.
- Widen footways across the segment, where possible.
- Consider path clearing programmes to reduce leaf litter.

Example 2 – Opportunity for continuous footway

Example 1a – Opportunity for continuous footway



Example 3 – Widen paths were possible

Example 1b – Opportunity to potentially widen footways (Conde Way)

Example 4 – Consider path clearing programme (photo taken early August)

Industrial segment: Woolmer Way and entrance to Highview Business Park

Existing conditions

This segment is formed of industrial areas west of High Street.

High Street, including the access to Highview Business Park and the junction with Woolmer Way are covered by Walking Route 2.3. Highview Business Park appears to be on private land.

Woolmer Way has a 30mph speed limit, street lighting and pavement, often with grass verges, on both sides throughout. There is on street parking, and there are accesses to businesses throughout. Many of the bell mouths are very wide. There is evidence of pavement parking opposite the petrol station.

Between the streets, there are many paths away from the main roads, effectively forming modal filters to enable walking, but not driving. Some of these are narrow, abutting property boundaries. Others are through green space with tree planting, but again the paths themselves are quite narrow.

Barriers to walking

The 30mph speed limit may be a barrier to some users.

Junctions that have tactile paving and dropped kerbs could instead have continuous footways. In some places, dropped kerbs and tactile paving are missing. Some junctions have no parking restrictions so there is no space to cross between parked cars.

Some bell mouths are very wide. It is noted that many businesses rely on HGVs and so opportunities for tightening may be limited.

Natural surveillance is very limited here, but it's unlikely that many people would need to walk here after business hours.

There is some tree planting along the route, providing shade, but this is not continuous.

Potential options

The options below could be considered across this walking zone segment.

- Shade and shelter e.g. tree planting could be considered along the whole of Woolmer Way.
- Consider reducing the speed environment.
- Consider continuous footways over side roads and accesses, where appropriate. If this is not possible, seek to deliver missing dropped kerbs and tactile paving. Tighten junction radii where possible.
- Increase opportunities for people to stop and rest.
- Restrict verge parking opposite petrol garage.

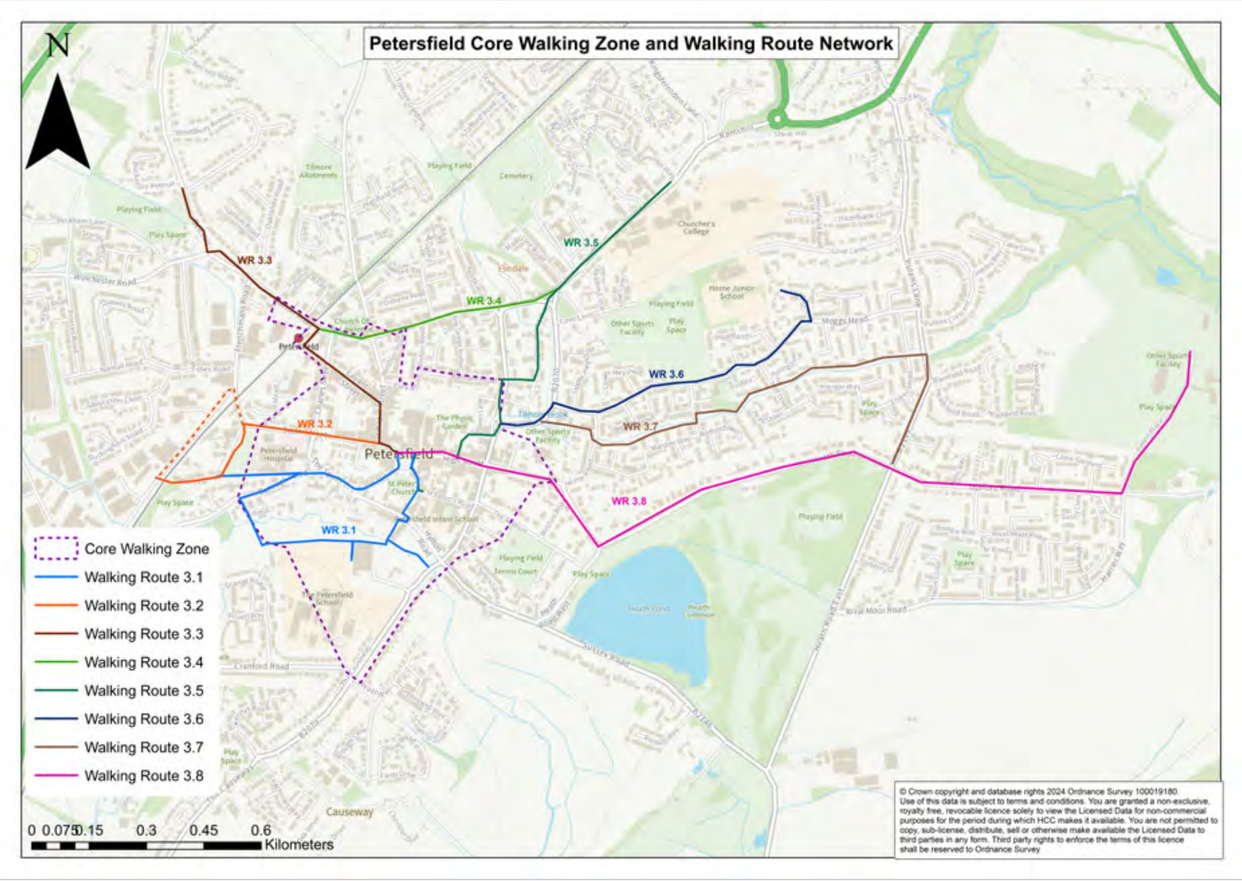
Example 1 – Opportunity for improved crossing

Example 3 – Opportunity for improved crossing

Example 2 – Opportunity for improved crossing

Example 4 – Restrict verge parking (opposite petrol station)

Petersfield walking audit (core walking zone and walking routes)



CWZ3 – Petersfield core walking zone

Zone description

In relation to the above map the Core Walking Zone (CWZ) for Petersfield covers the town centre commercial area including the railway station, hospital, Petersfield Infant School and The Petersfield School. There are eight walking routes (WR) that link from the town centre to key destinations outside the CWZ. These include key connections to the railway station, hospital, museum and art gallery, open green spaces such as The Heath and Bell Hill recreation ground, a number of educational facilities (schools and colleges) and other community aspects such at the church, have been considered.

Petersfield is a historic market town located in the very east of Hampshire, approximately 24km north of Portsmouth and 31km east of Winchester City. It is one of the largest market towns (alongside Alton) in East Hampshire.

The A272 (formerly the A3) runs through the town, with the A3 now to the west. There is a railway station in Petersfield that is located on the Portsmouth Line to London.

Petersfield is within the South Downs National Park and is characterised by its farming history. It has a mixture of winding narrow lanes and wide streets. There are a number of listed buildings and historic streets, including Chapel Street, The Square, College Street, High Street, Dragon Street, and Sheep Street, which along with several others, make up a designated conservation area. The town also has a series of shopping opportunities, making it an attractive retail destination. The town spans out from the High Street, in which most of the amenities are located.

The streets are mostly lit, although coverage reduces further from the town centre. There is generally good natural surveillance, and trees and green infrastructure throughout the town which helps to balance the visual impact of traffic and on-street parking, for example, on High Street. However, some streets lack pavements, or pavements are narrow.

Within the adopted South Downs National Park Local Plan, there are a number of sites allocations/policies within Petersfield. These consist of new housing allocations, new and existing business, residential, retail, sport and recreation facilities, community, education, cemetery, and green space use.

Future development in Petersfield falls under South Downs National Park as the planning authority. Allocated sites are shown in Figure 4 of section two, sourced from the South Downs National Park Authority adopted local plan (July 2019).

For the existing and future residents, it is important that the connections for people walking to, from and around the town meet the needs of the people using them. There are challenges in achieving this due to the historic nature of the town which has a number of narrow alleyways which are not accessible for all users, especially those with mobility issues, and also some very wide roads with high traffic flows, which create issues of severance in the town. There are, however, many opportunities to improve the environment for people walking, wheeling, and cycling. These are explored in the potential options below.

A list of Petersfield Placemaking Projects has been established by the Petersfield Strategy Group (PSG). The overarching priorities for the Petersfield Placemaking Projects include making the town more walking and cycling friendly, and developing a clear place narrative that builds on the town's location within the South Downs National Park.

The PSG is made up of representatives from: South Downs National Park, East Hampshire District Council, Petersfield Town Council and Hampshire County Council. Pulens Lane was identified as the top priority project for implementation and The Causeway/Dragon Street/Hylton Road/Sussex Junction was identified as second priority. More information about the Petersfield Strategy Group and a list of other projects can be found on East Hampshire District Council webpages **www.easthants.gov.uk**. References to studies and proposals are detailed where relevant in the routes below.

High Street, Chapel Street, Lavant Street, Station Road, Dragon Street and College Street form the skeleton of the core walking zone. Each of the walking routes leads out from the High Street, where there is a 20mph zone and a number of traffic calming measures already in place. Chapel Street, High Street, The Square, and Dragon Street have the character of a busy town centre, evidenced by the number of shops, pedestrians, and parked cars throughout these streets.

Lavant Street, Station Road and College Street are on the outside of the town centre, but although have significantly more trees/ the tree-lined streets partially counter the visual impact of the motor vehicles and provide and element of shade and shelter.

Station Road connects Petersfield railway station with the rest of the town centre, with some bus stops, although these are just flags and poles so do not provide shade and shelter.

Proposed cycle routes cross the walking zone and routes in Petersfield. There are also multiple bus routes and sections of the National Cycle Network within this zone.

All relevant points have been cross referenced throughout.

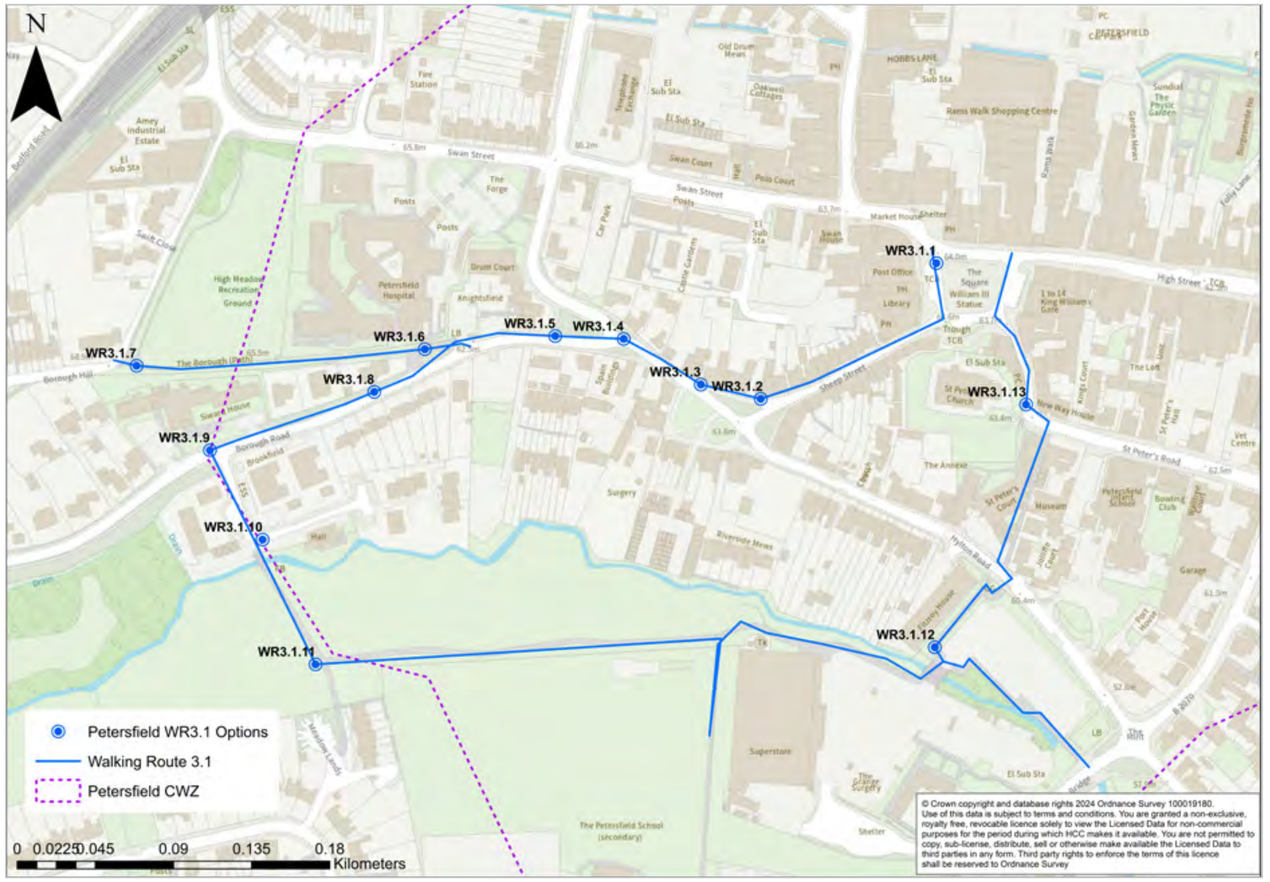
Rother Valley Way

There is an aspirational route called the Rother Valley way which follows the alignment of a former railway line between Petersfield and Midhurst in West Sussex, within the South Downs National Park. More information can be found here: **www.rothervalleyway.org.uk**

The objective is to create a mostly traffic-free walking, cycling and equestrian route between the two towns, as well as intermediary villages and attractions. Friends of Rother Valley Way, together with support from South Downs National Park Authority and East Hampshire District Council support the aspirations for the development of this route.

Links to this aspirational route connect via walking route 3.8 at Penns Place as well as cycle route 220. The cycle network also recognises an indicative local route for the Rother Valley Way, at Penns Place up to the border with West Sussex.

Walking Route 3.1 Southwest High Street circular (school route)



Walking Route 3.1 Southwest High Street circular (school route)

Route description

This walking route travels southwest from High Street in the centre of Petersfield via The Square onto Sheep Street, and starts a circular route along Borough Road, through the footpath behind the Tesco Superstore, and routes back on to High Street.

The route has three spurs which connect to the Petersfield School, the Hylton Road/Causeway junction, and walking route 3.2.

Where relevant, references to schemes proposed by the PSG are included.

Existing conditions

High Street and Sheep Street are largely commercial with many shops and cafes, and a high level of footfall. High Street has a relatively high traffic flow whilst Sheep Street is much quieter.

The speeds limits are 20mph on The Square, The Spain, Sheep Street, St Peter's Road, and Hylton Road, and 30mph on Borough Road and Alderfield.

There is intermittent street lighting and seating on both sides of these roads, and there are parking restrictions in place. Beyond, this route is residential from Borough Road until its connection with the Public Right of Way (through green space) from Alderfield and becomes residential again at Hylton Road. There is intermittent street lighting, and sections of route through alleyways, away from traffic, back to Sheep Street.

The main trip attractors for this route include The Petersfield School, Petersfield Infant School, Petersfield Museum and Art Gallery and Tesco Superstore. Connections to other walking routes are via High Street.

The northern part of this route is served by the 94-bus route, which provides services within Petersfield.

Barriers to walking

There are some barriers to walking in the central commercial area, including bollards and street clutter. Beyond the town centre, in more residential parts of the route such as Borough Road, there are limited crossing facilities. There are some staggered barriers that might make it difficult for wheelers.

Along the route, there are junctions without crossing points, tactile paving, or in some cases, pavements.

Potential options

WR3.1.1

Consider installing a raised table or alternative crossing facility across High Street to access The Square.

WR3.1.2

Provide dropped kerbs and install tactile paving across Sheep Street before the junction with Hylton Road. Consider improved surfacing on the desire line next to bollards (subject to land ownership) and provide more seating in the green spaces here.

Consider junction treatments e.g., tightening the junction radius and providing a continuous footway to meet the desire line in the grass from Hylton Road.

WR3.1.3

Space for walking could be explored and pavement implemented on desire lines to desirable widths where possible on The Spain outside of the Riverside Mews, with crossings where they cross The Spain and accesses. Consider more trees and seating. Repair wayfinding posts.

WR3.1.4

At the junction of The Spain/Hylton Road there are currently crossing points with dropped kerbs and tactile paving. Here, the junctions are wide and pavements are narrow. Consider widening pavements, tightening the junction, and installing seating and more trees.

WR3.1.1 – High Street

WR3.1.2 – High Street and Sheep Street

WR3.1.2 – Sheep Street and Hylton Road

WR3.1.4 – Hylton Road and The Spain

WR3.1.5
Outside Knightsfield, a tighter junction and continuous footway are suggested. Continuous footways are suggested for all side roads including Borough Road. Seek to deliver the missing sections of pavement on the northern side of Borough Road.

WR3.1.6
On this spur, where the route turns uphill onto The Boro, widen the path where possible/cut back vegetation to increase usable path width.

WR3.1.7
Ensure that street lighting is present for the length of The Boro.
At the end of the route, re-pave the path and widen the path where appropriate.

WR3.1.8
Readjust pavement to suit desire line where possible on Borough Road. Install crossing facilities at points where the road has only one pavement on either side, subject to land ownership. Cut back vegetation to increase usable pavement width.

WR3.1.9
Consider a continuous footway over the Alderfield junction and an informal crossing from the bus stop.

WR3.1.10
Install dropped kerbs and tactiles on the desire line across Alderfield to the Public Right of Way route. Ensure that the bridge is wide enough for a shared use path, if not, consider options to widen it.

WR3.1.11
Through the shared use path that connects via Alderfield, seek to widen to meet LTN1/20 recommended widths (widening was suggested in a 2020 study), subject to land ownership. Review the length of the route for seating opportunities and tree planting. This section also has a spur to a gated entrance to The Petersfield School which should also be widened.

WR3.1.12
The route travels through the northernmost edge of Tesco Car Park on pavements and then along an alley before joining Hylton Road.

Review street lighting and the staggered barriers either side of Hylton Road to ensure they are accessible for all. Maximise pavement width where possible from the end of Hylton Road back to The Square. An existing Hampshire County Council placemaking scheme covers this junction:

The Causeway/Dragon Street/Hylton Road/ Sussex Junction

Currently in feasibility design stage, proposals are being developed to improve walking but also facilitate cycling across The Causeway, north of the Tesco Roundabout to the Hylton Road/Sussex Road Junction. This is likely to include new zebra crossings and pavement widening, along with some traffic calming measures to slow vehicle speeds. Community engagement on the proposed improvements is planned to take place in Autumn/Winter 2024, with implementation due 2025/26.

WR3.1.13
St Peter's Road has low traffic flows and could be formalised as a pedestrian priority area, or a modal filter could be considered, as people already walk in the carriageway here. There is potential to place a bench near St. Peter's Church cemetery steps.

WR3.1.14
Consider a lower speed environment for the length of the route.

WR3.1.5 – Knightsfield


WR3.1.6 – The Boro


WR3.1.7 – The Boro

WR3.1.8 – Borough Road

WR3.1.11 – Alderfield

WR3.1.12 – From Hylton Road to The Square

WR3.1.9 – Alderfield and Borough Hill

WR3.1.11 – behind the Petersfield School

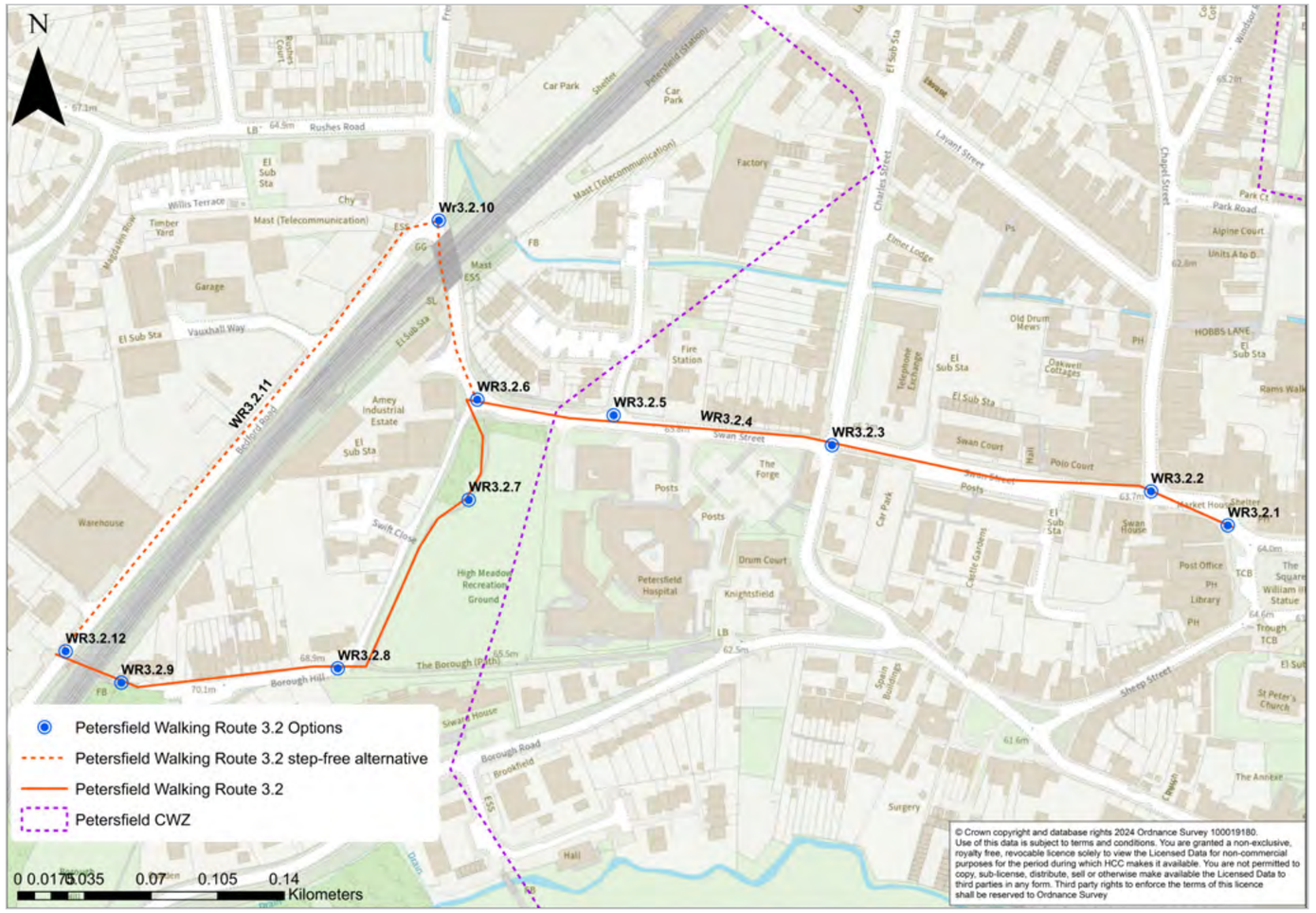
WR3.1.12 – From Hylton Road to The Square

WR3.1.10 – Alderfield

WR3.1.12 – Hylton Road

WR3.1.13 – St Peter's Road

Walking Route 3.2 High Street to Bedford Road



Walking Route 3.2 High Street to Bedford Road

Route description

This walking route travels west from the centre of Petersfield and covers the majority of Swan Street before turning south onto Borough Hill.

Trip attractors here include the shops and eateries on the High Street, the Swan Surgery and Petersfield Community Hospital and Viceroy Court Business Park at the end of the route. The newly relocated East Hampshire District Council offices are based at the end of this route, on Bedford Road.

This route intersects and aligns with the primary cycle route 220 at the junction of Chapel Street and Swan Street to the junction of Borough Hill and Swan Street.

Existing conditions

High Street is the commercial centre of Petersfield, with a high level of footfall, and businesses with outdoor seating. The road has wide pavements with some bollards, but generally step free access. There are some opportunities to stop and rest. Traffic speeds are relatively low and there are several informal crossing points.

Swan Street is a two-way road with pavements on both sides of the street. The route has intermittent street lighting on both sides of the street and on-street parking for the town centre.

This route connects the High Street to walking routes 3.1, 3.4, 3.6 and 3.8.

At the junction of Swan Street and Borough Hill, the route splits. The main route heads south, and continues to Bedford Road, via Meadow Way Recreation Ground, crossing the railway bridge. However, this is not a fully accessible route, so an alternative has also been considered heading under the railway line at Frenchmans Road. The main route lacks sealed surfaces, and Beford Road is missing pavement on one side, it is within an industrial estate and there were lots of instances of pavement parking witnessed on site.

The speeds limits are 30mph on all roads within this route.

There is some green infrastructure and trees are intermittent for the length of the route, with more in the residential areas. The majority of roads covered in this route have intermittent street lighting. Most of the side roads have dropped kerbs for step free access.

The start of the route on High Street is served by multiple bus routes, including the 92, 37, 54 and 38. Other buses include the 67 towards Winchester, the 94 towards Warren Corner, and the 37X to Alton College.

Barriers to walking

There are some barriers to walking in the central commercial area, including bollards, on-street parking, and street clutter. The majority of the side roads do not have tactile paving or crossing facilities.

There is little street lighting on the High Street, but there is a high level of natural surveillance and shop lighting. There is little lighting further west on the route (Borough Hill).

Beyond the town centre, in more residential parts of the route from Swan Street onwards, the route is missing some sections of pavement, natural surveillance and lighting and crossing points – particularly at the end of the route on Borough Hill and its link onto Bedford Place.

There is a general lack of crossing points between junctions, with one of the largest barriers being side roads and junctions, with some severance and accessibility issues towards the end of the route.

Potential options

WR3.2.1

Undertake a review of the area by the bus stops, close to where Swan Street turns north onto Chapel Street. If flows are higher than recommended in LTN1/20 through the town centre (west to east), this could be a good location for a bus gate modal filter. This is mirrored in cycle audit route numbers 220.2.1 and 110.4.9.

WR3.2.2

Tighten the junction of Swan Street/Chapel Street and install a continuous footway over the access to the rear access to the post office. Consider continuous footways or dropped kerbs and tactile paving over all side roads, car park entrances and accesses along this part of Swan Street. Rationalise car parking, and extend the existing 20mph zone, as suggested in the cycle route option 220.1.6.

WR3.2.3

Explore formal crossing facilities such as a pedestrian or zebra crossing at a suitable location at the Swan Street/Charles Street/The Spain junction. This is further recommended in the cycle audit route 220.1.5. This junction was subject to a study for PSG in 2020 which highlights that the location of The Forge limits visibility and the ability to locate crossing points here.

WR3.2.4

Review to create a continuous footway with access to Petersfield Community Hospital. Along this length of Swan Street, cycle route option 220.1.4 suggests provided a fully segregated cycle path.

WR3.2.5

Provide continuous footways over side roads and accesses along the length of this route. Where this is not possible, add dropped kerbs and tactile paving across vehicle entrances to the hospital and doctor's surgery parking, and opposite on Drum Mead. Tighten the junction radii if possible. Add seating outside of the chemist and doctors' surgery.

WR3.2.6

Consider a new crossing point on Swan Street to allow access to Borough Hill. Replace damaged seating.

WR3.2.7

Parallel to Borough Hill, through High Meadows Recreation Park, non-slip, paved access should be provided on both entrances to the park and to the connecting route 3.1. Add street lighting.

WR3.2.8
This PRoW provides access to the pedestrian railway bridge crossing. Non-slip surfacing should be provided to the railway.

WR3.2.9
Although there is a desire to create step free access here, space is limited to create a feasible gradient over the railway bridge. Wayfinding could be improved to advise users of an alternative route via Frenchmans Road and Bedford Road.

WR3.2.10
Alternative step free route: Frenchmans Road and Bedford Road have pavement on only one side of the road, and no crossings between them. Pavement parking is evident here. It is suggested that where possible crossing facilities are created. Add seating and tree planting where possible.

WR3.2.11
Alternative step free route: Provide pavements on both sides of the road where possible on Bedford Road. Measures to restrict pavement parking should be considered.

WR3.2.12
Build outs or extended pavement width should be installed after the steps onto Bedford Road to create a better landing area from the railway bridge. A further crossing should be installed for access into the industrial park at Bedford Road, opposite Viceroy Court. Pavement widening and tighter junctions with crossings (dropped kerbs and tactile paving) could be considered throughout the industrial park, although opportunities will be limited due to HGV movements.

WR3.2.13
Consider a lower speed environment for the length of the route.

WR3.2.1 – Swan Street

WR3.2.2 – Swan Street and Chapel Street

WR3.2.2 – Swan Street

WR3.2.3 – Swan Street and Charles Street

WR3.2.4 – outside Petersfield Hospital

WR3.2.5 – Drum Mead

WR3.2.6 – Swan Street and Borough Hill

WR3.2.7 – Borough Hill and Recreation Park

WR3.2.8 – Route to railway bridge

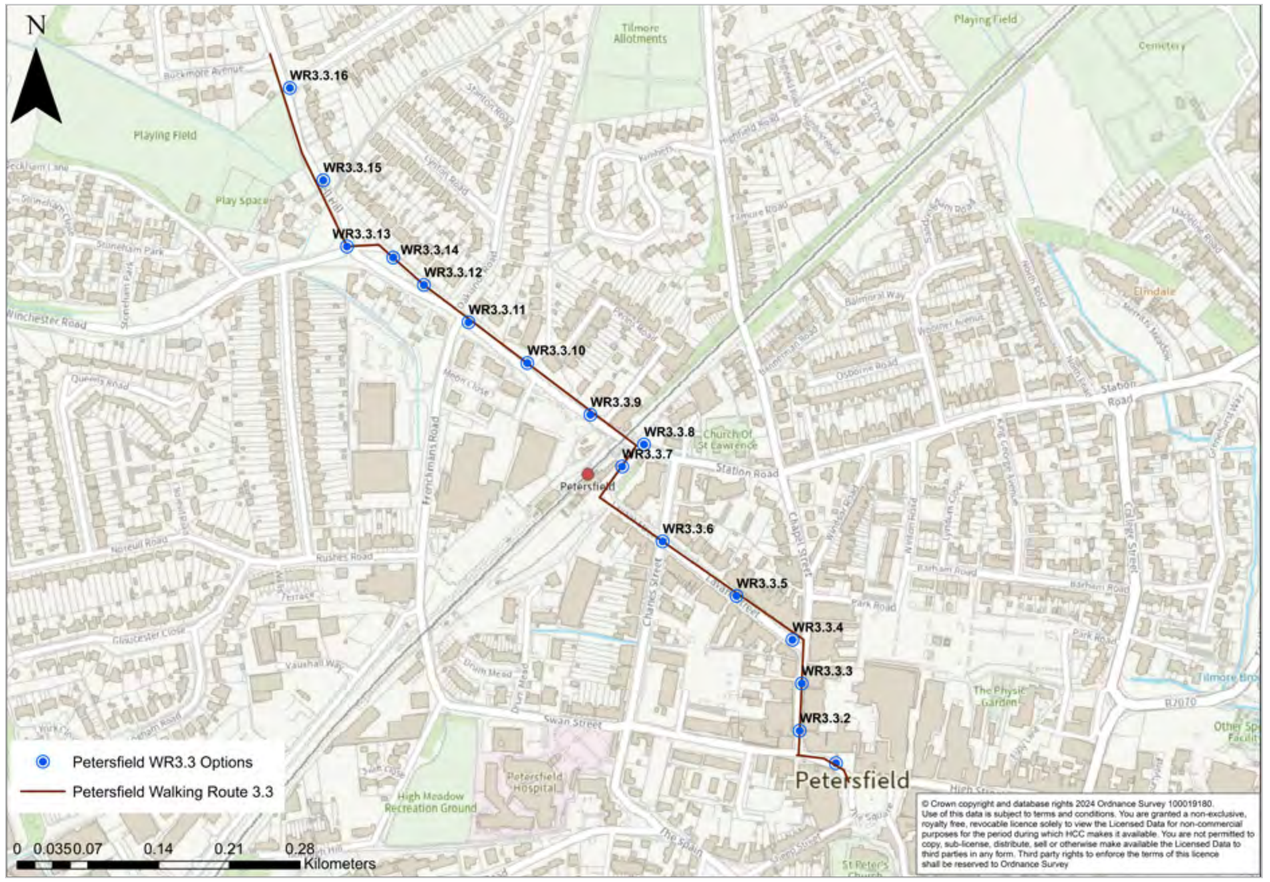
WR3.2.11 – Bedford Road

WR3.2.9 – Railway Bridge

WR3.2.12 – Railway Bridge

WR3.2.10 – Frenchmans Road

Walking Route 3.3 Chapel Street to Woodbury Avenue via Bell Hill



Walking Route 3.3 Chapel Street to Woodbury Avenue via Bell Hill

Route description

This walking route travels northwest from the centre of Petersfield, connecting Bell Hill recreation ground and the surrounding residential area with Petersfield railway station and the town centre. The route starts in the town centre at the Chapel Street / Swan Street junction. There are many commercial businesses along Chapel Street and Lavant Street, then the route becomes more residential. Station Road accommodates access to two supermarkets on Frenchmans Road. The route ends on Bell Hill, which is residential in nature. Cycle routes 110 and 220 pass through this route.

Existing conditions

High Street, Chapel Street, and the southern part of Lavant Street are largely commercial, with retail businesses, cafes, and takeaways. It is also a popular route to the railway station. There is a high level of footfall.

Station Road is a two-way road with pavements on both sides of the street. There are some parking restrictions such as double yellow lines, until reaching more residential areas beyond Lavant Street.

The speeds limits are 30mph on all roads within this route.

This route has trip attractors including Petersfield railway station, connections to walking route 3.5 (Station Road to Tor Way), and local connections to Bell Hill and the recreation ground. There is some green infrastructure, including trees.

The roads covered in this route have intermittent street lighting. Most of the side roads have dropped kerbs for step free access.

This route serves different bus services along its length, some from High Street, and others from the railway station. Services travel towards Havant, Chichester, Alton, Midhurst, and HSDC College.

Barriers to walking

There are some barriers to walking in the central commercial zone, including bollards, on-street parking, and street clutter. Beyond the town centre, in more residential parts of the route on Bell Hill, the route is missing some pavements and places to cross. There is level crossing over the railway line, and the gates can be closed for lengthy periods of time. This is also a narrow route close to traffic, which is some sections is travelling at 30mph.

Station Road and Bell Hill experience high traffic volumes. This could be a barrier to people accessing the town centre from the northern residential areas of Petersfield.

Wayfinding is missing in some key locations to aid and access to and from Petersfield railway station.

Studies for the PSG were undertaken in 2020 and 2022 for locations along the Town Spine, which starts on High Street and the Square, ending at the railway station. These are referenced where relevant in the potential options.

Potential options

WR3.3.1

For the area around Lloyds Bank on Swan Street and the western part of High Street, consider a redesign of public space for people to move and spend time in; more seating and planters/trees could be added to create opportunities for shade. It is likely that space for a dray lorry to serve The Square Brewery would have to be accommodated in these improvements. Consider moving the bus cage into the main carriageway to further widen the space available. Cycle audit potential options 220.2.2 and 110.4.10 suggest traffic calming measures, a mixed traffic environment, and a review of car parking.

WR3.3.2

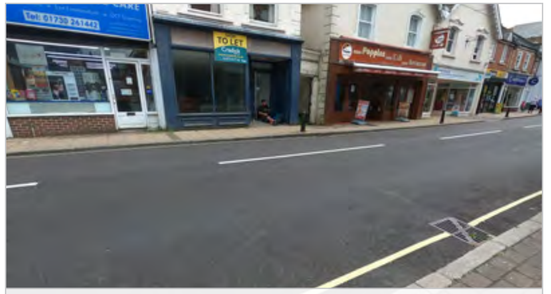
Seek to widen the pavements wherever possible along Chapel Street and consider more informal crossing points. Cycle audit route 110.4.8 suggests a bus gate within the 20mph zone before Lavant Street. The 2022 study considers making Chapel Street one-way so that pavement can be widened.

WR3.3.3

Improve the informal crossing on the desire line between Hoops Cycles and the Old Drum Public House.

WR3.3.1 – Chapel Street and High Street

WR3.3.2 – Chapel Street



WR3.3.3 – Chapel Street

WR3.3.4
Review the junction of Lavant Street/Chapel Street, seeking to reduce the size of the junction, reduce the width of crossing points, and make it easier to cross on all arms.

WR3.3.5
Seek to widen the pavements, introduce move informal crossings, and increase planting and benches on Lavant Street. This may require rationalisation of traffic movements or on street parking along the road. The 2022 study considers making Lavant Street one-way so that pavements can be widened.

WR3.3.6
Review the junction of Lavant Street/Charles Street to make it easier for people walking to cross here. A separate scheme covers Petersfield railway station forecourt:

Petersfield Station Forecourt
Working with South Western Railway, the PSG has commissioned a transport study to collect information on all modes of transport in the Petersfield Station Forecourt, with a view to identifying improvements for circulation and parking and to improving the quality of the environment for walkers, cyclists, public transport users and other motorised vehicle users

WR3.3.7
Provide seating opportunities, planting, or green infrastructure, and other placemaking features around the railway station.

WR3.3.8
Improve the continuous footway across Lavant Street at its junction with Station Road.

WR3.3.9
Consider a continuous footway over all side roads and accesses. Seek to widen the pavements where possible.

WR3.3.10
Formalise the desire lines through the grass verge opposite the White Rose Volkswagen garage and remove guardrailing and install a benches and planting.

WR3.3.11
Review the junction of Frenchman's Road/Station Road, seeking to tighten the junction, reduce crossing distances, and improve crossing facilities.

WR3.3.12
Consider a crossing point over Winchester Road and Bell Hill, to serve the bus stop. Add seating at the bus stop.

WR3.3.13
Consider additional crossing points over the grassed island, Winchester Road, and Bell Hill (by the post box, and closer to the roundabout) to serve existing desire lines.

WR3.3.14
Review the Winchester Road/Bell Hill roundabout, seeking to improve pedestrian connectivity, provide crossings on all desire lines, and reduce walking distances across the junction.

WR3.3.4 – Chapel Street and Lavant Street

WR3.3.7 – Petersfield railway station

WR3.3.5 – Lavant Street

WR3.3.8 – outside Petersfield railway station

WR3.3.6 – Lavant Street junction with Charles Street

WR3.3.9 – Penns Road

WR3.3.15

Seek to widen pavements wherever possible for the rest of the walking route to Woodbury Avenue. Provide seating opportunities.

WR3.3.16

Consider continuous crossings across side roads to the end of the route and improve the crossing to the recreation ground; this could be a buildout where the tactiles are currently.

WR3.3.17

Consider measures to reduce the speed limit for the whole route.

WR3.3.11 and WR3.3.12 – Frenchmans Road and Oaklands Road

WR3.3.14 – Winchester Road Roundabout

WR3.3.12 – Winchester Road

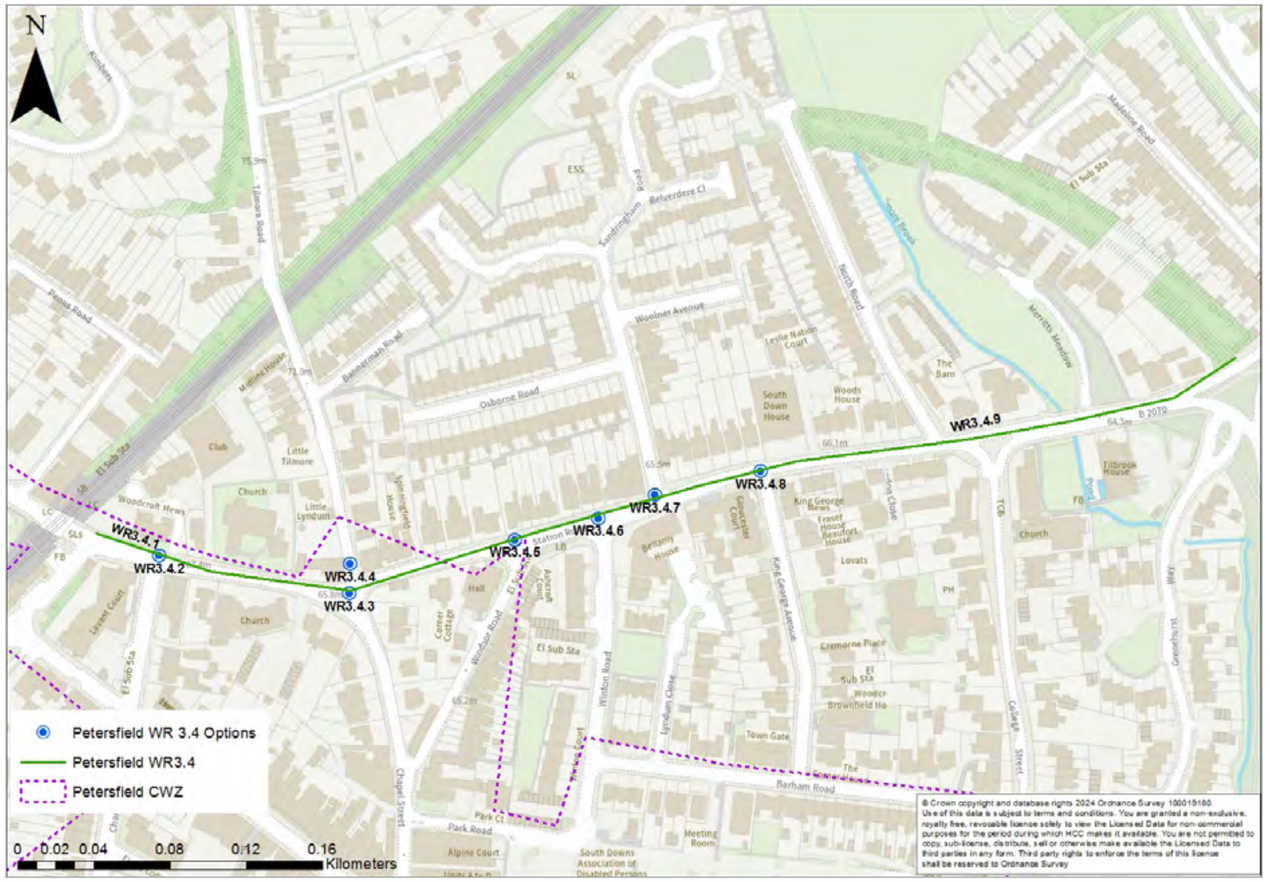
WR3.3.15 – Bell Hill

WR3.3.10 – Opposite White Rose Garage

WR3.3.13 – Winchester Road leading up to the roundabout

WR3.3.16 – Woodbury Avenue

Walking Route 3.4 Petersfield railway station to Tor Way



Walking Route 3.4 Petersfield railway station to Tor Way

Route description

This walking route covers the length of Station Road from its junction with Lavant Street at Petersfield Railway Station to the junction of Station Road with Ramshill and Tor Way. This route is just under 1km in length. WR3.4.3 intersects with cycle route 110.

Existing conditions

Station Road is a two-way road with pavements on both sides of the street. The route has intermittent street lighting on both sides of the street, and some parking restrictions in place such as double yellow lines.

This route has trip attractors including Petersfield railway station, a Tesco Express, Petersfield Methodist Church and St Lawrence Church, and connects to walking route 3.4, leading to Churchers College. It is a popular and direct route used by large numbers of college pupils heading to and from the railway station.

It is largely residential in nature, with housing lining both sides of the road. There is some green infrastructure and trees are intermittent for the length of the route. Most of the side roads have dropped kerbs for step free access.

Station Road accommodates bus stops that are served by the 37X (Alton College), 737 (Whitehill and Bordon), 94 (Petersfield circular) and the 67-bus service (for services within Petersfield).

The speeds limits are 30mph on all roads within this route.

Barriers to walking

Whilst most of the side roads have dropped kerbs, these are not always facilitated with tactile paving. In some cases, such as the crossing with the B2070, there are large traffic islands that are not on the desire line.

Although the route has some facilities for pedestrians, the levels of traffic on Station Road can be a barrier movement, especially when crossing the B2070 College Street, or crossing on to Tor Way and Ramshill.

Some of the side junction bellmouths are very wide to cross for pedestrians (Chapel Street and Windsor Road as examples).

There are no seating opportunities for the length of the route. The available highway space for improvements is very limited.

Potential options

WR3.4.1

Consider installing some public seating along Station Road to provide opportunities to stop and rest in convenient places such as outside of St Peter's Church, outside of the station, or near the flower shop.

WR3.4.2

Consider a continuous footway over the Charles Street junction, or tactile paving as a minimum.

WR3.4.3

Investigate upgrading the refuge island and providing a parallel crossing on either side of the refuge to the east of the road on the junction with Chapel Street.

Cycle route option 110.4.5 suggests a review of this junction for cycle and pedestrian movements.

A junction study was completed in 2020 for this junction and recommended that the Chapel Street flare is reduced in order to widen pavements, as well as adding zebra crossings with tactile paving.

WR3.4.4

Visibility at Tilmore Road is restricted, consider enhancements to crossing this side road, either through a continuous footway or tactile paving. Explore provision of a crossing over Station Road here.

WR3.4.5

Consider reducing the exit lanes from Windsor Road to one, tightening the junction and providing a continuous footway, or at least tactile paving. This could also provide more space for planting and seating. At this point, Station Road has two westbound traffic lanes. Consider reallocation of road space to provide wider pavements.

WR3.4.1 – Seating Opportunities at Petersfield Church

WR3.4.2 – Tesco Express, Charles Street and Station Road

WR3.4.3 – Chapel Street and Station Road

WR3.4.6

Consider reducing the exit lanes from Winton Road to one, tightening the junction and providing a continuous footway, or at least tactile paving. This could also provide more space for planting and seating.

WR3.4.7

Consider a continuous footway, or at least tactile paving, over the Sandringham Road side road.

WR3.4.8

The existing controlled crossing between Sandringham Road and King George Avenue does not appear to support desire lines, review location of crossing, as part of a wider review aiming to increase crossing points over Station Road.

Consider a continuous footway, or at least tactile paving, over the King George Avenue side road. There appears to be space for seating and perhaps a tree here too.

WR3.4.9

Consider a continuous footway, or at least tactile paving, over the North Road side road.

To increase the usable pavement width at the junctions along Station Road with the junction with College Street, Ramshill, subject to land ownership, road space could be reallocated to provide wider pavements.

WR3.4.10

Consider a lower speed environment along this route.

WR3.4.4 – Tilmore Road and Station Road

WR3.4.7 – Sandringham Road and Station Road

WR3.4.10 – Station Road

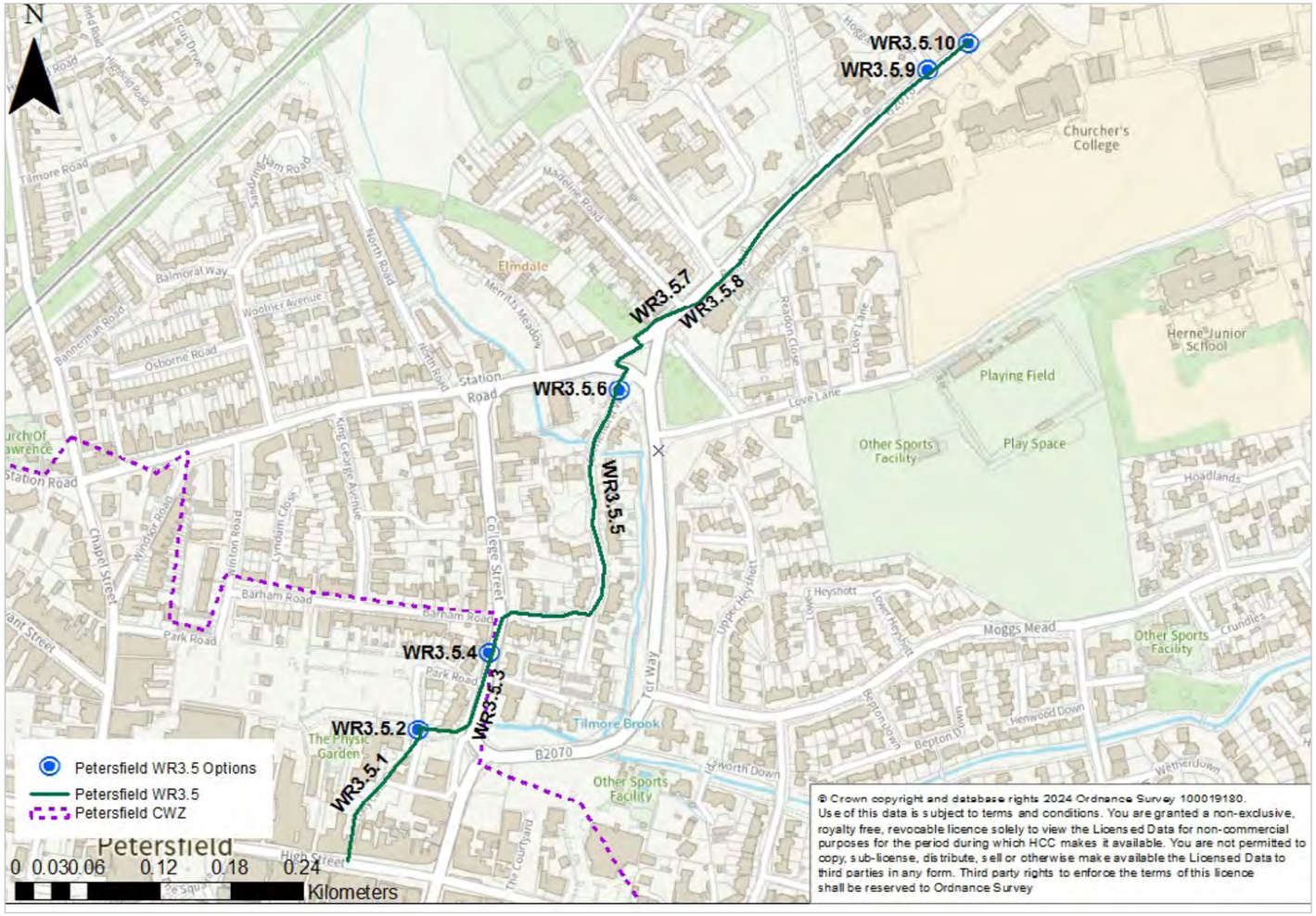
WR3.4.5 – Windsor Road and Station Road

WR3.4.8 – King George Avenue and Station Road

WR3.4.6 – Station Road and Winton Road

WR3.4.9 – North Road and Station Road

Walking Route 3.5 High Street to Churcher’s College



Walking Route 3.5 High Street to Churcher's College

Route description

This walking route leads northeast from the High Street to Churcher's College. The route starts in the commercial centre of Petersfield and then heads north onto Folly Lane, Dragon Street, and Grenehurst Way. The route finishes on Ramshill at Churcher's College. Other trip attractors along this route include Petersfield Community Association, Petersfield Cemetery, and commercial facilities on Ramshill. The route is approximately 1km long.

Existing conditions

The High Street and Folly Lane are both part of the commercial town centre, with many retail outlets, cafes, and restaurants. The B2070 (Dragon Street/ College Street), Grenehurst Way and Ramshill are more residential in nature, with access to Moggs Mead, Tilmore Brook, and Love Lane.

The roads covered in this route have intermittent street lighting green infrastructure and trees. Most of the side roads have dropped kerbs for step free access.

There are multiple on-street car parking facilities.

The speeds limits are 20mph on the High Street and Folly Market and 30mph along College Street, Grenehurst Way, and Ramshill.

Bus facilities are available at the Madeleine Road stops and Churchers College Stops (91, 92 and 93 to Midhurst and 37X to Alton College).

Barriers to walking

There are some physical barriers to walking along this route. The most prominent is the lack of pavements, specifically on Ramshill and College Street. Tactile paving and accessible crossing facilities are not always present on desire lines, which becomes more frequent as the route progresses.

Whilst the town centre feels pleasant to walk in, and there are some pedestrianised parts of the route, speeds and levels of traffic can be barriers to movement, especially on Tor Way and Ramshill. There are no seating opportunities for the length of the route and pavements can be narrow.

Potential options

WR3.5.1

Folly Lane is very narrow so opportunities for improvements are limited. Explore improved lighting and wayfinding.

WR3.5.2

Improve crossing facilities and improve the surface quality across Bowen Lane onto Folly Market. Consider rationalising car parking to create more space for public realm improvements.

WR3.5.3

Consider a new crossing facility from Folly Market crossing Dragon Street towards the Red Lion Pub. Alternatively, people could use the recommended crossing on Dragon Street in Walking Route 8. Widen the pavements to create an improved public realm.

WR3.5.4

Onto the section of Dragon Street outside of the estate agents, consider retaining access to Folly Market and the garage, whilst closing the section of road further north and returning it to public realm. This would reduce crossing points over Dragon Street and reduce the dominance of roads in the area. Alternatively consider a modal filter here.

WR3.5.5

Consider an improved continuous footway on the desire line over Park Road and Barham Road. The route then heads into the residential footpath along Grenehurst Way. Consider improved lighting and seating through here, along with measures to restrict pavement parking. Although this is a fairly quiet residential estate, and some people will walk in the carriageway when pavements disappear, this won't be suitable for all users, so review use of dropped kerbs and tactile paving.

WR3.5.6

Review the junction of Station Road/Grenehurst Way, Tor Way to improve pedestrian connectivity.

WR3.5.1 – Folly Lane

WR3.5.2 – Bowen Lane and Folly Market

WR3.5.3 – From Folly Market on to Dragon Street

WR3.5.4 – Folly Market, College Street and Dragon Street

This junction is very large and requires two separate crossings to travel from Grenehurst Way to Ramshill. Parking at the junction could be rationalised and lanes narrowed, and spaces for walking widened, with tactile paving as a minimum. If flows are high, controlled crossings may need exploring. This route links with WR3.4 from Petersfield railway station and a secondary cycling route that leads from Tor Way towards Sheet Village.

WR3.5.7

Widen pavements along Ramshill where possible (subject to land ownership). Install continuous crossings or dropped kerbs and tactile paving across side road junctions and accesses. There is a large area dedicated to buses and coaches, explore any improvements that can be made to the pedestrian environment here.

WR3.5.8

Consider introducing crossing facilities to Petersfield Cemetery and Luker Drive Playground. Where the pavement travels behind vegetation, ensure the vegetation is well maintained to maximise walking space, and that the path is lit.

WR3.5.9

Install a continuous footway or dropped kerbs and tactile paving on Hoggarth Close.

WR3.5.10

Consider a new pedestrian crossing east of Churcher's College and widening the pavements using space from hatching and extra running lanes on Ramshill.

WR3.5.11

Consider a lower speed environment along this route.

WR3.5.5 – Park Road and Barham Road

WR3.5.8 – Ramshill

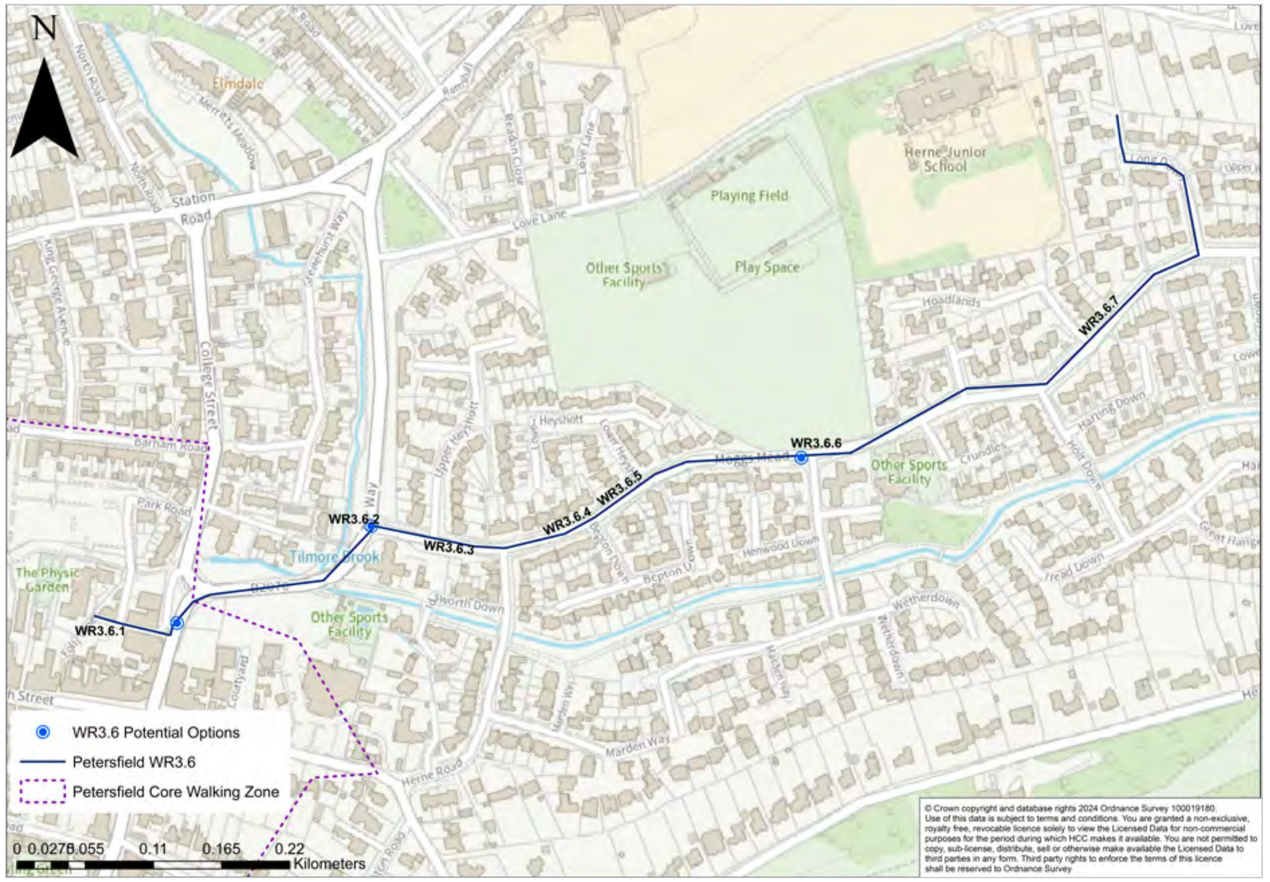
WR3.5.6 – Grenehurst Way

WR3.5.9 – Hoggarth Close and Ramshill

WR3.5.7 – Ramshill

WR3.5.10 – Churcher's College

Walking Route 3.6 Folly Market to Love Lane Sports Playing Field and Herne Junior School



Walking Route 3.6 Folly Market to Love Lane Sports Playing Field and Herne Junior School

Route description

Walking Route 3.6 leads east from Crawters Lane to Moggs Mead via Tor Way. Trip attractors for this route include Love Lane Sports Playing Field, with access to Petersfield Town Football Club, Herne Farm Leisure Centre and an onward route to the Herne Junior School via Hoadlands. The route is approximately 0.7 km long.

The start of the route leads out from the Folly Market and crosses Dragon Street and Tor Way towards Moggs Mead. Moggs Mead offers a through route to Pulens Lane and is residential in nature, connecting the outer edges of the town centre via Tor Way, with eastern residential Petersfield. Moggs Mead has a series of side roads that stem from it, including Upper Heyshott, Herne Road, and Bepton Down.

Existing conditions

The route starts from pedestrianised access from Folly Lane and Stable Lane onto Crawters Lane before approaching the one-way system on Tor Way. Later, on Moggs Mead, pavements are present on both sides of the road with intermittent street lighting that covers both the pavement and the road.

The speeds limits are 30mph on College Street, Tor Way, and Moggs Mead.

There is some green infrastructure including mature trees along the length of the route, and most of the side roads have dropped kerbs for step free access.

There are multiple on-street parking facilities, more formalised towards the town centre.

The whole route is served by the bus routes 737 (HSDC college), 94 (Petersfield), 54 and 38 (rail station).

Barriers to walking

There are some physical barriers to walking along this route. The most prominent is the lack of tactile paving and accessible crossing facilities across each of the side roads.

Tor Way is difficult to cross, with a lack of crossing facilities.

Whilst the immediate town centre and Folly Market feel pleasant to walk in, the number of parked cars and levels of traffic can be barriers to movement. There are no seating opportunities for the length of the route, and in places such as opposite Marden Way, pavements can be quite narrow, with limited crossing opportunities.

Potential options

WR3.6.1

On the entrance to Dragon Street from Folly Market, consider a formalised crossing on the desire line.

WR3.6.2

Prioritise walking and cycling over the access to Moggs Mead. This could include narrowing the junction and providing a continuous crossing, or a more formal crossing if flows require it.

WR3.6.3

Seek to widen pavements along Moggs Mead.

WR3.6.4

Consider continuous footways or dropped kerbs and tactile paving for the junctions of Upper Heyshott, Herne Road, Bepton Down, Lower Heyshott, and Marden Way to improve pedestrian continuity.

WR3.6.5

Consider installing some additional benches and street trees along Moggs Mead to provide opportunities for people to stop and rest.

WR3.6.6

Replace the kissing gate into Love Lane Sports Playing Fields with an accessible alternative. Drop the kerbs outside of the access.

WR3.6.7

Consider a lower speed environment along the route.

WR3.6.1 – Folly Market to Dragon Street

WR3.6.2 – Tor Way outside Moggs Mead

WR3.6.3 – Tor Way into Moggs Mead

WR3.6.4 – Side roads from Moggs Mead, Bepton Down

WR3.6.5 – Seating opportunities on Moggs Mead

WR3.6.6 – Love Lane Sports Field

Walking Route 3.7 Tor Way to Pulens Lane via Tilmore Brook

Walking Route 3.7 Tor Way to Pulens Lane via Tilmore Brook

Route description

Walking Route 3.7 follows on from route from route 3.6 and from Tor Way to Pulens Lane. It is formed of the riverside path parallel to Tilmore Brook. It is approximately 1.1km long and also shared with a secondary cycling route within this LCWIP.

The route has Tilmore Brook on the northern side and housing on the southern side. It is tree lined with a shared use path for pedestrians and cyclists. It is hoped that this route will be used as a leisure route for pedestrians and cyclists, with the main cycle route aligning along Durford Road, which is part of the 94-bus route. Tor Way has a secondary route that travels from Penns Place.

Pulens Lane Improvements

Following Public Consultation in Autumn 2023 on proposals to reduce speeds and improve the walking and cycling environment for users of Pulens Lane, a Phase 1 scheme for the central section of the scheme has been approved to take to detailed design and implementation. A Healthy Streets design check showed improved scores for the proposals in comparison to the current environment. Using funding from S106 Developer Contributions, Phase 1 includes traffic calming measures to slow vehicle speeds along Pulens Lane between and including the Durford Road junction and Tilmore Brook.

The proposals include improvements to make it easier for people who walk and wheel, to cross the Durford Road junction and access Petersfield Heath. Improvements to the walking and cycling route across Tilmore Brook, will provide better links between the Town Centre and Penns Place.

Existing conditions

The riverside walk and adjoining sections are shared use paths, although many sections are below the recommended width. The route travels behind Moggs Mead and the side roads that extend from it, with access from Hanger Way, Pulens Lane and Tor Way via a bridge and footway. There is intermittent street lighting, and the majority of the route is lined with trees and green infrastructure, but there is little natural surveillance.

Most of this route is away from roads but were it does run along or cross the carriageway, the speed limits are 30mph. This includes Pulens Lane, Marden Way, Herne Road, Holt Down and Lower Mead.

There are no bus routes on this route.

Barriers to walking

There are some physical barriers to walking, with cycle access barriers on the entrance to Tilmore Brook from both Tor Way and Pulens Lane which may also prevent access for people with buggies or mobility aids. Side road crossings do not prioritise people walking and cycling.

The Tilmore Brook pathway is below the recommended width for a shared use path. There are no cycle parking facilities or benches.

Potential options

WR3.7.1

Add wayfinding opportunities where appropriate and review the staggered barriers at the access, ensuring accessibility for disabled users and people with buggies. Consider reducing speed environment.

WR3.7.2

Maintain vegetation at the beginning of Tilmore Brook heading east. Add cycle parking if possible and widen pathways where possible (subject to land availability).

WR3.7.3

Seek to widen the shared use path wherever possible, noting that this will be challenging due to land availability, boundary constraints and the location of mature trees. Add seating along the route at appropriate points.

WR3.7.4

There is already a raised table crossing over Herne Way, consider a similar treatment over Marden Way, Holt Down and Lower Mead, and review the barriers to ensure access to all users. Maintain vegetation to increase walking space.

WR3.7.5

Formalise the crossing on Pulens Lane with buildouts to replace the bollards. Provide lighting and wayfinding where possible. This would need to be accompanied by additional measures to physically reduce vehicle speeds.

WR3.7.6

Consider a lower speed environment along the route.

WR3.7.1a – Tor Way into Tilmore Brook

WR3.7.1b – Tor Way potential crossing point for Tilmore Brook

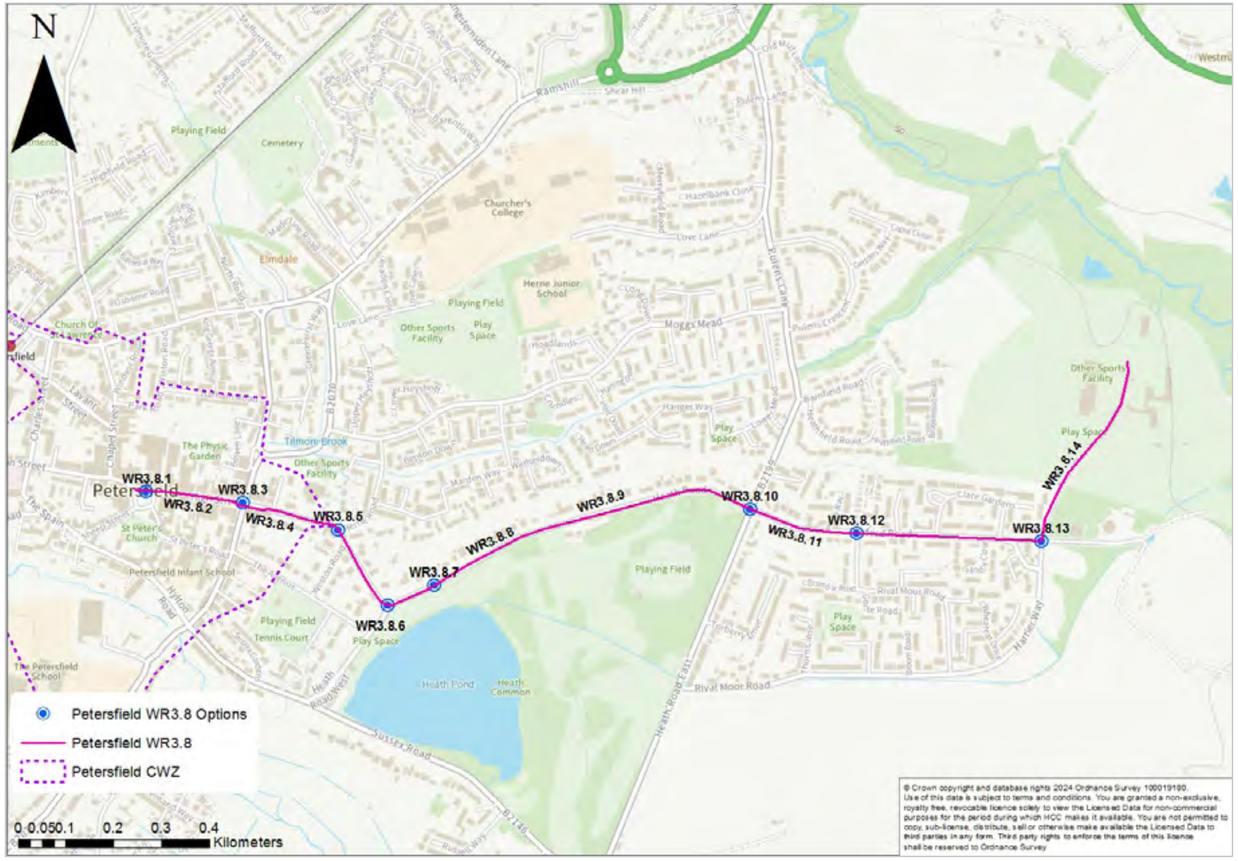
WR3.7.2 – Tilmore Brook Entrance

WR3.7.4 – Marden Way

WR3.7.3 – Tilmore Brook

WR3.7.5 – Pulens Lane and Tilmore Brook

Walking Route 3.8 High Street (Folly Lane junction) to Penns Place and Taro Leisure Centre



Walking Route 3.8 High Street (Folly Lane Junction) to Penns Place and Taro Leisure Centre

Route Description

Starting at The Square, this walking route leads east from the High Street to connect to the former East Hampshire District council offices, and further to sport and community facilities at the Taro Leisure Centre. This route is approximately 2km long.

Existing conditions

High Street is the main retail area in Petersfield, with many shops, cafes and restaurants. This area has a high level of footfall, being the commercial hub of Petersfield.

Moving further east, Heath Road and Durford Road are quieter and more residential in nature. Heath Road, Pulens Lane, and Durford Road have some green infrastructure and direct access to the Heath at the junction with Pulens Lane. The part-tree-lined streets partially counter the visual impact of the motor vehicles and provide an element of shade and shelter. Both Heath Road and Durford road have intermittent street lighting.

Durford Road leads directly to the Taro Leisure Centre and former East Hampshire District Council Offices. East Hampshire District Council have relocated their current offices from Penns Place to Bedford Road west of Petersfield centre. This has been included and considered within the walking routes from the town centre.

The speeds limits are 20mph on the High Street and Penns Place and 30mph on Heath Road and Durford Road.

There are some buses on this route – Durford Road is served by the 94 route.

Barriers to walking

Overall, the route lacks wayfinding. It is suggested that wayfinding signs are installed in key locations.

Whilst the immediate town centre feels pleasant to walk in, the number of on-street parked cars and levels of traffic can be barriers to movement. There are some crossings, but these are not always in places with the highest demand. Heath Road, whilst more residential and with less cars on the roadside, is limited by narrow pavements on only the northern side of the road. Both Heath Road and Durford road have very limited crossing opportunities either at junctions or between junctions. There have been a number of casualties in recent years at this junction.

A number of locations, e.g. on Heath Road and Penns Place only feature pavements on one side of the road, can be narrow in places, and lack crossing opportunities.

Potential options

WR3.8.1

Consider removing the railing along The Square to improve permeability. Rationalise on street parking to widen pavements e.g. along High Street and in front of the shops on the western side of The Square, ensuring sufficient disabled bays remain.

Bollards are in place at crossing points along High Street, presumably to reduce opportunities for pavement parking, explore replacing these at crossing points with raised table crossings.

WR3.8.2

Consider adding more seating and street trees along the High Street and in The Square.

WR3.8.3

Review the junction of High Street/Dragon Street/Heath Road. Seek to enhance the setting of the war memorial and reduce the crossing distance across High Street at this very wide junction. Consider realigning crossing points or introduce a toucan crossing to serve the desire lines onto Heath Road. This is reflected in potential options 220.3.1 and 110.4.11 for the cycle routes.

Due to the restricted road layout here, it is not feasible to make other pavement and walking improvements. Cycle audit route 220.3.2 suggests reducing carriageway width where possible to gain space for public realm improvements.

WR3.8.4

Seek to widen pavements along Heath Road wherever possible and install continuous footways over the car park entrance (The Courtyard).

WR3.8.5

Consider continuous footways or tighter junctions with dropped kerbs and tactile paving over Herne Road and Weston Road.

WR3.8.1 – High Street

WR3.8.2 – High Street from the War Memorial

WR3.8.3 – Dragon Street

Cycle audit route 220.3.4 suggests a review of the junctions should be made to reduce junction widths and encourage low speeds.

WR3.8.6

Consider crossing improvements at side roads with Heath Road West. A junction study was completed for this junction in 2020 and recommended dropped kerbs or a zebra crossing opportunity across Heath Road West for improved connectivity.

WR3.8.7

Formalise the entrance to the north of the Heath with an appropriate crossing facility, such as a build out opposite 52 Heath Road.

WR3.8.8

There are missing sections of pavement on the southern side of Heath Road. Informal parking is using this space instead. Consider replacing the parking with a pavement. If this is not possible, formalise crossing facilities over Heath Road West at points where the pavement ends. Cycle route option 220.3.7 suggests extending the 20mph zone and adding traffic calming features.

WR3.8.9

Review street lighting along the route. Although houses face the street, many are set back behind hedges, and with the Heath on the other side, some people may feel isolated walking here at night.

It is possible to access The Heath via the car park near the Little School by the Lake day Nursery.

Any potential option for this section would need to be aware of a number of pedestrian crossing movements occurring here, with pedestrians accessing the Heath and the nursery.

WR3.8.10

The junction of Durford Road, Heath Road and Pulens Lane is subject to a separate Hampshire County Council placemaking scheme which will aim to improve walking and crossing facilities across both Heath Road and Pulens Lane.

Following Public Consultation in Autumn 2023, on proposals to reduce speeds and improve the walking and cycling environment for users of Pulens Lane, a Phase 1 scheme for the central section of the scheme, has been approved to take to detailed design and implementation. A Healthy Streets Design Check showed improved scores for the proposals in comparison to the current environment. Using funding from S106 Developers Contributions, Phase 1 includes traffic calming measures to slow vehicle speeds along Pulens Lane between and including the Durford Road Junction and Tilmore Brook. The proposals include improvements to make it easier for people who walk and wheel, to cross the Durford Road junction and access Petersfield Heath. Improvements to the walking and cycling route across Tilmore Brook, will provide better links between the Town Centre and Penns Place.

WR3.8.4 – Heath Road

WR3.8.7 – Heath Road

WR3.8.5 – Herne Road

WR3.8.8 – Heath Road

WR3.8.6 – Heath Road West

WR3.8.9 – Heath Road

WR3.8.11

On Durford Road, consider tightened junctions and continuous footways or dropped kerbs and tactile paving consistently along the whole street. Ensure these are on the desire lines (e.g., at Eastlake Close) Assess space for potential seating opportunities.

WR3.8.12

At the Fern Close bus stop, improve the waiting facilities and remove the guard railing. Car parking spaces may be needed to make this change.

WR3.8.13

Improve crossing facilities to prevent severance at the side road with Durford Road (even numbers) Also seek to widen the pavements and prevent pavement parking (there appears to be a parking bay within the grass verge which could be repurposed to home seating and planting.

WR3.8.14

Increase pavement widths from Durford Road (even numbers) to Penns Place. Cycle route option 220.4.4 suggests a review of the junction with Penns Place.

WR3.8.15

Consider a lower speed environment for the whole route.

WR3.8.10 – Durford Road and Pulens Lane

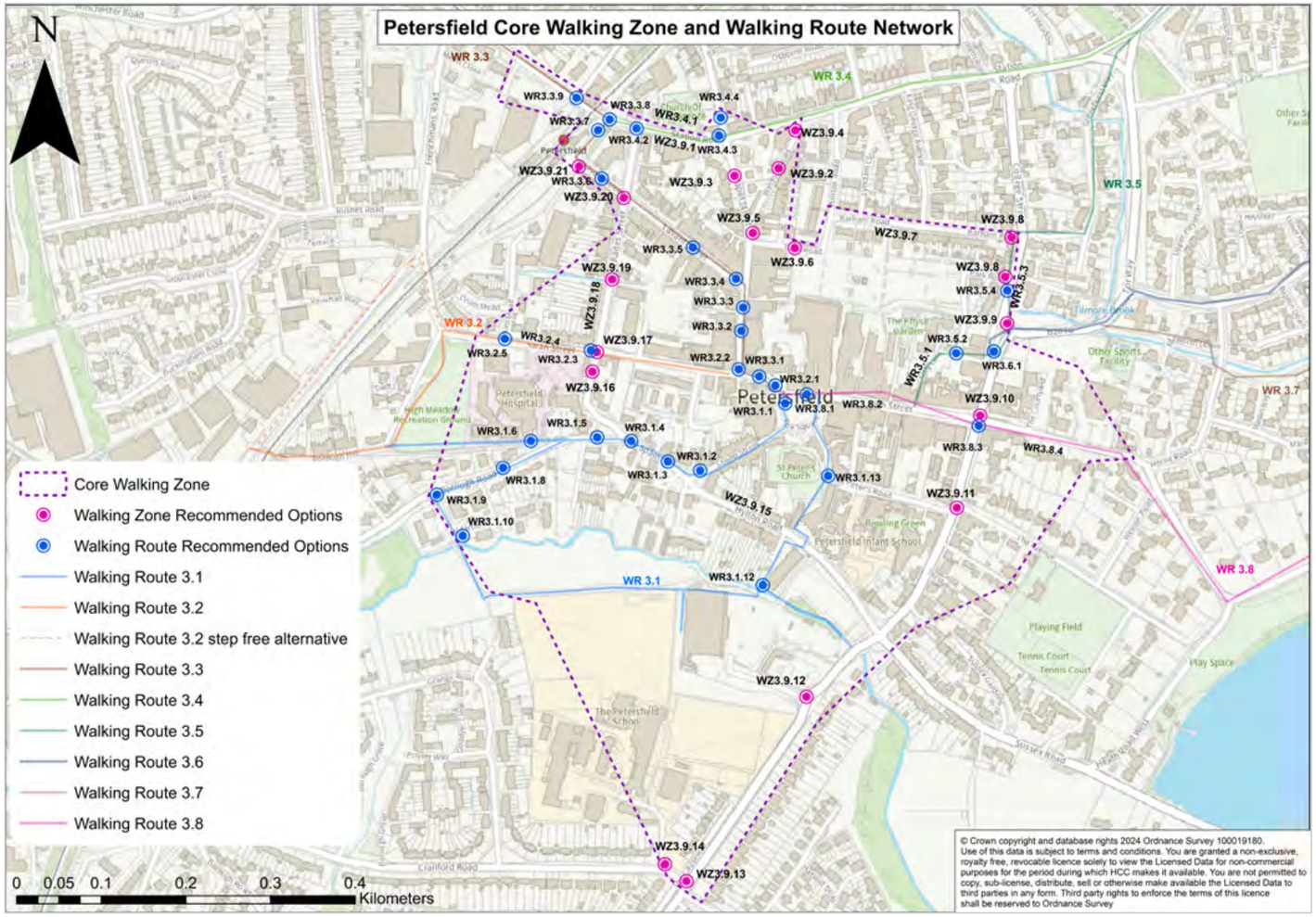
WR3.8.13 – Modal filter on Durford Road

WR3.8.11 – Durford Road

WR3.8.14 – Into Penns Place

WR3.8.12 – Fern Close Bus Stop

Walking Audit Core Walking Zone WZ1.9 – Petersfield



Walking Audit Core Walking Zone WZ1.9 – Petersfield

Zone description

The walking zone for Petersfield encompasses the main town centre area shown in the map above.

The centre of the town is designated as the primary shopping area with a large number of active shopping frontages supporting the centre as the main retail destination.

As well as the main retail area, the walking zone also includes or provides access to The Petersfield School, Petersfield Community Hospital, Petersfield Infant School, The Physic Garden, Petersfield railway station, and St Peter's Church.

The main focus of the town centre is a large public square (The Square) that connects to High Street and the railway station; only The Square is pedestrianised. The Petersfield School and Petersfield Infant School are a short walk to the south, with the hospital and railway station to the west.

The core walking zone is to the southeast of the A3, a busy road connecting Petersfield with the central and southern parts of Hampshire, and London to the north. It is west of the and B2070 London Road and Dragon Street. Both roads can be a barrier for movement in and out of the town centre by active modes.

The walking zone is surrounded by a number of walking routes which connect to destinations such as educational facilities including Herne Junior School and Churcher's College, Petersfield railway station, other trip attractors such as Penns Place, The Heath, Viceroy Court, and supermarkets, as well as Petersfield Community Hospital.

Methodology

The Core Walking Zone was chosen on the basis that this area, being the town centre, contained a large number of community facilities.

LCWIP guidance states that:
'**CWZs normally consist of a number of walking trip generators that are located close together – such as town centre of business parks. An approximate five minute walking distance of 400m can be used as a guide to the minimum extent of CWZs. Within CWZs all of the pedestrian infrastructure is deemed to be important.'**

As outlined in the walking routes methodology, walking routes were established from the centre of the CWZ to key destinations in the wider area. The routes are described in earlier pages of this document. The CWZ options described below fill the gaps between the routes to provide a comprehensive set of options for the area.

Principles of the Walking Route Assessment Tool (WRAT) and Healthy Streets indicators have been used to provide an assessment of the CWZ. The WRAT has not been used to calculate the existing condition of the Core Walking Zone as the tool relate to auditing a route rather than a zone.

The core principles for consideration in the WRAT are:

- attractiveness;
- comfort;
- directness;
- safety;
- coherence

The core principles for consideration in the Healthy Streets check are:

- Pedestrians from all walks of life;
- Easy to cross;
- Shade and shelter;
- Places to stop and rest;
- Not too noisy;
- People choose to walk, cycle and use public transport;
- People feel safe;
- Things to see and do;
- People feel relaxed;
- Clean Air

WZ1.9 Petersfield Town Centre

Existing conditions

Within the CWZ the streets are mostly lit and generally have a good level of natural surveillance, with a small number of places to stop and rest. There are some trees and areas of planting which help to balance the visual impact of traffic and on-street parking in places such as The Square, High Street, and around St Peter's Church. There is also access to green spaces such as The Heath, and the Love Lane playing fields.

Generally, roads are 20 or 30mph, and pavements are narrow. Most of the walking options described above suggest reducing the speed environment to 20mph. In contrast the A272 connecting to the B2070 London Road is subject to a 60mph speed limit (reducing to 30mph on London Road) and has sections of dual carriageway which can promote higher speeds before reaching the Town Centre.

Within the zone, there are three placemaking projects that have been established by Hampshire County Council and the Petersfield Strategy Group. These concern the Hylton Road/Sussex Road/Dragon Street junction, Station Forecourt, and Pulens Lane. More details are found in the Walking Routes about, and on the East Hampshire District Council **webpage.**

Barriers to walking

There are some barriers to walking in the central commercial area, including bollards, on-street parking, and street clutter. The majority of the side roads do not have tactile paving or crossing facilities.

There is little street lighting on the High Street, but there is a high level of natural surveillance and shop lighting.

Beyond the town centre, in more residential parts of the zone, such as Swan Street, Chapel Street, Winton Road, Park Road, Durford Road, and others, the route is missing some sections of pavement, natural surveillance and lighting, and crossing points.

One of the largest barriers is severance created by the busier main roads. A lack of step-free access is apparent across the zone. There are limited places to stop and rest, and a general lack of crossing points between junctions, and narrow pavements throughout the zone.

Potential options

WZ3.9.1

For the length of Station Road, reallocate road space to provide space for walking and sufficient pavement length on the north and south sides of the street. Consider raised tables where possible across Chapel Street and Windsor Road. Consider a lower speed limit for the length of this road.

WZ3.9.2

Consider a one-way traffic route and rationalise parking to provide walking space and pavements across the length of Windsor Road. Consider a lower speed environment for the length of this road.

WZ3.9.3

Consider a one-way traffic route in the opposite direction to Windsor Road, rationalise parking and increase pavement width where possible on both sides of the road on Chapel Street for the section between Station Road and the junction of Chapel Street and Windsor Road. Consider a lower speed environment for the length of this road.

Through the Petersfield Placemaking studies previously referenced in this document, a series junction concept designs have been completed for the Tilmore Road/ Chapel Street junction with Station Road. This included footway widening, one-way systems on Chapel Street and Tilmore Road, and a new junction layout.

WZ3.9.4

Provide an island and crossing facilities including dropped kerbs and tactile paving across the junction of Windsor Road and Chapel Street.

WZ3.9.5

Consider a continuation of the one-way system to reallocate road space and provide pavements on both sides of the road at the junction of Chapel Street and Windsor Road.

Potential option 110.4.7 on cycle route 110 needs to also be taken into account here, which proposed a redesign of the Chapel Street/Park Road junction to ensure cycle movements are successfully facilitated.

WZ3.9.6

Provide a raised table or improved crossing into the Park Road car park.

Within the car park, pedestrians are generally required to walk in mixed traffic, albeit speeds will be very slow.

WR3.9.1 – Station Road

WR3.9.2 – Windsor Road

WZ3.9.3 – Chapel Street

Seek to improve walking facilities, particularly for people with visual impairment e.g. through designated walking routes with tactile paving. Consider a lower speed environment for the length of these road.

WZ3.9.7

Provide continuous footways across side roads from Park Road, to Winton Road and Barham Road where possible. On all other side roads where this is not possible, provide dropped kerbs and tactile paving. Due to the street layouts, it is likely that speeds on Park Road and Barham Road are already 20mph or lower, however, this could be further supported through physical measures to reduce vehicle speeds. Provide a raised table or crossing across College Street before Folly Lane to support people walking towards Tilmore Brook.

WZ3.9.8

Realign the crossing points from Park Road and Barham Road onto College Street to align with desire lines. Remove cobbled crossing in favour of a non-slip surface suitable for pushchairs, wheelchairs and other wheeled scooters.

WZ3.9.9

Consider a new crossing facility across the southernmost point of the B2070 before reaching the junction with Folly Market and College Street. A review of this island junction should be undertaken for access across each of the roads. Consider a lower speed limit for the length of this road.

WZ3.9.10

Review the junction at High Street and Heath Road and provide non-slip, formalised crossing points across Dragon Street, High Street, and Tor Way. Where possible, give pedestrians priority. Consider measures to promote lower speeds for the length of this road.

WZ3.9.11

Review the junction of Dragon Street/St Peters Road and The Avenue and tighten junction radii. Due to the street layout, it is likely that speeds on St Peters Road and The Avenue are already 20mph or lower, however, these could be further supported through speed reduction measures.

WZ3.9.12

Consider adding a toucan or zebra crossing at the roundabout on The Causeway for access into the Tesco supermarket, on both the north and south arms of the roundabout.

WZ3.9.13

Consider providing a toucan crossing across the B2070 The Causeway and across the entrance to Cranford Road for access to The Petersfield School. Extend this crossing across the private pathway (subject to land ownership) parallel to The Causeway. Consider a lower speed environment for the length of this road.

WZ3.9.14

Provide tactile paving across the entrance to The Petersfield School. If landownership permits, provide seating facilities outside of the school entrance. Consider a lower speed environment for the length of this road.

WR3.9.4 – Windsor Road and Chapel Street

WZ3.9.8 – Barham Road and College Street

WZ3.9.6 – Park Road Car Park

WZ3.9.8(a) – Park Road and College Street

WZ3.9.7 – Barham Road

WZ3.9.15
Provide continuous footways over side roads for the length of Hylton Road (from Petersfield Infants School) to The Spain with crossing points with tactile paving and dropped kerbs on desire lines where The Spain splits onto Borough Road. Add seating opportunities on grass verges where appropriate. Widen pavements on both sides of the road where possible.

WZ3.9.16
Trim back vegetation and consider providing a toucan or zebra crossing where the current tactile paving is, on the eastern edge outside of Petersfield Community Hospital on The Spain (turning onto Charles Street).

WZ3.9.17
Subject to land ownership, provide pavement facilities on the corner of The Spain and Swan Street at the crossing of Charles Street, The Spain, and Swan Street. Provide crossing facilities including dropped kerbs and tactile paving on each of the crossing points across the junction. Consider a lower speed environment here.

WZ3.9.18
Subject to land ownership, widen pavements along the length of Charles Street. Rationalise parking and limit parking space to provide increased walking space. Consider a lower speed environment for the length of Charles Street.

WZ3.9.19
Provide continuous and step-free footways across the side roads on Charles Street.

WZ3.9.20
Provide continuous footways across Lavant Street to prevent severance on Charles Street and Lavant Street. Alternatively, provide formal crossing facilities such as a zebra crossing towards Petersfield Railway Station. Tighten junction radii.

WZ3.9.21
Subject to land ownership, provide continuous footways across the access to Petersfield railway station car park, and a crossing facility to access the northern side of Lavant Street. Consider a lower speed environment for the length of Lavant Street.

Through the Petersfield Placemaking studies previously referenced in this document, Lavant Street has been considered for a one-way system southeast bound with the introduction of a ‘large social space and crossing points’ with opportunities for street trees and planters. This also considered a 20mph zone for Charles Street and a contraflow cycle lane.

A separate scheme covers Petersfield railway station forecourt:

Petersfield Station Forecourt
Working with South Western Railway, the PSG has commissioned a transport study to collect information on all modes of transport in the Petersfield Station Forecourt, with a view to identifying improvements for circulation and parking, to improve the quality of the environment for walkers, cyclists, public transport users and other motorised vehicle users

WZ3.9.9 – College Street from the B2070 Tor Way

WZ3.9.12 – The Causeway outside Tesco

WZ3.9.10 – Heath Road and High Street

WR3.9.13 – Outside The Petersfield School

WZ3.9.11 – St. Peter’s Road and the Avenue

WR3.9.13.1 – Driveway parallel to The Petersfield School

WR3.9.14 – The Petersfield School Entrance

WR3.9.17 – Junction of Swan Street and Charles Street

WR3.9.20 – Junction of Charles Street and Lavant Street

WR3.9.15 – The Spain

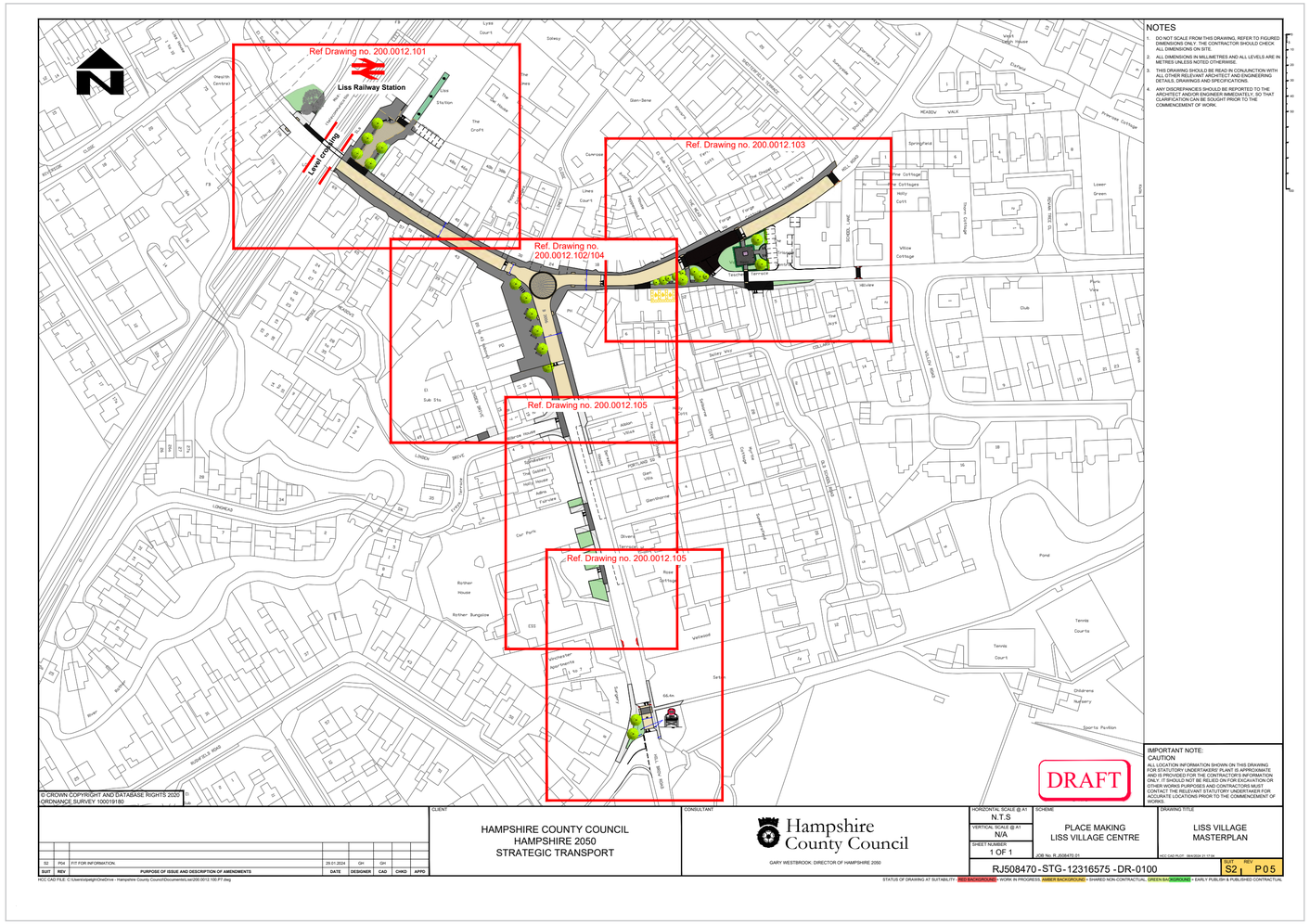
WR3.9.18 – Charles Street

WR3.9.21 – Lavant Street and Station Forecourt

WR3.9.16 – The Spain before Charles Street

WR3.9.19 – Charles Street

Liss Village Centre: Placemaking Master Plan



A larger version of this is available in Appendix D

Liss Master Plan

Description

At the time of developing this draft LCWIP Liss Parish Council had commissioned Hampshire Services (Hampshire County Council's in-house transport planning consultancy service) to develop a master plan for the village centre **www.lissparishcouncil.gov.uk.**

The aim of the master plan was to make the village centre nicer to spend time in and travel through by making it easier to walk and cycle and creating a better sense of place.

At the time of writing, public consultation on the concept master plan was complete, and discussions were underway to move to the next stage of design.

The designs shown below were included in the consultation.

This project has used the "Healthy Streets" framework (Figure 20) to create streets that are healthier and more inclusive. This approach is a key part of Hampshire County Council's new Local Transport Plan.

The design proposals show a village centre where everyone feels safe and welcome to visit and travel through, particularly when walking, wheeling (e.g. using a mobility scooter/ wheelchair) and cycling.

As part of the proposals:

- Driving speeds would be reduced and through-traffic encouraged to avoid the village centre;
- Pavements would be widened and roads narrowed;
- The road would be raised closer to the pavement in the very centre of the village, and side roads would be tightened to make it easier to cross and move around;
- Plenty more planting would be added for shade and shelter, and more seating and cycle parking would be included too.

Design ideas have been developed in four different areas:

- Liss Central Plaza
- Liss Station Forecourt
- Memorial Green
- Andlers Ash Road/Hill Brow Road junction

The concept designs were produced for Liss Parish Council with input from Hampshire County Council, South Downs National Park Authority, East Hampshire District Council and local stakeholders.

Once the master plan has been formally adopted by the Parish Council, they will seek funding opportunities to work towards further stages of design work and delivery.

As detailed in the cycle overview map of this draft LCWIP, Liss village has primary cycle route 110 running through its centre along Forest Road, Mill Road and some of Station Road before diverting down Hill Brow Road and onto Andlers Ash Road, following a section of Shipwrights Way. Secondary cycle routes are present along the rest of Station Road (up to its junction with Farnham Road) as well as the Riverside Railway Walk connection. A local route also connects to Hill Brow, along the remainder of Hill Brow Road.

Whilst this masterplan is presented in this LCWIP, there is no guarantee of future funding from Hampshire County Council, East Hampshire District Council or South Downs National Park Authority and this will not form part of the **Stage 5** – Prioritisation (which will take place after consultation).

Figure 20 – Healthy Streets Indicators

Horndean – Green Trail and Heritage Network

Description

Horndean Parish Council has ambitions to create a walking network they wish to be known as the 'Green Trail and Heritage Network.' This is shown in the map on this page, provided by the Parish Council. Further details can be found at: **www.horndeanpc-hants.gov.uk**

The Horndean Green Trail and Heritage Network aims to connect walking routes, and some section of cycle route, between the four wards in Horndean; Downs Ward, Murray Ward, Kings and Blendworth Ward and Catherington Ward.

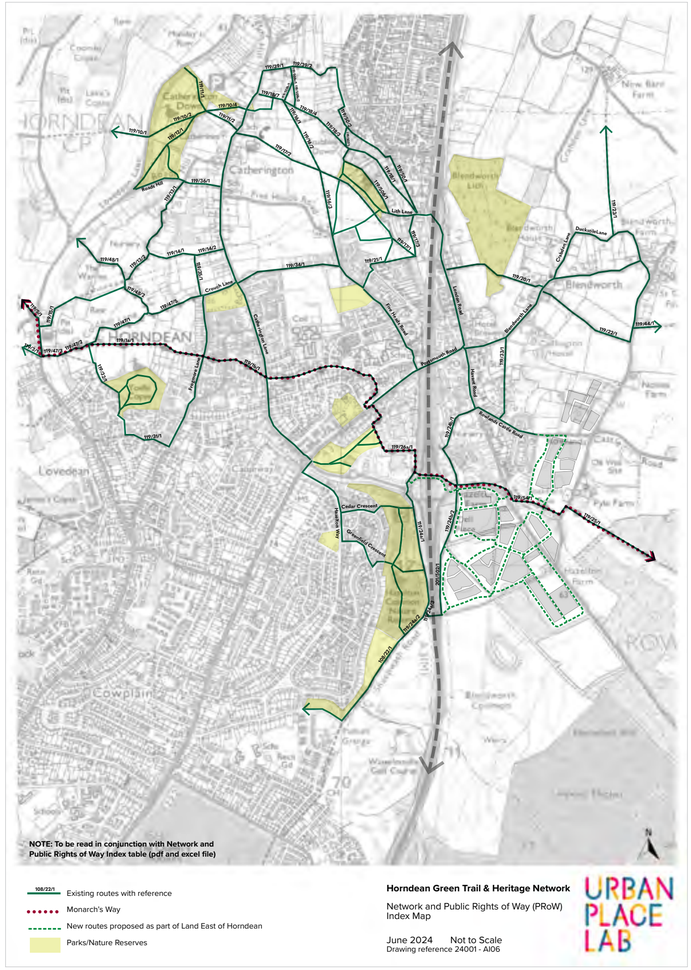
Horndean comprises different areas, from rural to semi-rural, to urban. Sections of the route are on highway, but the majority is formed of Public Rights of Way (PRoWs) on designated footpaths and bridleways.

Some sections of the Green Trail and Heritage Network align with proposed secondary and local routes in the area. Two sections intersect with proposed primary cycle routes 110 (at London Road and Havant Road) and 120 (Portsmouth Road).

The Network also aims to connect with new development at Land East of Horndean and potentially connect to Havant Thicket Reservoir, Rowlands Castle, and Clanfield.

At this stage, the Parish Council's proposals for the Green Trail and Heritage Network are being considered by Hampshire County Council, with relevant departments, including Countryside Services.

Whilst the Green Trail and Heritage Network is presented in this LCWIP, it is a leisure route and is therefore outside of the remit of the LCWIP. As such this is for information only as there is no guarantee of future funding, and as no potential options have been identified this will not form part of the Stage 5 – Prioritisation, (which will take place after consultation). However, EHDC and HCC support the development and implementation of the project, which is likely to be delivered through a range of funding sources, and ideally the network would be integrated or linked to relevant primary routes identified in this LCWIP.



Map supplied by Horndean Parish Council. A larger version of this is available in Appendix E.

Proposed cycle networks

Cycling interventions toolkit

Fully kerbed segregated cycle track

Cycle facility protected from motor traffic by a full-height kerb, with some buffer space between the cycle track and carriageway.

Pedestrian/cyclist priority street

Street design that prioritises pedestrian and cyclist travel. Characterised by lower traffic speeds, restricted motor vehicle access, and coloured paving materials.

Contraflow cycle lane

Mandatory cycle lane that allows cyclists to travel opposite the flow of vehicle traffic, allowing for greater permeability of the cycle network.

Bent out crossing

Crossing where a cycle track is inset from the main road carriageway at a distance that enables a car to stop if a cyclist is crossing. This is a crossroads junction of the minor arm with priority given to the cyclist using standard give way markings.

Mandatory cycle lane

Area of the carriageway reserved for the use of cycles, marked with a solid white line.

Stepped segregated cycle track

Cycle track is set below footway level, typically protected from the carriageway by a lower height kerb and usually directly next to it.

Dutch style street

Street without a centre line encourages slower vehicle speeds and helps create a shared street environment.

All images provided by Sustrans unless otherwise noted.

Cycling interventions toolkit

Mandatory cycle lane w/light segregation

Cycle lane with the use of intermittent physical features placed along the inside edge of a mandatory cycle lane to provide additional protection from motor traffic.

Off-carriageway cycle track

Cycle facility separated from motor traffic typically through green space.

20mph zones

Lower speed zones create safer environments for all, may need to be combined with infrastructure and enforcement changes to ensure compliance.

Source: Manchester City Council

CYCLOPS junction

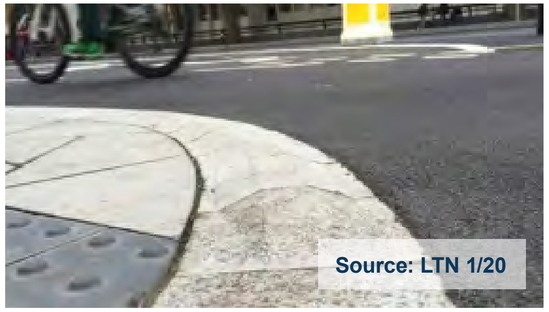
CYCLOPS stands for ‘Cycle Optimised Protected Signals’. The unique design of the junction completely separates pedestrians and cyclists from motor traffic, reducing the possibility of collisions or conflict. Pedestrians are also able to get where they want to be in fewer stages with more space to wait than on other junction designs.

Dutch style roundabout/mini-roundabout

A roundabout that provides a segregated facility for cyclists and pedestrians through all arms of the roundabout. In a mini-roundabout the central island is replaced by road markings.

Modal filter

A bollard or planter in the carriageway which people can travel past be walking or cycling. Helps create a low traffic environment by restricting access to motorised through-traffic.



Source: LTN 1/20

Trapezoidal strip

A raised strip which is trapezoidal in cross section, used to separate cyclists and pedestrians where the surface is fully level between the footway and cycle track. This helps visually impaired people to detect and negotiate the track.

All images provided by Sustrans unless otherwise noted.

Healthy Streets

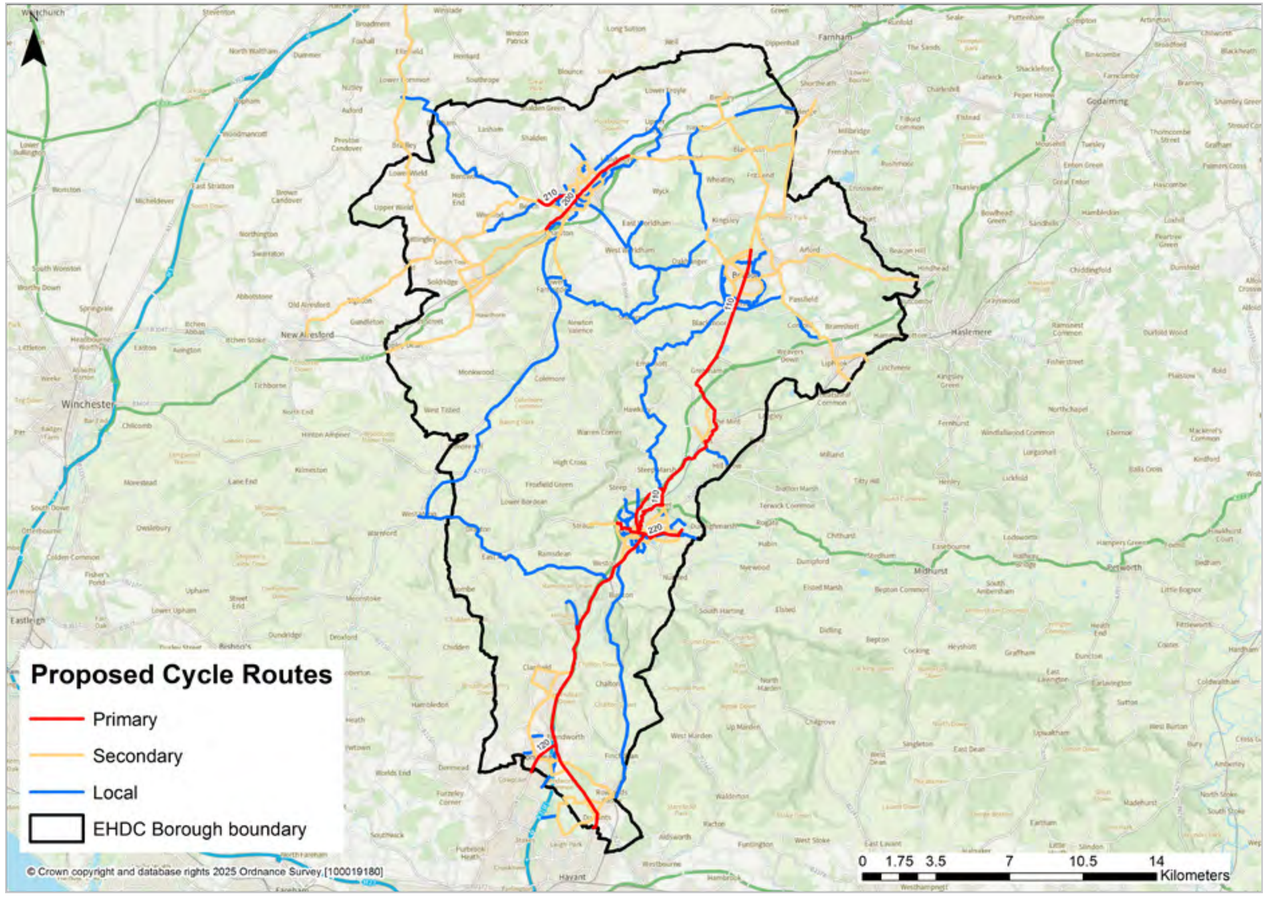
We plan to undertake a Healthy Streets design check (as outlined in the walking zone introduction section) when doing any future design work, to ensure that improvements for walking are also considered, along these routes.

We may ask developers to complete these types of audits too, as part of a Transport Assessment, supporting planning applications.

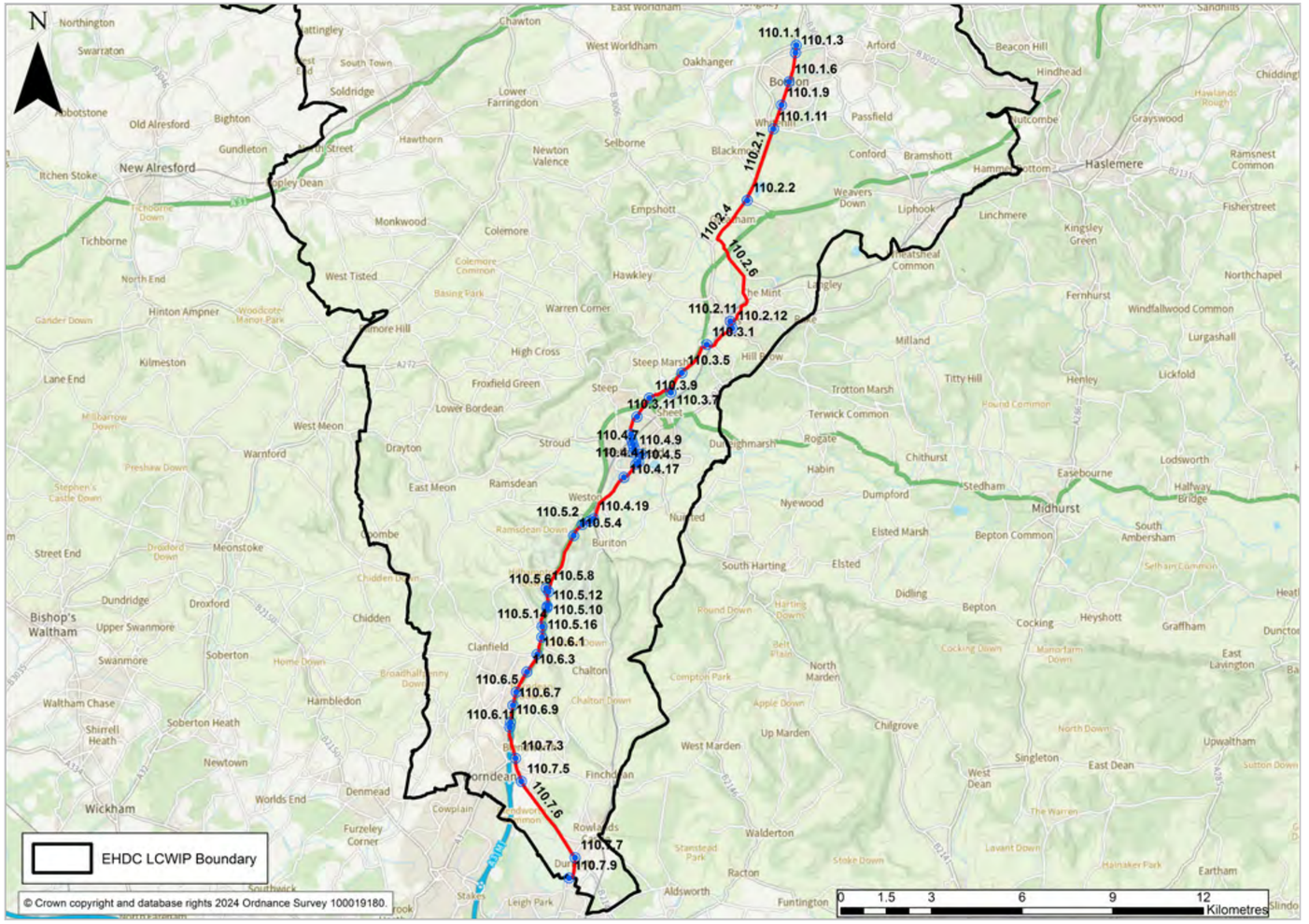
These improvements are likely to include measures such as:

- new dropped kerbs;
- realignments of existing dropped kerbs;
- surfacing improvements;
- the introduction of planting, street trees and seating.
- tightened junction radii;
- tactile paving;
- continuous footways across side roads.

Cycle network overview map – Proposed cycle network



Route 110: Whitehill and Bordon to Rowlands Castle



Route 110: Whitehill and Bordon to Rowlands Castle

Route description

This is long distance route, approximately 32km in length.

The route begins at Whitehill and Bordon where it connects with a secondary route at the A325/B3002 roundabout at the top of the town. It then heads through the centre of Whitehill and Bordon to Petersfield Road (A325), through Greatham, following the Shipwrights Way. The route follows Forest Road towards Liss, heading through the village, onto Farnham Road, where it joins the shared use path adjacent to the A3, towards Petersfield. Just north of Petersfield the route diverts under the A3 towards Harrow Lane and towards central Petersfield via Tilmore Road.

Moving along High Street and Dragon Street in Petersfield the route then travels south along the B2070 towards the A3 where it follows the off-road route (adjacent to the A3) towards the South Downs Way and the entrance to Queen Elizabeth Country Park. From here it heads under the A3 where it runs parallel to it for short section until it reaches Gravel Hill where is diverts towards London Road and Chalton Lane at Clanfield.

Within Clanfield, the route diverts off Chalton Lane at its junction with the A3 slip road following a shared use path towards London Road.

Following the entirety of London Road, past Clanfield, it then travels under the A3(M) continuing south to the Havant Road (B2149) roundabout junction. It continues along the Havant Road (B2149) until the Manor Lodge Road roundabout junction where it diverts onto Durrants Road ending just before Havant Academy, where it joins the Havant LCWIP network route 370.

The vast majority of the route falls within the South Downs National Park area. It covers many settlements along the way including Greatham, Liss, Petersfield, Clanfield and Horndean, as well as access to the Queen Elizabeth Country Park.

There are many on-road sections along A and B roads, sections along quieter routes, as well as several following off-road paths and Public Rights of Way (PRoWs), including some sections of the long-distance route Shipwrights Way.

Background

This route was supported by local stakeholders at the workshops.

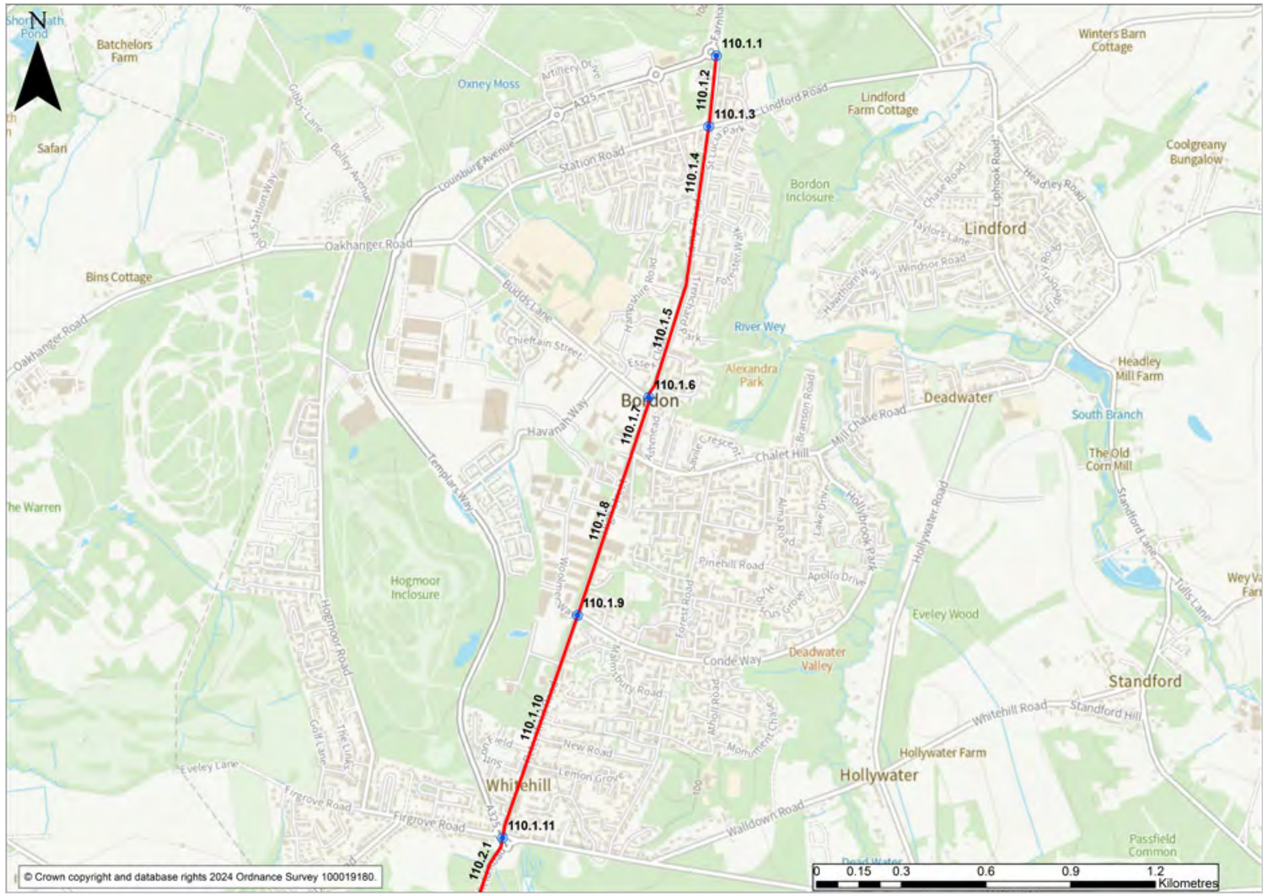
It covers a large area of the East Hampshire district and South Downs National Park area, and although it is much longer than what is considered an average distance for cycling (as outlined within the LCWIP guidance as around 10km) it provides the main link between northern and southern parts of the district, connects many local settlements with each other, and to transport hubs (such as railway stations), schools and hospitals, as well as providing key links to popular leisure routes, parks and green space.

Some of the route follows popular long-distance routes such as Shipwrights Way, as well as providing access to the South Downs Way and Queen Elizabeth Country Park.

The vast majority of the routes follow sections of National Cycle Network route 222 (Portsmouth to Petersfield) and 22 (Petersfield to Banstead – Surrey).

Due to the length of this route, it has been split into seven sections. Each section includes a route section description, background and existing conditions information.

Route 110.1 Whitehill and Bordon Farnham Road to Petersfield Road / Liphook Road Junction



Route 110.1 Whitehill and Bordon Farnham Road to Petersfield Road / Liphook Road Junction

Route description

This section of route starts at B3003/A325 roundabout junction, connecting to a secondary route which starts in Bentley heading south via Sleaford along Farnham Road.

The route follows directly along the B3003 through the centre of Bordon along Camp Road, High Street, Petersfield Road and finishes at the A325 Petersfield Road / Liphook Road / Firgrove Road double roundabout junction.

This section was the main route through Whitehill and Bordon until the relief road (Templars Way) was built and opened in 2019, as part of the Whitehill and Bordon regeneration. This route section is approx. 3km long.

Background

This route was supported by stakeholders at the workshop session, and forms part of a key active travel route linking to new developments, local schools and the town centre regeneration.

The route joins Shipwrights Way long distance route and NCN 22 at the Conde Way junction on Petersfield Road towards the roundabout.

There are six bus services that use this section of route, the services 13, 18, 23, 28, 113, 418, along with and a college service 737 to South Downs College.

There are three schools that access this route, from Camp Road, via Budds Lane – Oakmoor Academy (secondary) and Bordon Infants and Juniors.

The Bordon Core Walking Zone walking routes have suggested interventions along this route, which have been discussed as and when appropriate in the potential options within the Core Walking Zone section, under walking routes 2.2 and 2.4.

Existing conditions

Shared use paths are present for the vast majority of the route, although they do alternate sides at certain points. There is only short section of on-road cycling where cyclists rejoin the carriageway from a shared use path at the very north end of Camp Road. One small section of shared use path has painted segregation for pedestrians and cyclists.

The shared use path on Petersfield Road is below standard width.

Apart from the A325/B3002 junction at the start of the route, which is 40mph, the entire route section is subject to a 30mph speed limit with street lighting present throughout.

There are many side road junctions and crossings that lead to the wider residential areas, as well as direct access to retail business, and a large Tesco supermarket.

Camp Road and High Street have had improvements as part of the regeneration works, including road narrowing and speed reduction features, and new shared use paths along the route, and parallel crossings at the Budds Lane junction and at the Petersfield Road/ New Road junction.

This section of route also forms part of the Green Grid, offering access to the Green Loop which crosses at Ennerdale Road and New Road. It should be noted however that the Green Grid Green Loop was designed before LTN 1/20, meaning that although the route has seen improvements for cyclists, they are not necessarily compliant with this guidance.

Barriers to walking and cycling

There are three junctions to negotiate along this route (two roundabouts and one signalised crossroad junction) which do not prioritise active modes. The design of most side road junctions prioritise motor vehicles.

The current shared use provision is not continuous, with a section missing to the north end of Camp Road asking cyclists to rejoin carriageway, just north of the Ennerdale Road junction.

The shared use paths that are present are not all LTN 1/20 compliant and vary in widths throughout the route section, with some below the standard width requirements.

The section in front of the new town centre is likely to have high pedestrian flows, so shared use is no longer recommended in the design guidance.

The section along Petersfield Road, where there is painted segregation, also has good tree cover, which provides a good level of shade, but also means this whole section of cycle lane is prone to filling up with leaf litter.

Potential options

110.1.1

Explore opportunities to improve pedestrian and cycle provision at the A325/B3002 (Farnham Road).This could include reducing the speed limit (currently 40 mph) and better connecting this route with routes 214 and the secondary section of route 110. Options to consider are dependent on 110.1.2. If a shared use path is possible then suitable crossings at this junction would be required e.g. sparrow/toucan. If 110.1.2 is only possible with cycling in mixed traffic, a Dutch roundabout or cyclops junction may be considered.

110.1.2

The B3002 Farnham Road (between the A325 Roundabout and the Camp/Lindford/Station/Farnham Road junction) is width constrained throughout. There is pedestrian provision on the western side. Explore widening this provision to shared use path, with suitable connections from 110.1.1. If a shared use path is not possible then reducing the speed environment to facilitate mixed traffic should be considered, subject to land ownership. To meet national design guidance, a bus gate may be required to reduce traffic flows.

110.1.3

A review of the Camp/Lindford/Station/Farnham Roads junction should seek to improve pedestrian and cycle connectivity.

110.1.4

Explore widening the pavement along Camp Road to the junction with Ennerdale Road to a shared use path.

110.1.5

Prioritise walking and cycling over all side roads along this route. Dropped kerbs and tactile paving or continuous footways are suggested in walking route 2.3 under reference WR2.3.3.

110.1.6

Review Budds Lane roundabout to improve pedestrian and cycle desire lines, noting the existing toucan crossing on the Budds Lane arm and potential opportunities for direct accesses into the eastern section of Prince Philip Park.

110.1.7

Recently, a shared use path has been created between Budds Lane and Chalet Hill along the High Street. Long term potential to widen the existing shared use path and provide segregated pedestrian and cycling facilities to bring the route in line with LTN1/20 should demand increase.

110.1.1 – A325/B3002 Farnham Road roundabout

100.1.4 – Camp Road pavement

110.1.2 – B3002 Farnham Road pavement

100.1.5 – Forester Walk junction (as example)

110.1.3 – Camp/Lindford/Station/Farnham Roads signalised junction

100.1.6 – Budds Lane roundabout

110.1.8

At the top of this section, the shared use path has recently been widened, but given the busy high street area, widening narrower sections further should be considered along with providing priority over side roads. In the longer term segregation could be considered if pedestrian and cycle flows warrant this.

110.1.9

Explore walking and cycling connectivity improvements at the Conde Way roundabout, with a particular emphasis on the connectivity to route 110.

Under potential option reference WR2.2.5, in the walking zone section, it is also suggested to move the existing crossing facility over Conde Way closer to the desire line.

110.1.10

Consider widening the existing Petersfield Road shared use path to meet current design guidance and treat all side road junctions e.g. with continuous footways and tighter junction radii. Ensure cycle desire lines are prioritised (see New Road junction connecting a local route following the Green Loop).

Under potential option reference WR2.2.1 in the walking zone section, this also gives consideration to providing continuous footways or tightened junctions and dropped kerbs and tactile paving consistently along the whole route to improve coherence and safety.

110.1.11

At the end of this subsection is a double roundabout arrangement connecting five roads, including the A325 Whitehill and Bordon bypass. Seek to improve walking and cycling connectivity through these junctions. To meet current design guidance, a signalised arrangement is likely to be required.

100.1.9 – Conde Way roundabout

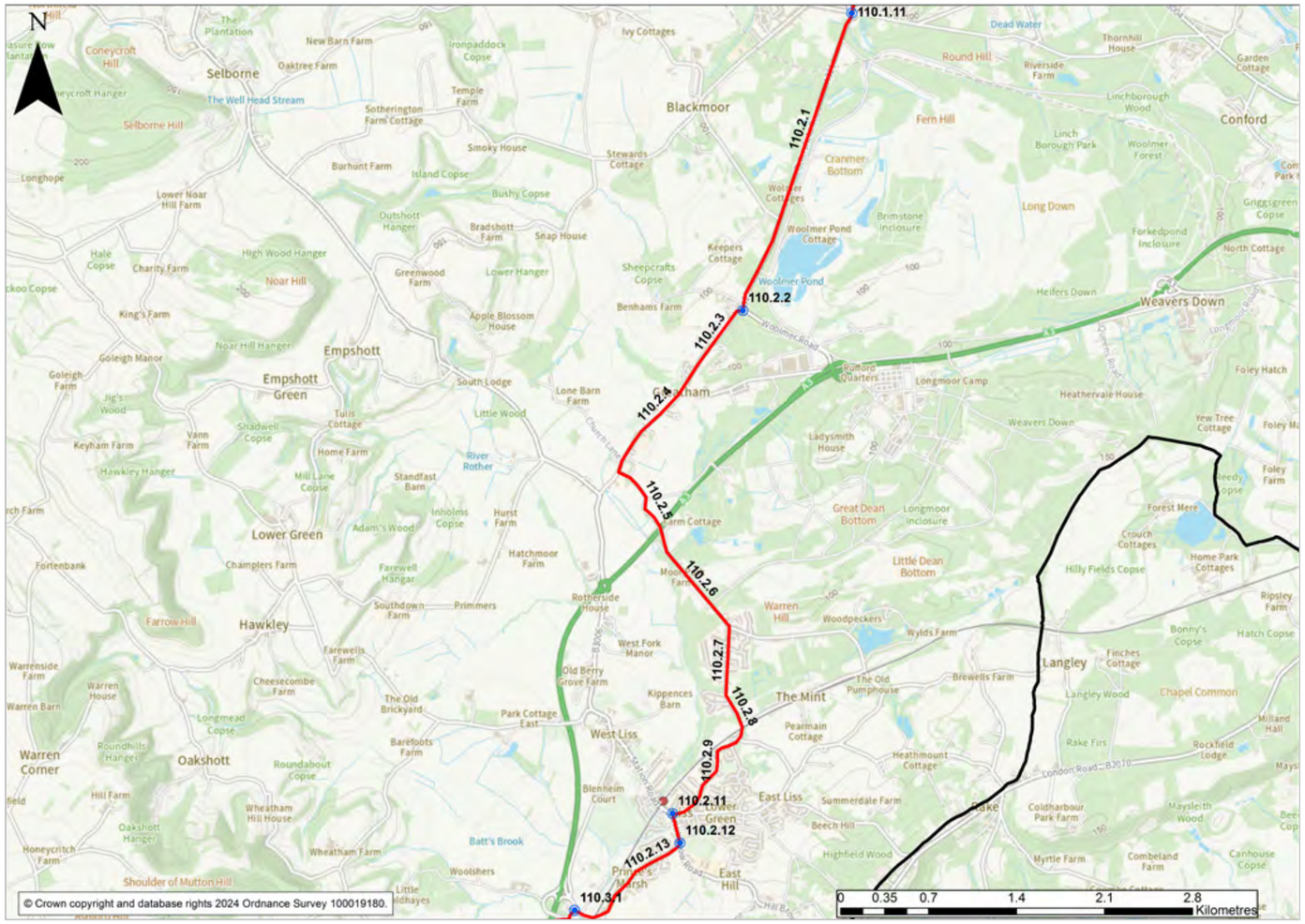
100.1.7 – High Street shared use path

100.1.10 – Petersfield Road shared use path

100.1.8 – High Street recently widened shared use path

110.1.11 – A325 Whitehill and Bordon bypass double roundabout arrangement

Route 110.2 Whitehill to Liss (via Greatham)



Route 110.2 Whitehill to Liss (via Greatham)

Route description

This route section follows on from 110.1 at the Firgrove Road roundabout at Whitehill and heads south along the A325 where it diverts to Petersfield Road at the Digby Way roundabout, heading towards the village of Greatham.

At Greatham the route diverts off the Petersfield Road down Forest Road, crossing over the A3, towards Liss Forest. Once through Liss Forest the route continues onto Mill Road at the Mint Road junction.

Mill Road takes the route towards Station Road and the centre of Liss Village. Here the route diverts onto Hill Brow Road, until the Adlers Ash junction, where it follows Adlers Ash Road to finish at the Farnham Road/ A3 junction.

This route section is approx. 8.5km long.

Background

This route was supported by stakeholders at the workshop session,

The route follows some of the Shipwrights Way long distance route, between Whitehill and Greatham, and then rejoins it at Hill Brow Road/Andlers Ash Road. NCN22 follows a similar alignment.

There is one public bus service that shares this route section – the 38/38X (Petersfield to Alton via Greatham and Liss) and a college service 737 to South Downs College.

Greatham Primary is accessed directly from this route, along Petersfield Road, with Liss Infant and Juniors schools linked via Hill Brow Road.

Currently Liss Parish Council is funding the development of a master plan for the village centre via Hampshire Services (Hampshire County Council's in-house transport planning consultancy service). The aim of the master plan is to make the village centre nicer to spend time in and travel through by making it easier to walk and cycle and creating a better sense of place. Full details of this can be found in the walking zone section of this LCWIP.

Existing conditions

The route follows roads that range from national speed limit to 30mph limits. Heading south after Whitehill, the area is very rural in character with no street lighting present.

There are opportunities to divert off busier roads which although less direct, could be explored alongside the potential options, for example along the A325, Shipwrights Way follows a parallel off-road track that rejoins at the Woolmer Road/Digby Way roundabout.

Similarly, there are other options to follow Shipwrights Way between Greatham and Forest Road, and Forest Road to Station Road, Liss.

Barriers to walking and cycling

Some of the roads along this section are busy and straight, and narrow in certain sections, with varying speed limits from 30mph up to national.

There is no lighting along certain sections of the route, and the surfacing may not be suitable for all types of bike along, however this is reflective of the rural nature of the route in places, especially along Shipwrights Way.

There are some roundabout junctions that the potential user would need to negotiate, with no priority for cycling, these can prove a barrier for some users.

Shared use paths are present in places however, these are often below standard widths.

Pavement parking in the villages along this route was observed, with some wide junctions to negotiate in places.

Potential options

110.2.1 a and b

The most direct route option would involve exploring a segregated cycle route between Firgrove Road and Digby Way roundabout, subject to land ownership (possibly including Woolmer Ranges Perimeter Loop which runs east of Petersfield Road).An alternative route could use the existing Shipwrights Way – signposted off the A325 just south of the Firgrove Rd junction, that runs almost parallel to the A325 towards Digby Way roundabout. This option would require surface treatments to the bridleway section and potentially lighting.

110.2.2

Redesign Digby Way/ Woolmer Road roundabout to improve walking and cycling connectivity. There are unmet pedestrian desire lines around the roundabout.

110.2.3

Between Digby Road roundabout and Forest Road junction, the route already has chicanes and some sections of shared use path. Explore widening all paths to widths needed for shared use or full segregation where possible. If this is not feasible, reduce the speed environment to support cycling in mixed traffic. This could look like traffic calming, and/or lane width reductions. If flows are high, a modal filter may be required.

110.2.4

Continue the measure from 110.2.3, paying particular attention to the area directly outside Greatham Primary school.

110.2.5
There is no space for segregated facilities along Forest Road so consider a reduction in speed environment along Forest Road supported by a modal filter if flows are high. There is a proposed secondary route just before Liss Forest which connects directly to Liss Railway Station. This is less direct and would bypass Liss Forest and properties along Mill Road, but could be an alternative route if speed and volume reductions are not feasible here.

110.2.6
The lower speed environment should be maintained here.

110.2.7
Continue the lower speed environment here, and consider measures to reduce pavement parking, tighten side road junctions and enhance the public realm in the village centre.

110.2.8
The lower speed environment should be maintained here.

110.2.9
As the route enters the village of Liss, maintain the mixed traffic approach.

110.2.10
Continue the lower speed environment through Liss village, including a link to Liss railway station where it joins a secondary route.

110.2.11
Review the Station Road roundabout to improve connectivity and link to the secondary route along Station Road. As there is no space for segregated cycling, the lower speed environment approach will need to continue here. It is recognised that flows may be too high, but a modal filter is unlikely to be suitable here.

110.2.12
Improve cycling and walking connectivity at the Andlers Ash junction, with a focus on reducing vehicular turning speeds.

110.2.13
Andlers Ash Road is narrow, with no space for segregated cycling so continue the mixed traffic approach with additional traffic calming measures. Again, flows may be too high, but a modal filter is unlikely to be possible in this location as it would force more traffic through the village centre, which similarly lacks space for segregation, and will have a higher pedestrian footfall.

110.2.1a – Petersfield Road (A325)

110.2.3 – Petersfield Road (A325) Greatham

110.2.1b – Shipwrights Way (parallel to A325)

110.2.4 – Petersfield Road (A325) outside Greatham Primary School

110.2.2 – Digby Way/Woolmer Road roundabout

110.2.5 – Forest Road (Liss Forest)

110.2.6 – Forest Road (Liss Forest)

110.2.9 – Mill Road

110.2.12 – Hill Brow Road/Andlers Ash junction

110.2.7 – Forest Road

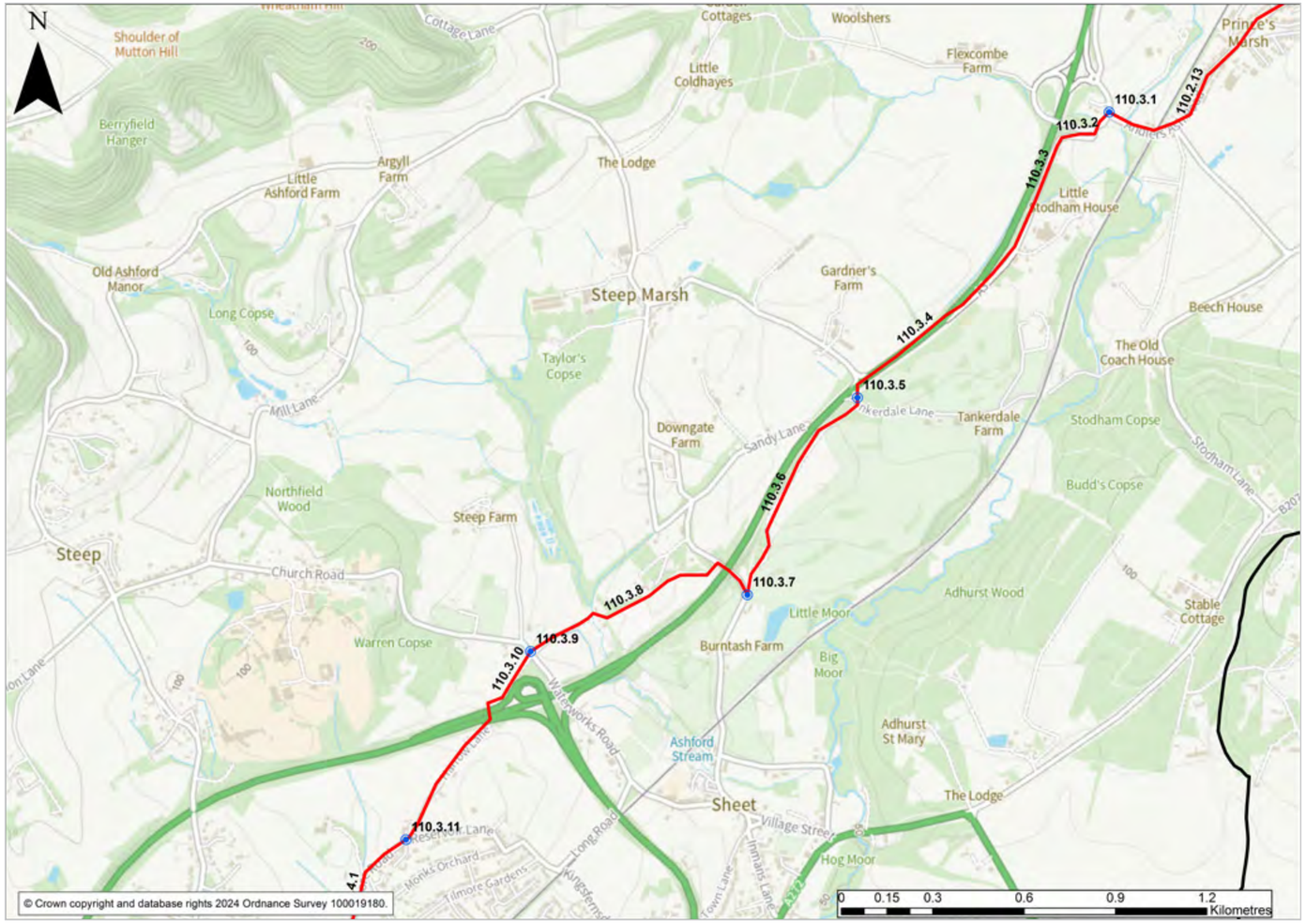
110.2.10 – Station Road

110.2.13 – Andlers Ash Road

110.2.8 – Forest Road

110.2.11 – Station Road/Hill Brow Road roundabout

Route 110.3 Liss to Petersfield (A3)



Route 110.3 Liss to Petersfield (A3)

Route description

This route section follows on from 110.2 at the Andlers Ash Road / Farnham Road / A3 junction and heads along Farnham Road where it leads onto the A3 (Liphook and Petersfield bypass) slip road.

Here the route joins a shared use path directly adjacent to the A3, crossing the Tankerdale Lane junction, where the route rejoins the Shipwrights Way. After a short section of shared use the path the route diverts away from the A3 slightly to join Farnham Road. It goes under the A3, along Farnham Road for a short distance before diverting off to a track that joins with the top end of Harrow Lane.

The route continues across Waterworks Road (just east of Steep village) still heading along Harrow Lane, where this section of the lane ends to become a footpath bridge over the A3. Crossing the A3 the route picks up Harrow Lane (on road section) just south of the A3, following the lane all the way down to its junction with Tilmore Road, where it ends.

This route section is approx. 3.5km long.

Background

This route was supported by stakeholders at the workshop session.

The route follows some of the Shipwrights Way long distance route, although deviates from it at Farnham Road due to more direct connectivity.

NCN 22 follows the same route along this section, apart from the short link from Farnham Road to Harrow Lane, which runs along a PRoW footpath.

There are no bus stops along this route.

Existing conditions

There is a shared use path that runs parallel to the A3.

At sections the route follows some very narrow country roads, Farnham Road and Harrow Way, Farnham Road is subject to national speed limit.

Some of the off-road paths do not have a metaled surface.

Barriers to walking and cycling

Speed limits along sections of this route will be intimidating for cyclists, given the rural nature of the route, and narrow lanes.

There is no lighting along the entire section (given its rural setting it is unlikely that this could be implemented) and the surfacing on some of the off-road paths may not be suitable for all types of bikes.

There are some side road junctions that the potential user would need to negotiate, with no priority for cycling, these can prove a barrier for some users.

Shared use paths are present in places; however these are often below standard widths have no buffer from fast moving traffic (A3).

Pavement parking in the villages along this route was observed, with some wide junctions to negotiate in places. Wayfinding to local destinations is lacking along the route.

Potential options

110.3.1

Consider a speed limit reduction (from 60mph on the A3 junction) to enable cyclists travelling north from Petersfield to join Andlers Ash Road.

110.3.2

Explore a bi-directional segregated cycle track on the eastern side of Farnham Road from the Andlers Ash Road junction to the access for Rotherbarn Tree Farm.

110.3.3

Consider provision of a parallel segregated cycle route within the grass verge on the eastern side of Farnham Road from Rotherbarn Tree Farm across the entrance access to Hilliers Garden Centre, to the exit access to Hilliers Garden Centre.

110.3.1 – Andlers Ash Road / Farnham Road junction

110.3.2 – Farnham Road

110.3.3 – Farnham Road

110.3.4
Explore widening the shared use path, subject to land ownership, until the route joins the A3, where cycling should be separated entirely from traffic.

110.3.5
Review crossing arrangements for walking and cycling, with particular focus on the distances and location of the existing crossing, and likely approach speeds by south bound vehicles. Due to the proximity of the A3, an uncontrolled crossing is not appropriate. Provision of a formal crossing in Tankerdale Lane should be investigated. This may require land outside of the highway boundary.

110.3.6
Widen existing shared use path to meet current design guidance.

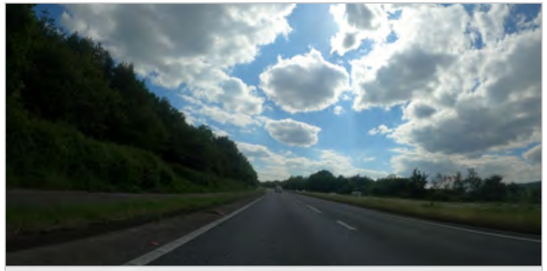
110.3.7
Review the junction of the cycle route with Farnham Road, to increase visibility, reduce vehicular speeds and improve northbound connectivity across Farnham Road. Review bollard near the junction of the cycle track and Farnham Road.

110.3.8
A more direct Footpath 221/27/1 would provide a more direct connection to Harrow Lane, explore permissions and improvements to enable cycling on this footpath with Hampshire County Council Countryside Services.

110.3.9
Review signage at this junction to ensure clarity between routes to Petersfield and Steep.

110.3.10
Review surface quality and width of Harrow Lane along its length with a focus on creating a ‘quiet lane’ approach.

110.3.11
Review the Harrow Lane / Tilmore Road connection, and The Purrocks/Reservoir Lane junction to ensure clear signage and to manage vehicular speeds. Reduce junction widths and make positive improvements to the public realm where possible.



110.3.4 – A3 shared use path Farnham Road slip onto A3

110.3.5 – Tankerdale Lane/A3 junction

110.3.6 – A3 shared use path

110.3.7 – Junction cycle route with Farnham Road

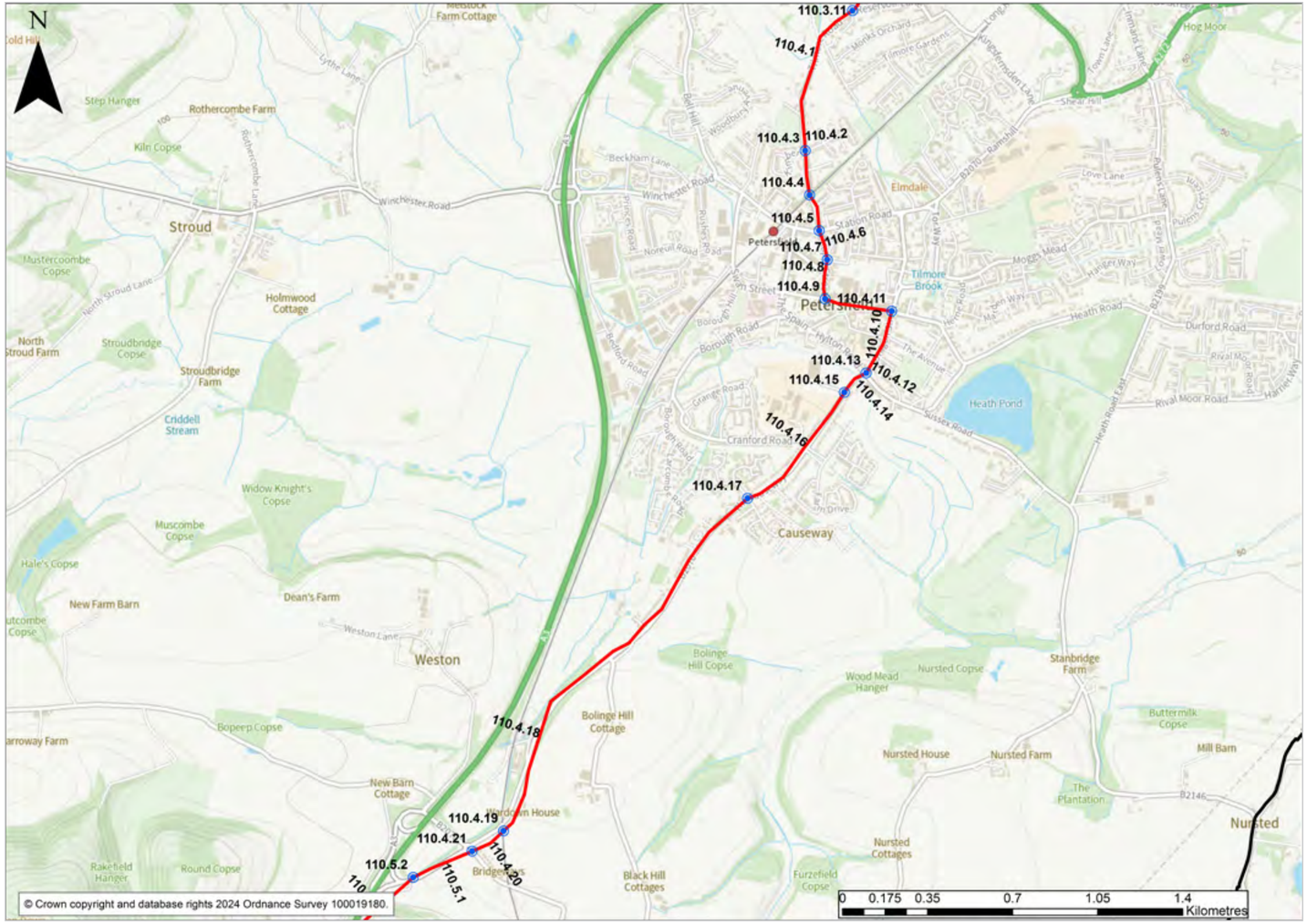
110.3.8 – PRoW Footpath 221/27/1

110.3.9 – Harrow Lane / Waterworks Rd crossroads

110.3.10 – Harrow Lane (south of A3)

110.3.11 – Harrow Lane / Tilmore Road / The Purrocks/Reservoir Lane junction

Route 110.4 Petersfield to The Causeway (B2070)



Route 110.4 Petersfield to The Causeway (B2070)

Route description

This section follows on from section 110.3 along Tilmore Road and heads south towards its junction with Station Road, crossing directly over to Chapel Street.

Continuing down Chapel Street the route follows The Square and then the entire High Street. At the other end of the High Street the route turns along Dragon Street and heads towards The Causeway (B2070) where it ends at the Greenway Lane / B2070 / A3 slip junction.

This section crosses with route 220 along, Swan Street, The Square and The High Street, so this section of route will share the same measures as those found in route 220, found later on in this cycle audit section. It follows part of walking routes 3.3 and 3.8 in Petersfield.

This route section is approx. 4.2km long and also crosses through the Core Walking Zone of the town centre.

Background

This route was supported by stakeholders at the workshop session.

The route follows some of the Shipwrights Way long distance route, although deviates from it at The Square in favour of the High Street/Dragon Street route (which are more direct, and link to the main trip attractors in the town centre), and rejoins it at The Causeway / Cranford Road junction. Shipwrights Way then follows along Petersfield Road, where as this route section continues down the B2070.

The route also follows a small section of the Hangers Way long distance route, along Dragon Street and the B2070, from the St Peter's Road junction to Cranford Road junction.

NCN 22 follows the same route as the Shipwrights Way, along this section, however at the Petersfield Road / B2070 junction the NCN splits to become NCN 222 to carry on down the B2070, and NCN 22 continues along Petersfield Road following the Shipwrights Way alignment.

As this section of route travels through central Petersfield there are several main bus routes that share this route.

Petersfield Infant School is linked to this route via St Peter's Road, via Dragon Street and The Petersfield School, off Cranford Road along The Causeway.

Sections of the Petersfield Core Walking Zone, walking routes 3.3 and 3.8 and cycle route 220 have suggested interventions along this route also.

Petersfield Placemaking Projects

A list of Petersfield Placemaking Projects has been established by the Petersfield Strategy Group (PSG). The overarching priorities for the Petersfield Placemaking Projects include: making the town more walking and cycling friendly, and; developing a clear place narrative that builds on the town's location within the South Downs National Park.

The PSG is made up of representatives from: South Downs National Park, East Hampshire District Council, Petersfield Town Council and Hampshire County Council. Pulens Lane was identified as the top priority project for implementation and The Causeway/Dragon Street/Hylton Road/Sussex Junction was identified as second priority. More information about the Petersfield Strategy Group and a list of other projects can be found on East Hampshire District Council webpages **www.easthants.gov.uk**.

The Causeway/Dragon Street/Hylton Road/ Sussex Junction

Currently in feasibility design stage, proposals are being developed to improve walking but also facilitate cycling across The Causeway, north of the Tesco Roundabout to the Hylton Road/Sussex Road Junction. This is likely to include new zebra crossings and pavement widening, along with some traffic calming measures, to slow vehicle speeds.

Community engagement on the proposed improvements is planned to take place in Autumn/Winter 2024, with implementation due 2025/2026.

Existing conditions

The northern end of Tilmore Road is narrow, however as you head further south the road becomes wider with street lighting and pavements present, as it becomes more residential.

This route section is all on-road and follows some busy, often narrow routes through the centre of Petersfield.

The town centre provides direct access to a large number of commercial and retail opportunities, restaurants, pubs and other facilities, starting at Chapel Street, following onto The Square then the High Street and onto Dragon Street. There is on-street parking present throughout the High Street.

Dragon Street is part of the B2070, a busy route to the east of the town centre, which connects to The Causeway heading south of the town centre offering connections to the A3 and the village of Buriton.

The entire town centre area is street lit, with street lighting continuing for most of The Causeway.

There are some painted cycle lanes present, with cycle symbol signs as well as shared use paths present along The Causeway.

Most of this route section has a 30mph limit, changing to 40mph on The Causeway as the route becomes less residential outside of the town. There is a 20mph zone within the town centre.

Barriers to walking and cycling

There are several junctions, some of which are very busy with traffic, or very wide. These can be difficult to negotiate with no priority for cycling.

There are some side road junctions that the potential user would need to negotiate, with no priority for cycling, these can prove a barrier for some users.

Roads can be very narrow in places, especially within the town centre area. The town centre itself is a busy mixed-use area, with a lot of on-street parking as well as vehicle and pedestrian movements.

Along The Causeway there is a mixture of on and off-road facilities, with painted advisory cycle lanes and shared use paths, however these are often below standard widths, with a lack of connectivity in places. ‘Cyclists dismount’ signs are present at the bridge pinch-point.

Wayfinding for Shipwrights Way, and to local destinations is lacking in places along the route.

Potential options

110.4.1

There is no space for segregated cycling here so explore a lower speed environment with traffic calming as required. Seek opportunities to treat side road junctions along Tilmore Road (north) and widen the pavements where possible.

110.4.2

Along Tilmore Road (south including Tilmore Road Bridge) continue side road treatments and consider removing the central white line. Increase pavement widths where possible and continue the approach above.

110.4.3

At the junction of Tilmore Road, Highfield Road and Kimbers, redesign the junction to support a lower speed environment, potentially extending the lower speed environment approach into Highfield Road and Kimbers as both are cul-de-sacs. Use the large space available to improve public realm e.g. tree planting.

110.4.4

At Tilmore Road Bridge seek to reduce the speed environment. This could include segregation for pedestrians through the provision of shuttle working for vehicles. Priority northbound is recommended to assist people cycling uphill.

110.4.5

Review of the Tilmore Road/Station Road/Chapel Street junction to facilitate cycle movements. A review of this junction for pedestrians is also suggested in walking route 3.4 under potential options 3.4.3 and 3.4.4.

A feasibility study (2020) for this junction suggested that the Chapel Street flare is reduce in order to widen pavements as well as add zebra crossings with tactile paving.

110.4.6

Extend the existing 20mph zone on Chapel Street (north), to meet 110.4.5.

110.4.1 – Tilmore Road (north)

110.4.2 – Tilmore Road (Kimbers Lane junction)

110.4.3 – Tilmore Road/Highfield Road/ Kimbers junction

110.4.4 – Tilmore Road railway bridge

110.4.5 – Tilmore Road/Station Road/ Chapel Street junction

110.4.7

Redesign the Chapel Street/Park Road junction to ensure cycle movements are successfully facilitated, including the cycle contraflow on Park Road and northbound cyclists who may be turning right from Chapel Street into Park Road to access a secondary route along Park Road. Park Road access is also featured within the CWZ – see potential option WZ3.9.5.

110.4.8

Chapel Street (south) is already part of the town centre 20mph zone from its junction with Lavant Street and this feels appropriate as a mixed traffic environment, however flows are expected to be higher than current guidance, and a bus gate may be required. (See also potential option 110.4.10)

The 2022 Petersfield Placemaking study considers making Chapel Street and Lavant Street one-way so that pavements can be widened, and public realm improved. Any proposals for these two roads will have to consider alternative bus routings, and contraflows for cycling, or an alternative route (to head opposite to the proposed one-way streets), probably via Swan Street and Charles Street.

110.4.9 / 220.2.1

Redesign the Swan Street/Chapel Street junction to better facilitate cycle and pedestrian movements, noting the potential for a cycle contraflow on the western section of Swan Street set out below.

110.4.10 / 220.2.2

The High Street and eastern section of Swan Street includes a 20mph speed limit, appropriate traffic calming features and generous space for pedestrians. A mixed traffic approach may require the aforementioned bus gate in order to meet design guidance. However a bus gate is also a potential option in 110.4.8 (on Chapel Street) therefore only one of these could be considered, through further studies. This approach should be extended along the route as described above and below. There may be opportunities for further improvement at the eastern end of the High Street through review of current on-street parking.

110.4.11 / 220.3.1

The junction of Heath Road/High Street/Dragon Street is excessively wide. Redesign to better facilitate cycle and pedestrian movements. Seek opportunities to enhance the setting of the War Memorial in this location. An improved crossing facility here is suggested in walking route 3.8 under potential options 3.8.2 and 3.8.3.

110.4.12

Along Dragon Street, there is no space for segregated cycle provision, and flows are high. Seek to improve the experience of cyclists in a mixed traffic environment, junction reductions, rationalisation of parallel parking and consistent road markings.

110.4.6 – Chapel Street

110.4.9 – Swan Street/Chapel Street

110.4.7 – Chapel Street/Park Road junction

110.4.10 – Swan Street/High Street

110.4.8 – Chapel Street (south)

110.4.11 – Heath Road/High Street/ Dragon Street junction

To meet LTN1/20, traffic flows would need to reduce to under 2000 vehicles a day, which would likely require a bus gate. It is unlikely that this can be achieved here.

110.4.13
Redesign the Dragon Street/Hylton Road/Causeway/ Sussex Road junction to better facilitate cycle and pedestrian movements through the junction, noting that a secondary route from Heath Pond to Borough Road routes also crosses through this junction (currently in feasibility design stage)

110.4.14
Consider an extension of the lower speed environment approach along The Causeway (B2070) to the Tesco roundabout.

110.4.15
Consider a shared use path on the western side of The Causeway (B2070) at the Tesco roundabout. This may require land within the ownership of Tesco and TPS.

110.4.16
Explore installing a shared use path on the western side of The Causeway (B2070).

110.4.17
Continue the shared use path with priority across the Kennet Road arm of the Kennet Road roundabout.

110.4.18
Again, explore widening the shared use path on the western side of The Causeway (B2070).

110.4.19
Investigate realigning the carriageway across the bridge to widen the existing shared use path on the western side, alternatively, explore shuttle working with signals or a cantilevered separate bridge provision to the west of the existing parapet.

110.4.20
Again, explore installing a shared use path on the western side of The Causeway (B2070).

110.4.21
Review the Buriton crossroads roundabout to facilitate cycle and pedestrian movements through the junction including the ‘East and West Meon Link’ which connects in from the west.

110.4.12 – Dragon Street

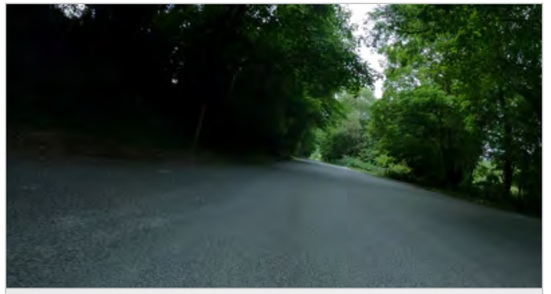
110.4.13 – Dragon Street/Hylton Road/Causeway/ Sussex Road junction

110.4.14 – The Causeway (B2070)

110.4.15 – Tesco roundabout The Causeway

110.4.16 – The Causeway (B2027)

110.4.17 – The Causeway / Kennet Road roundabout



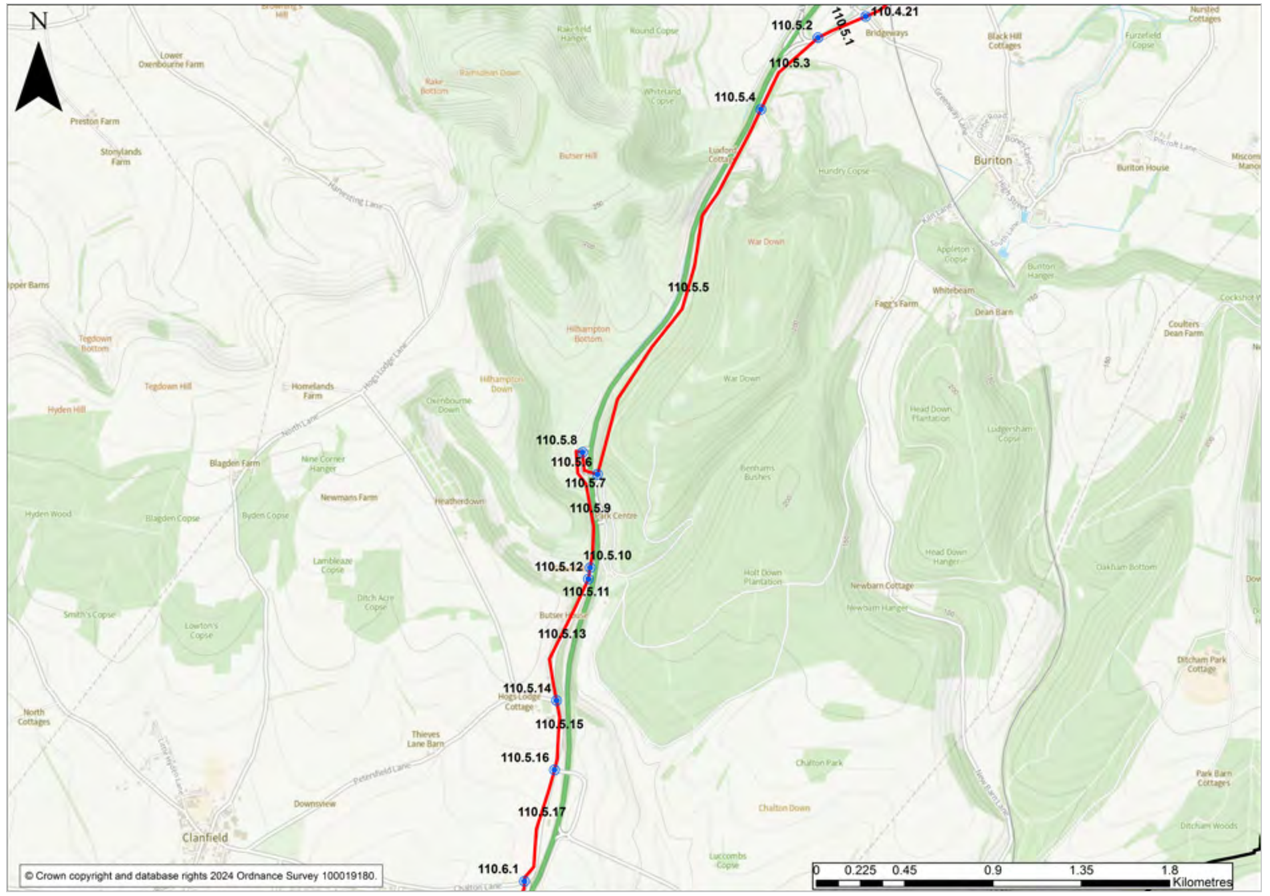
110.4.18 – The Causeway shared use path

110.4.19 – The Causeway railway bridge

110.4.20 – The Causeway (B2070)

110.4.21 – Greenway Lane / B2070 roundabout

Route 110.5 Queen Elizabeth Country Park to Clanfield (A3) Chalton Lane



Route 110.5 Queen Elizabeth Country Park to Clanfield (A3) Chalton Lane

Route description

This route section follows on from section 110.4 just south of the Greenway Lane / B2070 roundabout and heads south towards the A3 slip road, where it diverts onto the off road shared use path leading to the entrance to Queen Elizabeth Country Park (QECP). This path runs parallel to the A3 on its eastern side, although is largely separated by a buffer of land and trees (approx. 30m). One section of the shared use path passes closer to the A3, just before the country park entrance, is separated from the A3 by a verge and fencing.

After the route emerges on-road onto South Downs Way it diverts under the A3 onto the western side and follows a shared us path all to way to Gravel Hill, where it moves back on road.

The route then follows Gravel Hill where it merges into London Road and then Chalton Lane where the route ends just north of the Chalton Lane/A3 northern slip road.

This route section is approximately 5km long.

Background

This route was supported by stakeholders at the workshop session.

This route section does not follow Shipwrights Way long distance route, however, is does link to a small section of the South Downs Way at the entrance to QECP and under the A3.

This entire section of route follows the alignment of NCN 222.

This is a largely rural route only sharing a bus route once is reaches London Road and Chalton Lane – service 37.

QECP is a major trip attractor along this route, especially for leisure cycling and mountain biking. Also, the South Downs Way long distance route can be joined here.

Existing conditions

Given the rural nature of this route no street lighting is present, once the route leaves The Causeway.

The route mostly consists of shared use paths that runs parallel to the A3.

Some sections are only segregated by verge, where others are away from or protected from the A3 traffic by fencing and planting.

There are some advisory painted cycle lanes present along Gravel Hill and London Road.

Gravel Hill and London Road sections are subject to national speed limits, with a 50mph limit along Chalton Lane with ‘pedestrians in road’ and “cycles crossing” warning signs in place. A shared use path is present about halfway down the eastern side of the lane.

Barriers to walking and cycling

There is no lighting along the entire section (given its rural setting it is unlikely this could be implemented).

Speed limits along the on-road sections of this route will be intimidating for cyclists.

Gradients along sections of the route can prove a challenge to some, particularly on-road sections when sharing road space with traffic.

Shared use paths are present; however these are often below widths recommended in current guidance with one section in particular offering no physical segregation from the fast-moving traffic along the A3.

Advisory painted on carriageway cycle lanes are present but are below LTN1/20 recommended widths.

There is an issue with connectivity in moving between the current shared use path and on-road facilities.

There are some side road junctions that the potential user would need to negotiate, with no priority for cycling, these can prove a barrier for some users.

Potential Options

110.5.1

Widen the existing walking and cycling route from the Buriton crossroads roundabout to the entrance of QECP.

110.5.2

Improve the junction into QECP, just before the A3 slip – managing the interactions between people walking, cycling and HGVs here.

110.5.3

Seek to segregate all users on the route to the quarry access.

110.5.4
Improve the junction into the quarry – managing the interactions between people walking, cycling and HGVs here.

110.5.5
Widen the route and improve the surface here, particularly in the section part of this segment.

110.5.6
This section connects the off-carriageway cycle route with the entrance to QECP. There is a shared use path bounded by a fence which changes sides of the road. There are desire lines in the grass beside sections of the path, showing the need to widen the route here. Seek to improve route cohesiveness too.

110.5.7
This is a well-used section of the South Downs Way. Explore widening, removing barriers, and improving surfacing.

110.5.8
Explore opportunities to reduce vehicle speeds at the junction, and improve signage.

110.5.9
Ensure consistent widths that meet current design guidance and improve surfacing. Any facility will require a buffer given the proximity to the A3. Barriers may need extending. This facility is the responsibility of National Highways as part of the A3.

110.5.10
A review of the desire lines and effectiveness of this junction for cyclists, pedestrians and residents.

The road here serves as access to a few residential properties and the cycle route, right next to the A3 on slip. Explore improvements to provide a buffer between people cycling and fast moving A3 traffic, and improve clarity of provision through Gravel Hill e.g. signs to make it clearer that this is access and cycling only.

110.5.11
As above, seek to improve clarity of provision, and consider a lower speed environment.

110.5.12
Seek to improve segregation of users here, as this is the A3 onslip.

110.5.13
Reallocate road space on Gravel Hill to provide a consistent shared use path on the eastern side of the carriageway. This will be particularly beneficial for people cycling southbound, uphill.

110.5.14
The existing provision requires people to cross on the western side. Review desire lines and seek to reduce road width and speed, provide segregated space for walking and cycling, and ensure people doing so can cross in one movement. Consider moving the primary crossing point to the south of the Hampshire Hog public house and changing it to a toucan crossing.

110.5.15
Explore reallocation of road space to provide a shared use path on the eastern side of London Road.

110.5.16
Improve cycle connectivity at the Chalton Lane/London Road roundabout, ensuring connections with the shared use path suggested in 110.5.15.

110.5.17
Chalton Lane has a 50mph limit. There is an existing but narrow shared use path on the eastern side, at the southern end. There appears to be space to provide segregated cycle routes or a shared use path for the whole section, subject to land ownership.

110.5.1 – Shared use path

110.5.4 – Quarry access junction

110.5.7 – South Downs Way

110.5.10 – A3 junction to Gravel Hill

110.5.2 – Junction of off-road route to Queen Elizabeth Country Park junction

110.5.5 – Off-road path

110.5.8 – South Downs Way off road access junction

110.5.11 – A3 junction access path to Gravel Hill

110.5.3 – Quarry access road

110.5.6 – QEP access

110.5.9 – A3 shared use path

110.5.12 – Gravel Hill junction

110.5.13 – Gravel Hill

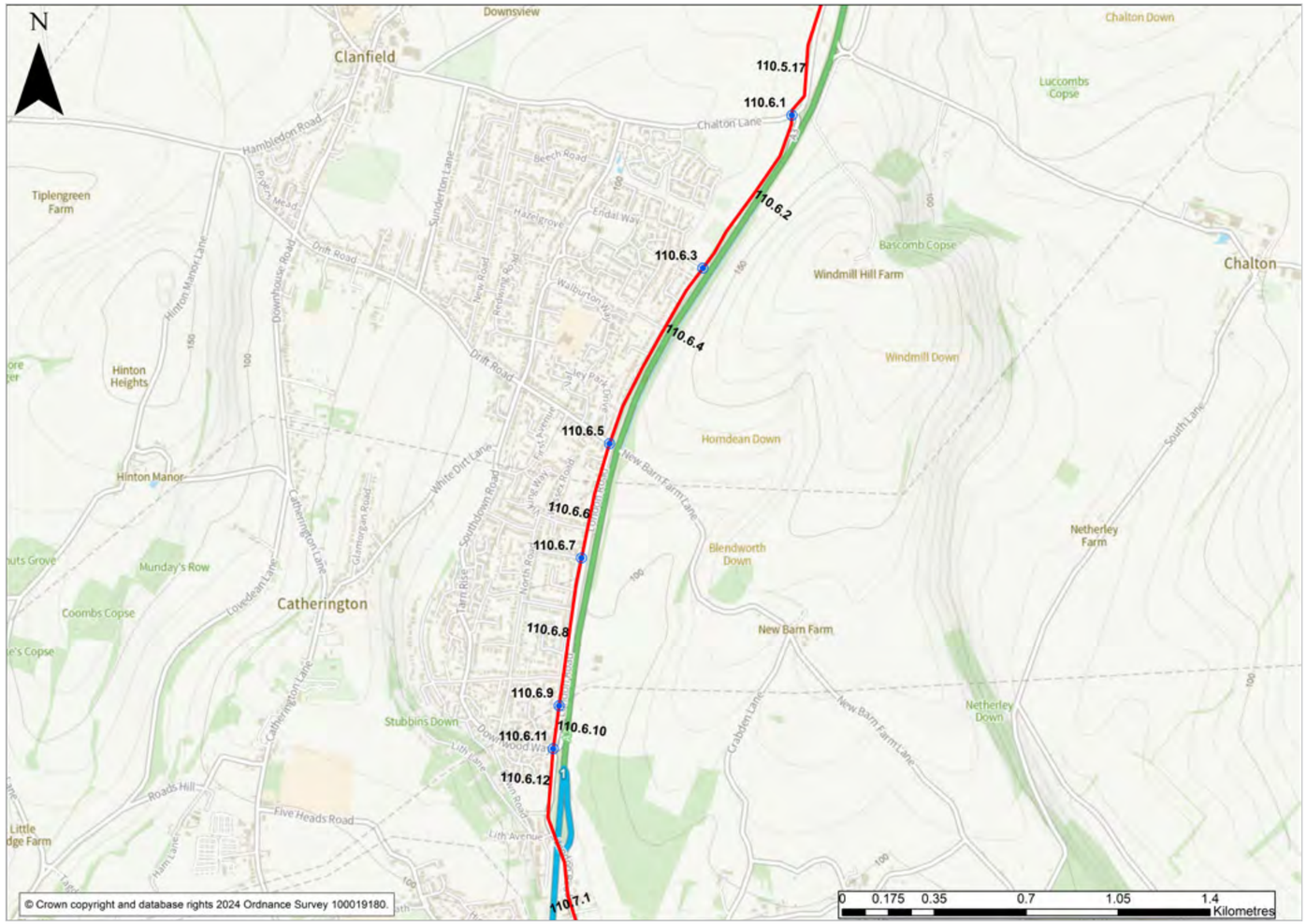
110.5.16 – Chalton Lane/London Road roundabout

110.5.14 – Gravel Hill / London Road / Petersfield Lane junction

110.5.17 – Chalton Lane

110.5.15 – London Road

Route 110.6 Clanfield and Horndean (London Road)



Route 110.6 Clanfield and Horndean (London Road)

Route description

This route section follows on from section 110.5 on the A3 slip that leads from Chalton Lane. It then diverts onto a shared use path that follows parallel to the A3, leading to London Road.

The route continues along London Road towards Clanfield, connecting at the Drift Road junction and crosses over the small roundabout junction with Downwood Way, where this route section ends just before the A3 bridge underpass.

This route section is approximately 2.8km long.

Background

This route was supported by stakeholders at the workshop session.

This entire section of route continues to follow the alignment of NCN 222.

Along London Road (from the Drift Road junction) the route is also a bus route for services 8 (The Star) and 37. The closest school to this route is Petersgate Infants, although not directly accessed, leading from London via Drift Road and Green Lane.

London Road is subject to a 30mph speed limit, rising to 40mph in places.

Existing conditions

At the start of this section there is no street lighting until it reaches London Road and the more residential areas.

The first section of London Road is a quieter ‘cul-de-sac’ road environment, until it reaches the junction of Drift Road where it becomes busier.

Between Romsey Road and Downwood Way splits into two sections, with one section being the busier bus route, and the other a quieter residential road. This route section follows the bus route as it is more direct, however it is recognised that the parallel London Road, to the west, could offer an alternative quieter route, provided relevant improvements were introduced (e.g. improving the connections onto this alignment).

Barriers to walking and cycling

There is no lighting at the start of the route until London Road.

The start of the route shares a one way off-slip road from the A3, there is a crossing present for the shared use paths, however this involves negotiating fast moving traffic leaving the A3.

Some junctions along this section are not that easy to negotiate and could be seen as a barrier due to widths and their general layouts.

Once the route joins London Road, there are no dedicated cycle facilities for the rest of this route section.

Potential options

110.6.1

Reduce vehicle speeds at the junction and improve user visibility. A signal controlled crossing could be explored to replace the informal crossing, over the slip road, subject to agreement with National Highways.

110.6.2

Review the width of this section, widening where necessary to meet current guidance. Surface improvements may be required.

110.6.3

Review of cycle specific signs at new vehicular barriers.

110.6.4

Review the northern segment of London Road, noting its layout and the significant amounts of formal and informal car parking along its length. Opportunities could include speed reduction measures, such as traffic calming to support cycling in mixed traffic, junction reductions, rationalising and formalising on-street parking. Flows are likely to be too high for cycling in mixed traffic and modal filters may be required.

110.6.5

Redesign the junction with Drift Road to reduce its size and improve connectivity for people walking and cycling. Ensure connectivity to a shared use path on the southern segment of London Road.

110.6.6

This segment is part of the Star bus corridor and has a 40mph speed limit. There may be space for a shared use path on the western side, subject to land ownership, particularly around the car garage. Note that there is unlikely to be space for a buffer, so the speed limit would need reducing.

110.6.7
At the cut-through to Romsey Road, explore replacing the existing steps with a ramp arrangement to improve access for all, and to enable access to the parallel London Road route.

110.6.8
Reduce the speed environment to support cycling in mixed traffic. If this is not achievable, the route could divert onto the parallel western segment of London Road via the Romsey Road link, with a speed reduction – it is likely that flows are low here. The route would rejoin the eastern London Road route around 150m north of the roundabout with Downwood Way.

110.6.9
Design suitable junction arrangements to facilitate pedestrian and cyclist access between both sections of London Road.

110.6.10
Review highway boundary to establish if a shared use path could be provided on the western side of London Road. This would require significant loss of trees.

110.6.11
Design suitable junction arrangements to facilitate pedestrian and cyclist access at Downwood Way/ London Road roundabout.

110.6.12
Explore installing a shared use path on the western side of London Road, subject to landownership, as it continues underneath the A3.

If this is not possible, a lower speed environment would be required, but flows are likely to be too high to receive compliance, and a modal filter could not be installed as this connects to the off slip from the A3.

110.6.1 – A3 northbound slip road

110.6.2 – Off-road shared use path

110.6.3 – London Road (start of shared use path)

110.6.4 – London Road

110.6.5 – London Road / Drift Road junction

110.6.6 – London Road (nr Viking Way)

110.6.7 – London Road / Romsey Road cut through

110.6.8 – London Road (bus route)

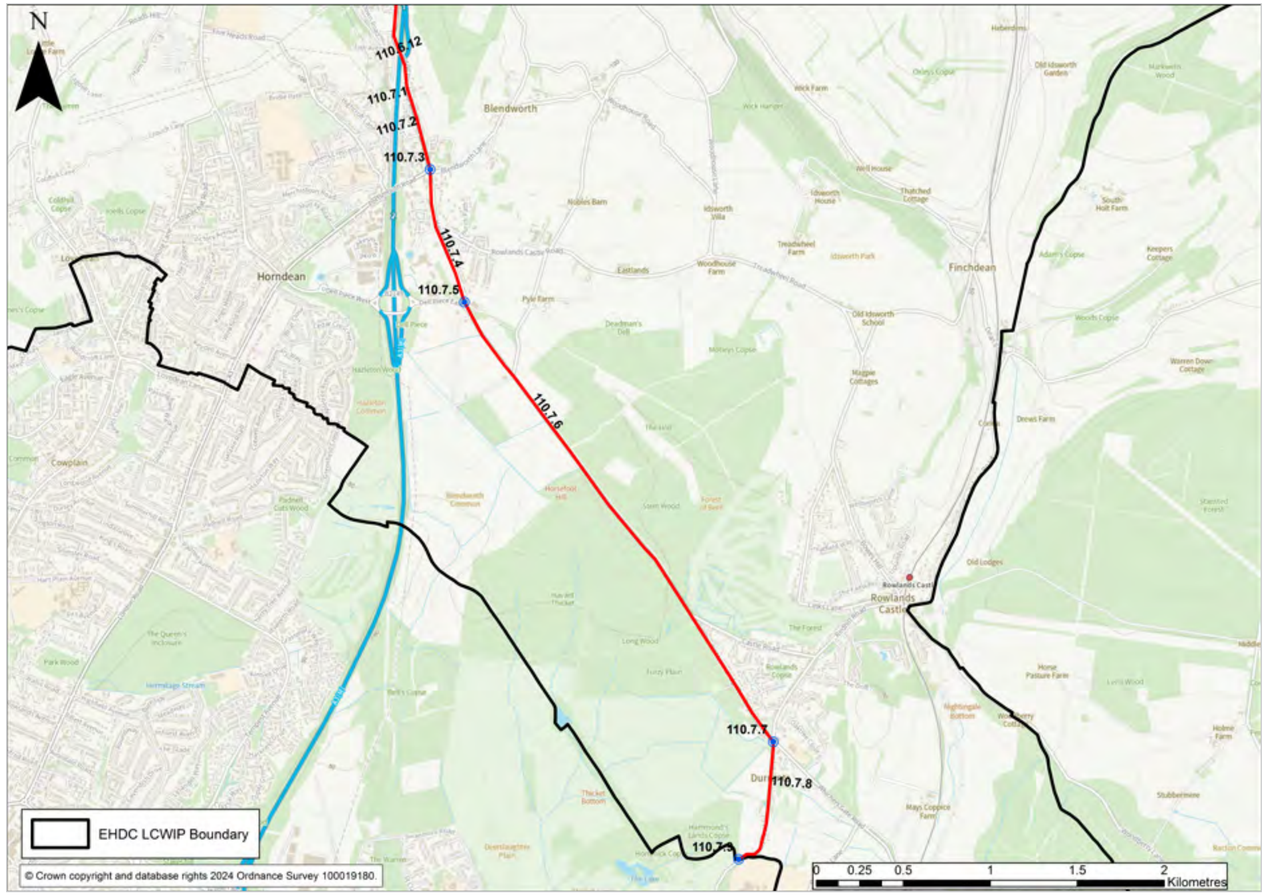
110.6.9 – London Road junctions

110.6.11 – London Road / Downwood Way roundabout junction

110.6.10 – London Road (north of Downwood Way roundabout)

110.6.12 – London Road (nr Down Farm Place)

Route 110.7 Horndean (A3 London Road) to Rowlands Castle (Durrants Road/ Havant borough boundary)



Route 110.7 Horndean (A3 London Road) to Rowlands Castle (Durrants Road/Havant borough boundary)

Route description

This section is the last section of this route, following on from section 110.6 at London Road just after the A3 underpass bridge.

The section follows the London Road (A3) crossing over at the Havant Road (B2149) roundabout junction, to follow the B2149 across the Dell Piece East roundabout, and past the entrance to the Havant Thicket, towards Whichers Gate double roundabouts, at Rowlands Castle.

At the double roundabout the route transitions onto Durrants Road and the route ends at the Havant borough boundary where it joins with route 370 (see Havant LCWIP).

This route section is approximately 5.1 km long.

Background

This route was supported by stakeholders at the workshop session, with the end of the route providing the link into Havant borough and its LCWIP network.

This first small section of this route continues to follow the alignment of NCN 222 until Havant Road/A3 junction.

Along the A3 London Road there are two main bus services, 8 (the Star) and 37, these travel along the A3 Portsmouth Road from the Havant Road / Blendworth Lane junction.

From the Havant Road / Blendworth Lane junction there are no buses along the B2149 until the Manor Lodge double roundabout junction, at Rowlands Castle. Here the 27 service crosses from Redhill Road to Durrants Road. There are no immediate links to schools along this section, although Rowlands Castle St. Johns CEC Primary School is just across the Manor Lodge Road double roundabout, after Durrants Road, off Whichers Gate Road.

Existing conditions

This is a heavily trafficked section of route, in particular the B2149 is a very straight section of road, travelling from a residential area through a rural and heavily forested area until it reaches Rowlands Castle.

At the start of this section, London Road is subject to a 30mph speed limit, rising to 40mph just past the entrance to Keydell Nurseries. The B2149 has a national speed limit until it reaches the outskirts of Rowlands Castle at the start of Manor Lodge Road where it becomes 30mph, except for a temporary section of 40mph north of Rowlands Castle where the Havant Thicket Reservoir northern access road entrace is situated on the west side. The 30mph limit continues southwards on Durrants Road to the boundary with Havant Borough.

Street lighting is present at the start of this section on London Road and Havant Road. However, past the Havant Road / Dell Piece roundabout there are few light columns then none as the route progresses south until the Manor Lodge double roundabout, with the exception of a few lighting columns at the Manor Lodge Road / Castle Road junction, approximately 800m north of double roundabout junction. There is limited infrastructure for cycling along most of the route.

Barriers to walking and cycling

As mentioned above, there is limited lighting for the majority of the route section.

There is also little in the way of dedicated cycle infrastructure, with most cycling in mixed traffic, on roads with up to the national speed limit.

Some junctions, including a double roundabout, along this section, are not easy to negotiate and could be seen as a barrier due to widths and their general layouts.

The shared use path along the eastern side of Durrants Road ends, is below recommended widths, with a cyclist dismount sign and no dedicated facility for cyclists to rejoin the carriageway, just north of the Havant borough boundary.

Potential options

110.7.1

As the route re-enters a residential area (close to Wisteria Lodge) the highway narrows and there is not enough width for a shared use path. To meet compliance, a 20mph mixed traffic environment would be required, as well as reductions in traffic flow.

110.7.2

London Road through Horndean has many commercial vehicular accesses and inconsistent carriageway widths, there is insufficient width to provide shared use paths along the whole route, so a lower speed mixed traffic environment is suggested. However, given the high traffic volumes (link to the A3) compliance with LTN1/20 may not be achievable here.

110.7.3
Explore opportunities to improve walking and cycling connectivity through the junction with Havant Road.

110.7.4
Explore opportunities to install a shared use path to the junction with Dell Piece East. Note the speed limit is 40mph, and 60pmh at the very southern end – if there is no space for a buffer, a reduction is speed limit would be required. If there is not enough space for a consistent shared use path, the only compliant option would be to reduce the speed environment.

110.7.5
Improve cyclist and pedestrian connectivity through the junction.

110.7.6
The volumes of traffic, road layout and traffic speeds on the B2149 here make cycling in mixed traffic inappropriate, however there is insufficient space to provide a segregated facility within the carriageway. Explore off-road options to the western side of the route such as a shared use path directly alongside the road, or connections with and enhancement of existing leisure routes through Havant Thicket, subject to land ownership.

Off-road option to the west of the B2149 should link in with planned cycle route running the length of Land East of Horndean and could be continued for the duration of the B2149 southwards up to Durrants Road double roundabouts.

110.7.7
Review the double roundabout arrangements to improve connectivity through the junction.

110.7.8
Reduce the speed environment along Durrants Road to support cycling in mixed traffic as there is not enough space to provide a compliant shared use path. A line segregated shared use path, on the eastern side of Durrants Road is present from the Havant Borough end, but is non-compliant in width and ends approx. 500m south of the roundabout junction. An alternative route through Staunton County Park (owned by Hampshire County Council) could be explored, but this would be less direct.

110.7.9
Explore opportunities to reduce vehicular speeds and provide a crossing point for northbound cyclists to join route 370 (Havant LCWIP).

110.7.1 – A3 (London Road)

110.7.4 – Havant Road (B2149)

110.7.2 – A3 London Road

110.7.5 – Havant Road (B2149) / Dell Piece East roundabout junction

110.7.3 – Havant Road / A3 / Blendworth Lane roundabout junction

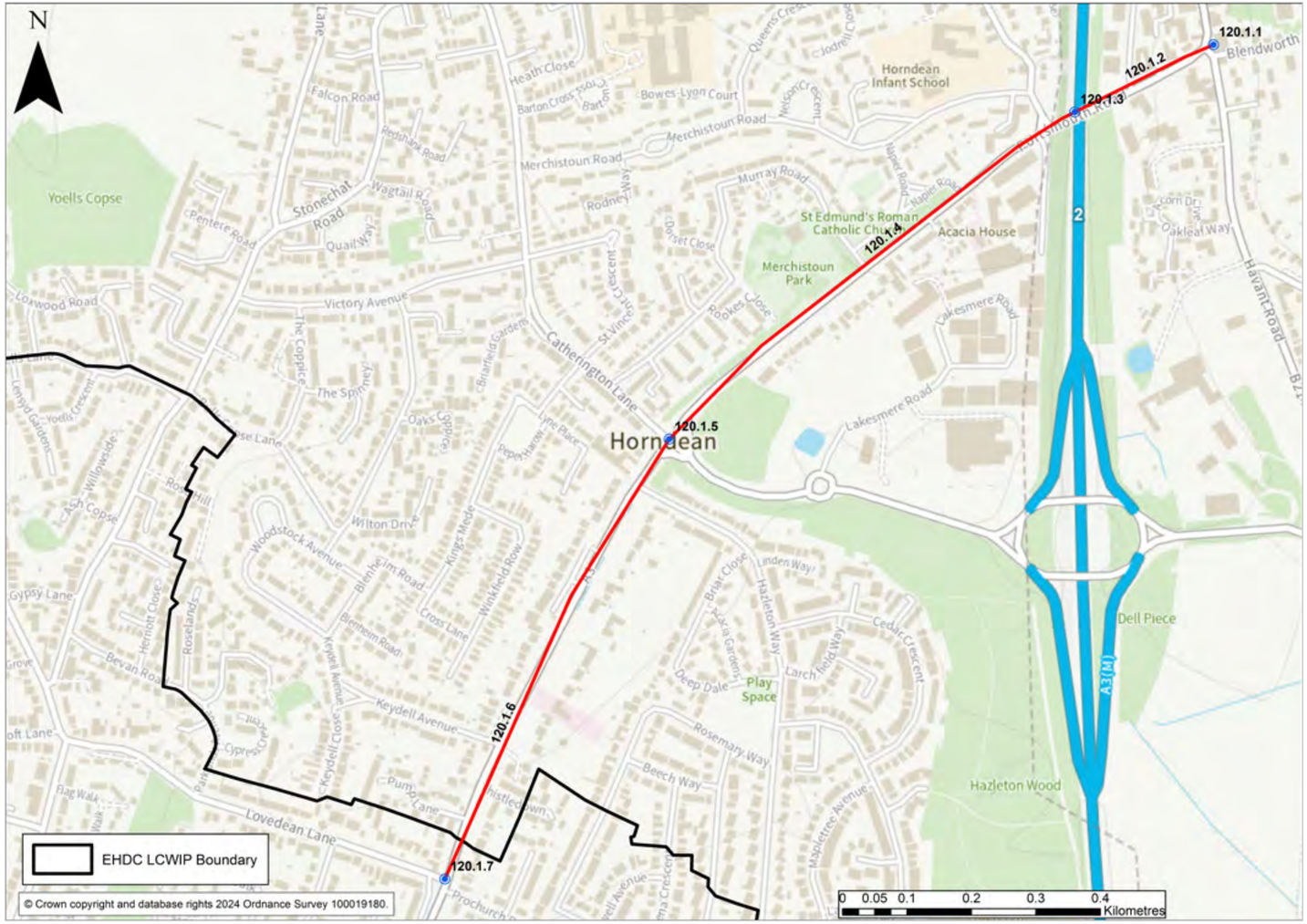
110.7.6 – B2149

110.7.7 – Manor Lodge Road/Durrants Road double roundabout

110.7.8 – Durrants Road

110.7.9 – Durrants Road

Route 120: Horndean to A3 Portsmouth Road



Route 120: Horndean to A3 Portsmouth Road

Route description

This route provides a connection from East Hampshire District into Havant Borough via Portsmouth Road (A3). It links directly from primary route 110 at the roundabout junction with the B2149 / A3 roundabout junction, crossing over the A3(M) bridge towards Cowplain. Following the A3, is the route connects to primary route 360 of the adopted Havant LCWIP.

This is a busy main route, carrying high volumes of traffic, and is also a bus route. Carriageway widths vary throughout to accommodate bus lanes and turning lanes. There is a busy signalised junction along this route at the B2149/Catherington Lane junction, with staggered toucan crossings present on all arms.

Reflecting the residential nature of the road, the speed limit is 30mph throughout.

Cycle infrastructure along this route is present in both on and off road, in the form of either shared used paths (some sections with line segregation) or on-road cycle symbol markings and supporting cycle signs. Cycle lanes are marked across some of the side junctions (covered by red surfacing).

The route is approximately 2km long.

Background

This route was supported by local stakeholders, as part of the workshops.

There are four primary bus services that use the route; the services 8, 37, 637 and 37X. These buses serve the Portsmouth City and Havant area linking to the surrounding villages such as Clanfield, as well as Petersfield, Liss and Alton .

There are no schools directly along this route however, the route does link to roads that serve Horndean Infants and Juniors and Horndean Technology College. This route section is on the existing National Cycle Network – NCN 222 Portsmouth to Petersfield.

Route 120.1 B2149 / A3 junction to Lovedean Lane / Prochurch Road junction

Existing conditions

This section of the route passes through primarily residential and built-up areas, along a busy main road, that carries high volumes of traffic, as well as buses.

As an NCN route, some cycle infrastructure has been delivered here over the years, however not all of it is LTN 1/20 compliant and it uses a mixture of off-road and on-road infrastructure that doesn't always successfully tie in.

The on-road infrastructure would not meet the current design guidance as there is no segregation from the traffic for cyclists, and where painted cycle lanes cross junctions, they are below minimum width, with faded red surface treatments.

Some wayfinding is present, along with street lighting throughout, with plenty of green infrastructure along the route in the form of mature trees, and some verges.

Barriers to walking and cycling

This route is very heavily trafficked, with wide carriageways that cater for bus lanes (in sections) and turning lanes for some of the side road junctions. There are also a number of busy junctions to negotiate.

Although it is subject to a 30mph speed limit, the wide sections of straight carriageway may enable higher traffic speeds.

A large, signalised junction is present at the A3/ Catherington Lane junction with no cycle priority, although toucan crossings are present across all arms, all are staggered, making them less appealing for those wanting a more direct route through this junction.

Cycle infrastructure using a mixture of on road and off-road facilities may deter less confident cyclists, as the on-road facilities are not segregated.

Potential Options

120.1.1 / 110.7.3

A review of cyclist and pedestrian desire lines through the junction, and identify opportunities for improvements, with particular note of the challenges for cyclists travelling northbound.

120.1.2

Explore delivery of either a segregated bi-directional cycle track (preferred), or a shared use path.

A review of complete route width to establish if provision of a 3m shared use path (minimum) or segregated directional cycle lanes (ideal) could be provided on this route approaching the bridge over the A3(M).

120.1.3

The bridge over the A3 is constrained in width, but a review should be undertaken of carriageway widths to establish if a shared use path could be provided across the bridge, noting the implications this may have for 120.1.2.

120.1.4

Explore delivery of either a segregated bi-directional cycle track (preferred), or a shared use path. Space could be reallocated from large areas of white hatching and additional running lanes, and grass verges on this route, noting the implications for route continuity of 120.1.3 and 120.1.5.

120.1.5

Review the B2149 / A3 / Catherington Lane Junction to ensure a smooth transition for pedestrians and cyclists in all directions, noting the significant amount of space available within the junction as a whole. A cyclops junction could be considered here.

120.1.1 – B2149 / A3 roundabout

120.1.2 – A3 Portsmouth Road

120.1.6

This section has a north bound bus and cycle lane (painted) and areas of shared use path or on-road cycle lanes, intermittently, along both sides. Review this section for a continuous solution. Verges along the eastern side are wide, so full segregation may be explored, alternatively, a continuous shared use path along one side, whilst retaining cycling in the north bound bus lane could be considered..

120.1.7

A review of the Lovedean Lane / Prochurch Road junction with the A3 to ensure a smooth transition for pedestrians and cyclists in all directions through this staggered junction, noting the amount of space available within the junction as a whole including areas of white hatched lines.

120.1.3 – A3 motorway bridge

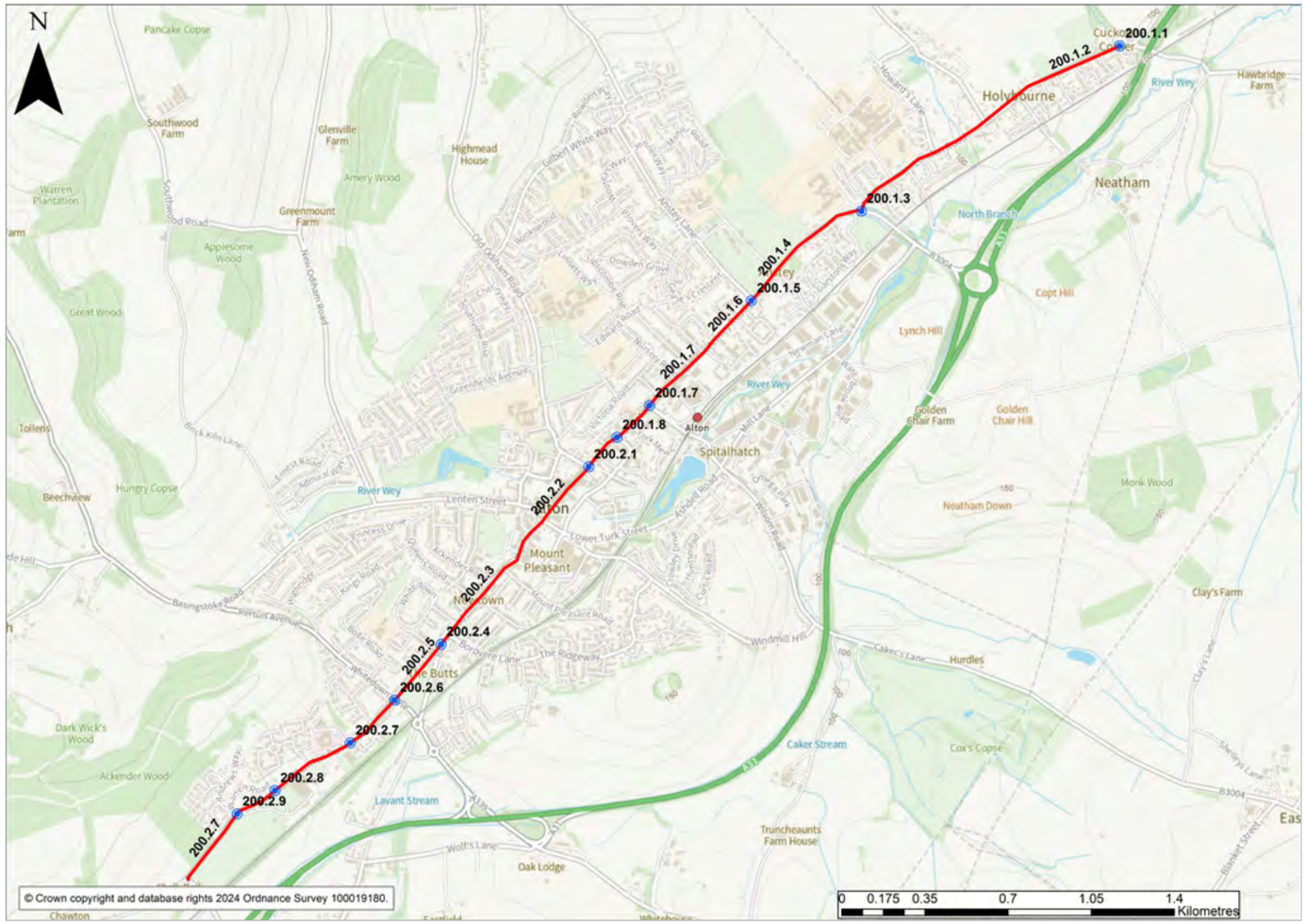
120.1.6 – Portsmouth Road (A3)

120.1.4 – Portsmouth Road (A3)

120.1.7 – Lovedean Lane / Prochurch Road junction

120.1.5 – B2149 / A3 / Catherington Lane Junction

Route 200: Holybourne to Alton Sports Centre



Route 200: Holybourne to Alton Sports Centre

Route description

Primary route 200 runs through the centre Alton connecting the village of Holybourne to the north-east with Alton Sports Centre in the southwest.

This primary route starts at Cuckoo's Corner on London Road as it enters the village of Holybourne. It runs along London Road through the village until the junction of Montecchio Way.

Here the route continues on London Road past Eggar's Secondary School, where the road alignment changes to Anstey Road. Following Anstey Road towards the town centre, the road becomes Normandy Street at its junction with Paper Mill Lane.

Normandy Street continues in the direction of the High Street, crossing over two small roundabout junctions.

The High Street area is the commercial centre of Alton, offering a range of shops, pubs, restaurants and other attractions.

Once on the High Street the route continues to follow its alignment until is exits onto Draymans Way. This then becomes Butts Road, where the route follows The Butts to its junction of Whitedown Lane, and crosses over into Chawton Park Road, following this road until it reaches Alton Sports and Leisure Centre. It then continues along Chawton Park Road as a secondary route.

Background

This section of the route was supported by local stakeholders.

The route links residential areas, Alton Sports Centre, businesses in the town centre, Alton railway station and several schools. This route connects to primary route 210 at the High Street / Market Street junction.

This route also links to many other secondary and local routes around Alton, as well as traveling through the Core Walking Zone.

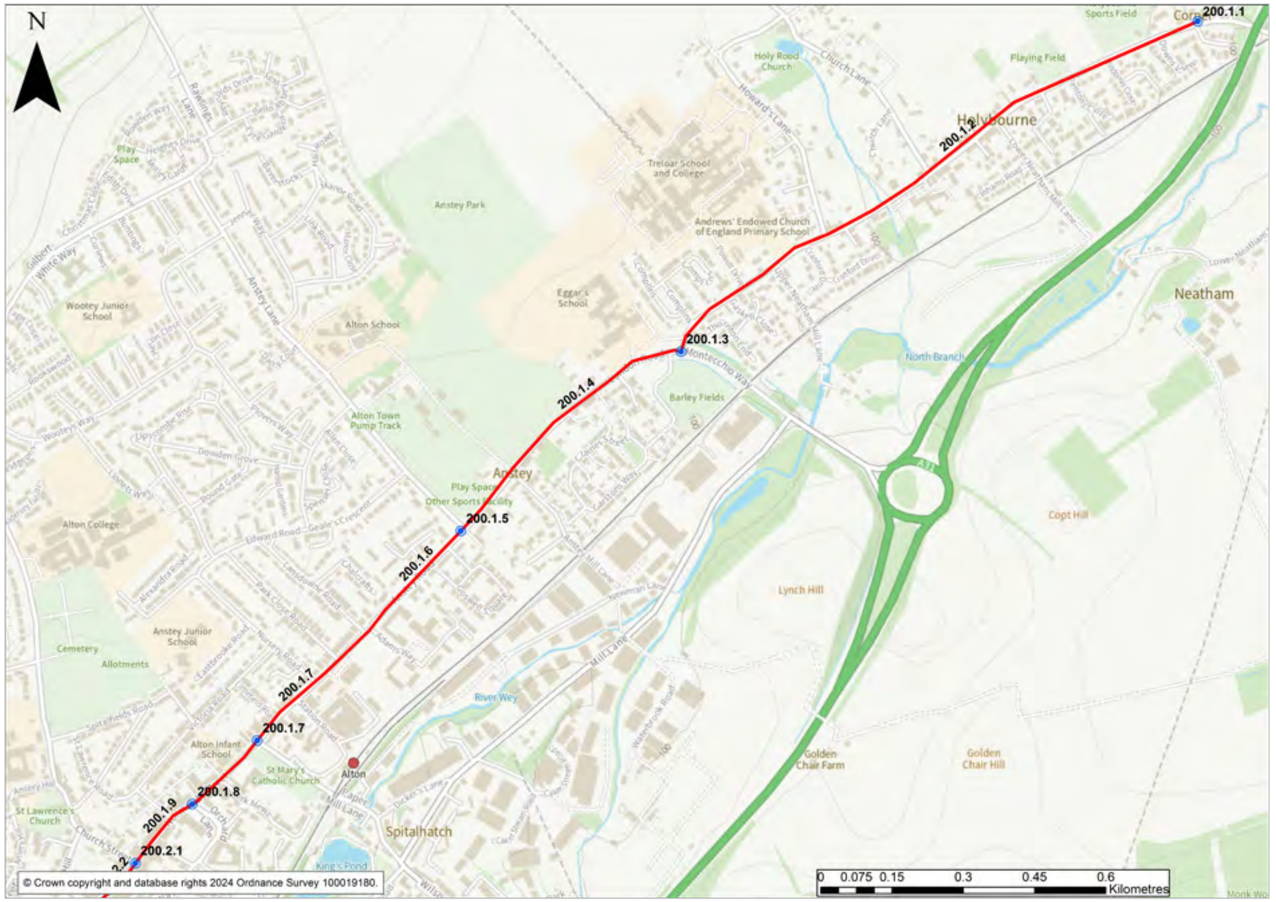
Route 200 also follows most of the alignment of walking routes 1.2 and 1.5 (with the exception of London Road in Holybourne) which feature with the walking zone section of this LCWIP.

Some of this route (The Butts and Chawton Park Road) share an alignment with National Cycle Network 224 that ends at Alton railway station.

As this route runs through the centre of Alton, there are several bus routes that share the same alignment.

Route 200 has been split into two sections and each section includes a route section description, background and existing conditions information.

Route 200.1 Holybourne, London Road to Normandy Street



Route 200.1 Holybourne, London Road to Normandy Street

Route description

This route section starts at Cuckoo's Corner on London Road as it enters the village of Holybourne. It runs along London Road through the village until the junction of Montecchio Way.

Here the route continues on London Road past Eggar's Secondary School, where the road alignment changes to Anstey Road, passing Anstey Park and offering direct access into it. Following Anstey Road towards the town centre, the road becomes Normandy Street at its junction with Paper Mill Lane.

This route section ends at Normandy Street, just before the Orchard Lane roundabout junction.

Background

This section of the route was supported by local stakeholders.

This route section links the village of Holybourne and surrounding residential areas, to schools, open green space (Anstey Park) and Alton railway station.

This route enters the Core Walking Zone close the railway station and follows most of the alignment of walking route 1.2 up to Eggar's school, which feature with the walking zone section of this LCWIP, relevant options are cross referenced here.

Existing conditions

London Road in Holybourne links from a secondary route along Binstead Road as it passes under the A31 dual carriageway.

London Road is the main road through Holybourne village with direct access from it to a primary school and Treloar's Special Educational Needs College. The road has no central line markings with on-street parking present in places. Street lighting is present throughout and the road is subject to a 30mph speed limit.

As London Road heads out of Holybourne it connects with the signalised junction at Montecchio Way, although there is a connection to the existing shared use path on London Road, to the north side that can help to avoid this junction.

London Road and Anstey Road are wide, straight roads with pavements and street lighting on both sides throughout. Anstey Road offers direct access to the railway station.

The 30mph speed limit becomes a 20mph zone on Anstey Road, just past its junction with Lansdowne Road.

Normandy Street becomes much narrower but stays within the 20mph zone as it heads towards the High Street, at the start of the commercial area. Some cycle facilities are present in the form of shared use paths and painted advisory cycle lanes.

Barriers to walking and cycling

This section follows a busy and direct main route into the town centre, that becomes narrower in places as it continues closer into the centre.

There is on street parking present (mainly within Holybourne) which can create obstruction and narrows usable road space.

Some junctions may prove a barrier to connectivity as there are no cycle or pedestrian facilities present to aid easy movements across.

Some side roads junctions may prove tricky to negotiate, together with some junctions.

Although some cycle infrastructure is present, as both on and off-road features, in places it does not LTN 1/20 compliant, and connectivity is limited.

Potential Options

200.1.1

At the eastern entry into Holyborne the speed limit reduces from 60mph to 30mph as drivers pass under the A31 bridge. The provision of an additional gateway/ entrance feature on the western side of the bridge to further emphasise the need for speed reduction is recommended.

200.1.2

London Road through Holybourne is currently a 30mph limit with long sight lines and limited on street parking. There is not enough space to consistently provide dedicated cycling facilities. The road could be made suitable for cycling in mixed traffic with a lower speed environment and measures to reduce traffic to an appropriate level (although it is recognised that these are limited). Opportunities to enhance public realm around the local centre and numerous schools could be considered.

Side road junctions along the route could be tightened, and continuous footways considered.

200.1.3

A review of the London Road/Montecchio Way/Garstons Way signalised junction should be undertaken to explore improvements for pedestrians and cycle route continuity through the junction.

200.1.4

Along London Road and Anstey Road there is an existing shared use path along the northern side, which appears to be too narrow to meet current guidance. There are also numerous width and level constraints that prevents a fully segregated route along this section. One option would be to widen and continue the existing shared use path to just before Lansdowne Road or extend the 20mph zone to cover this area to support cycling in mixed traffic. This is also suggested in walking route 1.2 under measure 1.2.7.

200.1.5

A review of the Anstey Road/Anstey Lane signalised junction should be undertaken to explore improvements for pedestrians and cycle route continuity through the junction. A concept design exists for this junction (a form of Cyclops junction) which could help with cycle and pedestrian flows here.

200.1.6

As above, there are there are constraints that prevent a continuous shared use path this along the entire route. Therefore, for route continuity it is suggested that the lower speed environment approach as described above is followed.

200.1.7

Explore improvements to Papermill Lane and Normandy Street junction to facilitate access/egress to Alton railway station by cyclists.

200.1.8

Explore improvements to the Normandy Street/ Orchard Lane to improve continuity for people cycling. Reconfiguration of the roundabout into a priority t-junction arrangement could be explored here and could help support the existing 20mph zone.

200.1.9

Continuing along Normandy Street, the speed limit is 20mph and there is on-street parking. There does not appear to be space to provide segregated facilities and shared use paths would not be appropriate in this location in any case due to the high level of pedestrians. Consider reducing the carriageway width and introducing traffic calming to support the 20mph zone.

200.1.1 – London Road (Cuckoo's Corner) Holybourne

200.1.4 – Anstey Lane shared use path

200.1.2 – London Road Holybourne

200.1.5 – Anstey Road/Anstey Lane signalised junction

200.1.3 – A review of the London Road/Montecchio Way/Garstons Way signalised junction

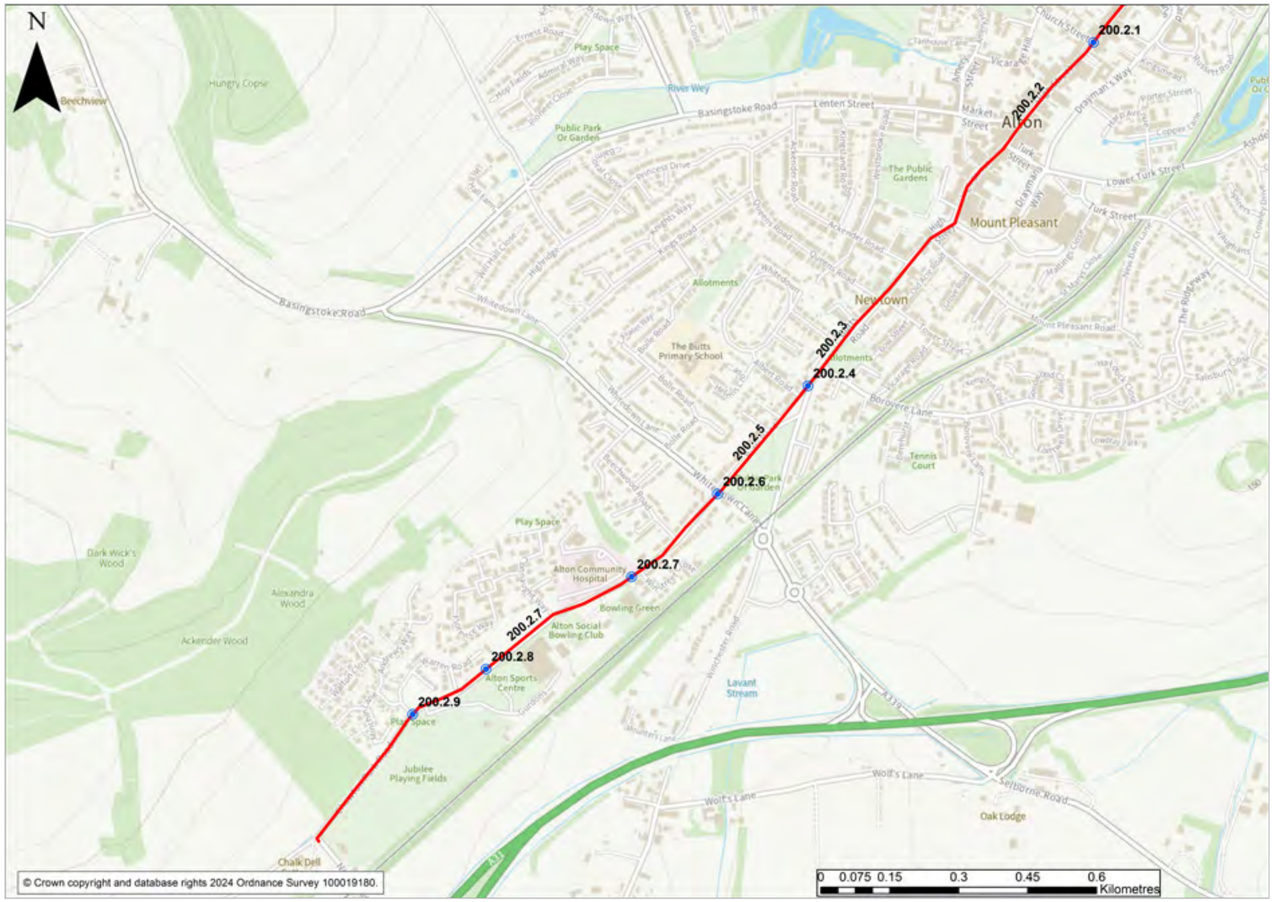
200.1.6 – Anstey Road

200.1.7 – Paper Mill Lane / Normandy Street/ Anstey Road junction

200.1.8 – Normandy Street/Orchard Lane junction

200.1.9 – Normandy Street

Route 200.2 Normandy Street to Chawton Park Road Alton Sports Centre



Route 200.2 Normandy Street to Chawton Park Road Alton Sports Centre

Route description

This route section continues on from 200.1 at Normandy Street and continues in the direction of the High Street, crossing over two small roundabout junctions (Orchard Lane and Church Street).

The High Street area is the commercial centre of Alton offering a range of shops, pubs, restaurants and other attractions.

Once on the High Street, the route continues to follow its alignment until it exits onto Draymans Way. The northern end of the high street is a one-way directional flow heading south. At its junction with Turk Street the one-way flow changes to one-way north, until its junction with Draymans Way. The alternative route is to follow Turk Street and Draymans Way until the same junction with the High Street.

Just beyond the Draymans Way/High Street junction the road become Butts Road, which the route follows for short distance before diverting onto The Butts to its junction of Whitedown Lane. Here it crosses over into Chawton Park Road, following this road until it reaches the Alton Sports and Leisure Centre complex, where the route continues along Chawton Park Road as a secondary route.

Background

This section of the route was supported by local stakeholders.

The route section links the town centre to residential areas, Alton Sports Centre, and a number of schools. This route connects to primary route 210 at the High Street / Market Street junction.

This route also links to many other secondary and local routes around Alton, as well as traveling through the Core Walking Zone.

Route 200 also follows some alignment to walking route 1.2 and all of 1.5, which feature within the walking zone section of this LCWIP. Relevant measures are cross referenced here.

Some of this route (The Butts and Chawton Park Road) share an alignment with National Cycle Network 224 that ends at Alton railway station.

As this route runs through the centre of Alton there are several bus routes that share the same alignment.

This route enters the Core Walking Zone close the railway station and follows most of the alignment of walking route 1.2 up to Eggar's school, which feature with the walking zone section of this LCWIP, relevant options are cross referenced here.

Existing conditions

Normandy Street becomes much narrower after the Orchard Street roundabout junction, but stays within the 20mph zone as it heads towards the High Street, with the start of the commercial area.

The High Street becomes one-way after the Church Street roundabout junction and is narrow in places.

The town centre provides direct access to a large number of commercial retails opportunities, restaurants, pubs and other facilities, starting at Normandy Street and following the alignment of the High Street in its entirety.

This section of route is characterised by streets which are naturally traffic calmed within the town centre owing to their historic layout and the proximity of properties and boundary treatments to the carriageway.

There is on-street parking present throughout the High Street, with some spaces accommodated in laybys. The High Street sits within the 20pmh zone for its entirety. The area has a heavily mixed-use environment of traffic, cycling and pedestrian movements, with many pinch point buildouts to aid pedestrian crossing movements and keep traffic at a slower speed.

At the bottom of the High Street, the route merges onto Butts Road which is a busy main road that is relatively wide with on-street parking in places, with some on pavement parking present.

The Butts is a quieter residential road that has been closed with a modal filter at the end to facilitate people walking and cycling to cross Whitedown Lane (where a toucan is present, although not quite on the direct desire line to Chawton Park Road).

Chawton Park Road has no central line markings with on street parking present in places and is the main access to the Alton Sports and Leisure Centre complex where this primary route ends to joins a secondary route onto the rest of Chawton Park Road and beyond.

Street lighting is present throughout the entire route section.

Barriers to walking and cycling

This route follows some busy, often narrow routes through the town centre of Alton.

The High Street is one-way only but changes its directional flow at the Turk Street junction meaning diversion onto less direct routes. No cycle contraflow is available along the High Street, mainly due to the presence of on-street parking.

On-street parking is present at certain sections along the entire route (mostly controlled within the town centre) but is most prevalent throughout most of the High Street, which can create narrower road space in places.

Some junctions may prove a barrier to connectivity as there are no cycle or pedestrian facilities present to aid easy movements across, some crossings are also not on desire lines.

Within the town centre large areas have 20mph zones which could be suitable for cycling in mixed traffic (provided volumes are low).

There are particular challenges around the provision of a direct route through the town centre due to the existing one-way system along the High Street.

Housing allocations on the west and south-west of the town will increase demand for provision in this area to connect with town centre facilities.

There are opportunities to improve the coherence of routes particularly at junctions and through the provision of signage.

Potential Options

200.2.1

Explore improvements for cycle route continuity through the Church Street / Normandy Street / High Street roundabout, as the High Street enters the one-way section.

200.2.2

The one-way system within the High Street prevents provision of a complete route. There is sufficient space for a cycle contraflow, but this would require significant remodelling of the High Street and could only be accomplished as part of a wider review of traffic management and parking throughout the town centre.

Alternatively, to tie into the through traffic directional signs at the Normandy St/ Orchard Lane roundabout which suggest traffic follows Draymans Way, a bus gate modal filter could be considered for the High Street together with parking rationalisation.

200.2.3

Review of cycling provision on Butts Road. Extend 20mph zone from the High Street to the junction with The Butts. There is potential for a segregated cycle lane on the uphill section moving south to The Butts (but only achievable one way due to space).

Alternatively, a shared use path could be considered on the northern side to join with The Butts and the existing shared use path on the southern side of Butts Road; a toucan crossing would need to be implemented here to make a successful connection.

200.2.4

Explore improvements for cycle route continuity junction with particular emphasis on moving from Butts Road into The Butts. This junction appears to be excessively wide – tightening the radii would better support people walking too. This is also suggested in walking route 1.5 under measure 1.5.7.

200.2.5

The Butts is a no through road with a lot of on-street parking and concrete bollards preventing through-traffic at the end. It is suggested that this section has a lower speed environment and that the modal filter at the end is improved to enable people cycling to easily exit. Improvements at this location are also suggested in walking route 1.5 under measure 1.5.9 making more of the modal filter.

200.2.6

Junction review to improve routing for cyclists, within particular emphasis on reducing the offset from alignment with Chawton Park Road, and exploration of a cycle signal filter.

200.2.7

There is not consistently enough space for segregated cycling on Chawton Park Road.

Explore a lower speed mixed traffic solution and review of the junction into Alton Community Hospital to improve access for cyclists and pedestrians.

The traffic volume is likely to be too high to meet compliance and a bus gate modal filter is unlikely to be supported as traffic would need to divert onto the A31.

200.2.8

Consider designation of pedestrian and cycle accesses with appropriate signage into Alton Sports Centre.

200.2.9

Review the Chawton Park Road / Minchin Lane pedestrian and cycle only junction to improve routing for cyclists wishing to access areas to the north via Minchin Lane.

200.2.1 – Church Street / Normandy Street / High Street roundabout

200.2.4 – The Butts / Butts Road junction

200.2.7 – Chawton Park Road

200.2.2 – High Street

200.2.5 – The Butts

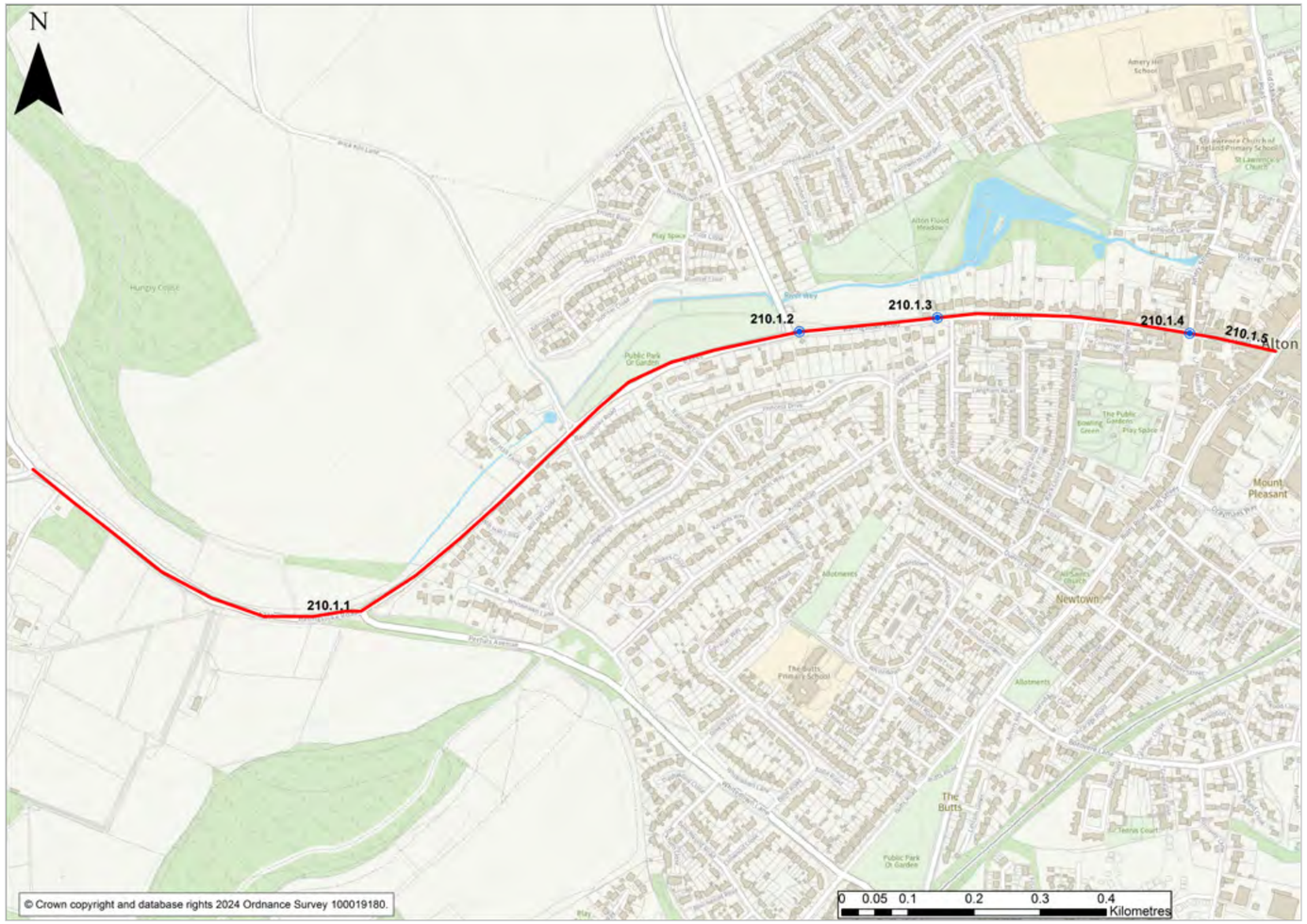
200.2.8 – Chawton Park Road sports centre access

200.2.3 – Butts Road

200.2.6 – The Butts / Chawton Park Road (crossing Whitedown Lane)

200.2.9 – Minchin Lane / Chawton Park Road junction

Route 210: Medstead Road junction to High Street



Route 210.1 Medstead Road junction to High Street

Route description

Primary route 210 connects to primary route 200 at the Market Street/High Street junction.

Starting at the junction of Medstead Road and the A339 the route heads east along Basingstoke Road becoming the B3349, which changes into Lenten Street at the junction of Ackender Road.

Just before Lenten Street the route enters a 20pmh zone and continues towards Market Street, for a short section, then ends at the High Street junction joining primary route 200.

It should be noted that the section of Market Street (approximately 130m) has one-way directional flow, heading west.

This route is 1.8km long.

Background

This section of the route was supported by local stakeholders and links into other secondary and local routes to the surrounding villages of Beech and Chawton.

The route also links into the core walking zone at Lenton Street and shares some of walking route 1.5 for the Market Street one-way section.

This route moves from the rural edge of Alton into the busier environment of the town centre. As the housing allocations build out in the future, this route will have increasingly more housing along it, and will form more of a strategic link into the town centre from the new housing.

Existing conditions

The routes starts along Basingstoke Road (B3349) joining from the A339 (secondary route) at the point where it turns from 40mph to 30mph. The B3349 is a relatively busy B road on the very edge of Alton's residential settlement, at its junction with Pertuis Avenue (secondary route).

As the route progress along the B3349 it becomes more residential in nature with a new housing development to the north of the road, just before the small roundabout junction of New Odiham Road.

As the route progresses past the roundabout, on-street parking becomes present on the B3329, as well as in some laybys, with the carriageway just about wide enough to accommodate two-way traffic with on-street parking.

The 20mph zone starts along the B3329 just before its junction with Ackender Road, where it turns into Lenten Street.

Lenten Street becomes narrower as it progresses towards the town centre, with properties and boundary treatments closer to the carriageway. There are some commercial properties as the route approaches the main commercial area.

Market Street (one-way) has traffic calming elements with narrowed carriageways and buildouts at crossing points. There are more shops and businesses present here, with some on-street controlled parking bays.

There is no dedicated cycling infrastructure on the route.

Street lighting is present throughout along with footways present on either or at least one side of the road at all times.

Barriers to walking and cycling

There is no dedicated cycling infrastructure along this route, apart from a small off-road shared use path (approximately 350m long) that has been constructed as part of the new housing development, just north of the B3329. However, this is much less direct, has an unmade surface and a gate at one end.

At the start of the route (B3329) the roads are wider, with longer sightlines that could encourage higher vehicular speeds.

There is one roundabout junction to cross and, although relatively small, could cause a barrier to some users.

As the route progresses towards the town the roads become narrower. On street parking is also present at times which can narrow the road and increase the risk of "dooring" incidents.

Market Street is one-way westbound which is a barrier to those wishing to enter the High Street from the east by bike (without dismounting), the alternative route (Amery Hill) is less direct.

Potential Options

210.1.1

Explore installing a shared use path on the northern side of Basingstoke Road, connecting the existing and allocated housing sites between the junctions with Pertius Ave and Lenten Road, including the New Odiham Road junction (subject to land ownership. If provision of a shared use path is not possible, a 20mph mixed traffic environment would also meet LTN1/20 compliance, provided vehicle flows were below 2000 a day, or could be reduced. This would be an extension of the existing 20mph zone already implemented on Lenten Road.

There may be opportunities to deliver part of the route in conjunction with new public open space being delivered around Minstrel Close, which runs parallel to part of Basingstoke Road.

210.1.2

Review of junction of the New Odiham Road and Basingstoke Road junction to improve routing for cyclists moving through the junction between options 210.1.1 and 210.1.3.

210.1.3

There is an opportunity for provision of an entrance feature to emphasise the existing reduction in the speed limit to 20mph with mixed traffic as vehicles enter Lenten Street. This could include replacement of the existing speed cushions with a design which better accommodates cyclists. It is recognised that flows may be too high to achieve LTN1/20 compliance but filtering is unlikely as there are no obviously suitable alternative traffic routes.

210.1.4

Retain Lenten Street as a 20mph mixed traffic environment, with review of the junctions with Vicarage Hill and Market Street to improve routing for cyclists. Assessing the Lenten Street junction is also part of walking route 1.5 under measure 1.5.1, to create more crossing points for people walking.

210.1.5

The route connects into Market Street which is currently one-way from the High Street (primary route 200).

However unlike the High Street, the distance is limited and there is sufficient space for a cycle contraflow and widened pavements on the northern side of Market Street which would have limited impact on parking provision. Opportunities to connect new developments into the town centre should also be explored.

210.1.1 – Basingstoke Road (B3349)

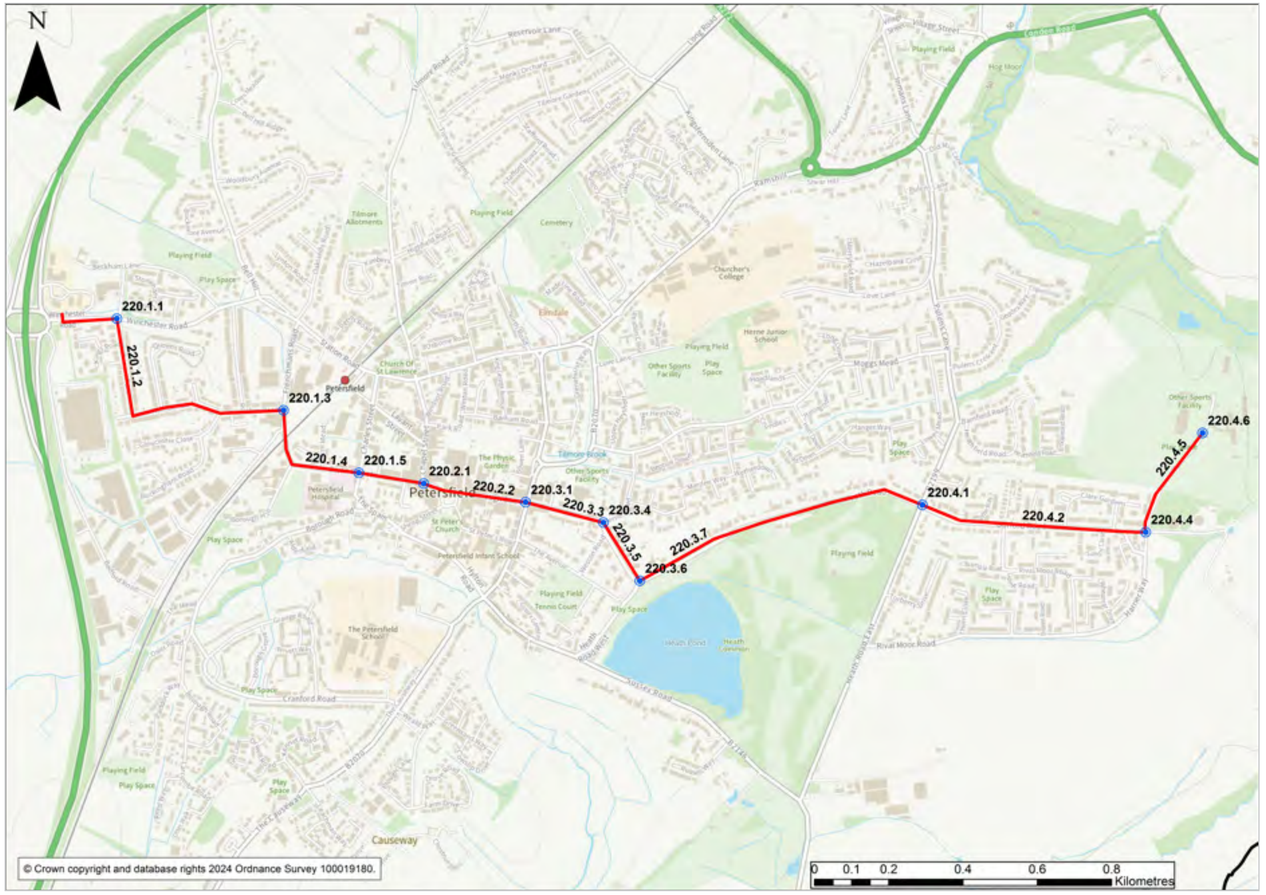
210.1.2 – New Odiham Road and Basingstoke Road junction

210.1.3 – Lenten Street 20mph feature

210.1.4 – Lenten Street

210.1.5 – Market Street

Route 220: Central Petersfield – Princes Road to Penns Place



Route 220: Central Petersfield – Princes Road to Penns Place

Route description

Primary route 220 covers central Petersfield, from west to east.

The route begins at Princes Road/Winchester Road junction, joining from a secondary route leading from Bedford Road and Winchester Road.

The route heads south towards Noreuil Road and onto Rushes Road, then Frenchmans Road, underneath the railway, before leading into Swan Street.

Along Swan Street the route heads east crossing over the Charles Street/The Spain and Chapel Street junctions, before joining The Square and the High Street. Between Chapel Street and Dragon Street junction this route shares the same alignment as route 110 and therefore the same potential options for this section.

At the High Street/Dragon Street junction the route crosses over onto Heath Road and continues east past the junction with Heath Road West and towards the Pulens Lane/Durford Road junction.

Crossing over into Durford Road the route continues east towards the Penns Place / Harrier Way junction, before heading north into Penns Place where the route ends just before the leisure centre entrance.

The route also passes through the Core Walking Zone of the town centre and aligns with walking routes 3.2 and 3.8, details of which can be found in the walking audit section of this LCWIP and are cross referenced below.

Background

This route was supported by local stakeholders at the workshops.

It provides a link between the western and eastern sides of the town, through the town centre. It also provides direct links to leisure facilities, green open space, as well as large commercial and employment areas, medical facilities, and the railway station.

This route also connects with many other secondary and local routes within Petersfield, offering wider connections to schools, residential areas, points of interest (e.g. Petersfield Museum) as well as major supermarket chains.

Route 220 offers connections to the north-south alignment of Shipwrights Way and National Cycle Network 22 (NCN 22) at the junctions of Swan Street, Chapel Street and The Square.

Route 220 has been split into four sections and each section includes a route section description, background and existing conditions information.

It is also of note that East Hampshire District Council have relocated offices from Penns Place to Bedford Road.

The Petersfield Strategy Group

The Petersfield Strategy Group (PSG) is made up of representatives from: South Downs National Park, East Hampshire District Council, Petersfield Town Council and Hampshire County Council. More information about the Petersfield Strategy Group and a list of other projects can be found on East Hampshire District Council webpages **www.easthants.gov.uk.**

As described earlier in this document, there are a number of feasibility studies at various stages of development proposed via the Petersfield Strategy Group. These are referenced at relevant potential options below.

Rother Valley Way

There is an aspirational route called the Rother Valley way which follows the alignment of a former railway line between Petersfield and Midhurst in West Sussex, within the South Downs National Park.

The objective is to create a mostly traffic-free walking, cycling and equestrian route between the two towns, as well as intermediary villages and attractions. Friends of Rother Valley Way, together with support from South Downs National Park Authority and East Hampshire District Council support the aspirations for the development of this route.

Links to this aspirational route connect to the far east of route 220 at Penns Place (and WR3.8). The cycle network also recognises an indicative local route for the Rother Valley Way, from Penns Place up to the border with West Sussex. Further information about this route can be found here: **www.rothervalleyway.org.uk**

Route 220.1 Princes Road to Swan Street

Route 220.1 Princes Road to Swan Street

Route description

This section of route follows on from a secondary route along Winchester Road turning down Princes Road and heads through a residential area of Noreuil Road and Rushes Road, before joining Frenchmans Road at the railway station car park roundabout, where is heads south towards Swan Street, until is reaches the Chapel Street junction.

At the Chapel Street junction the route joins the same alignment as primary route 110 towards The Square and High Street.

This route section is approximately 1.1km long and follows some of walking route 3.2, 3.3 and 3.8 from the Borough Hill junction on Swan Street.

Background

This route was supported by local stakeholders at the workshops.

There is one main bus service that shares this route, the 94 (Buriton to Petersfield).

As well as the surrounding residential areas, this section of route offers direct connections to Petersfield Community Hospital, the railway station car park forecourt, High Meadows recreation ground and Petersfield Business Park, home of the newly located East Hampshire District Council offices.

Petersfield Station Forecourt

Working with South Western Railway, the PSG has commissioned a transport study to collect information on all modes of transport in the Petersfield Station Forecourt, with a view to identifying improvements for circulation and parking, with a view to improving the quality of the environment for walkers, cyclists, public transport users and other motorised vehicle users.

Existing conditions

The route becomes more residential as it progresses into Rushes Road, towards Princes Road, with a large majority of on street parking and narrower road widths as a result.

There is on street parking present on the one-way section of Swan Street, but none present as you pass the hospital, the recreation ground and railway station car park, until you reach Rushes Road.

Swan Street is one way from its junction with The Spain to the Chapel Street junction.

Street lighting is present throughout, with pavements generally situated on both sides of the roads. All roads subject to 30mph limits.

Barriers to walking and cycling

This route section follows some busy, often narrow routes from the town centre of Petersfield.

A section of Swan Street is one-way only (heading away from the town centre) with relatively wide carriageway widths) and no contraflow for cycling.

There is on street parking present which can create narrower road space in places, especially in the more residential areas.

Some junctions may prove a barrier to connectivity as there are no cycle or pedestrian facilities present to aid easy movements across.

Potential Options

220.1.1

Explore opportunities to improve cycle connectivity through the Winchester Road / Princes Road junction and to extend the route into the northern section of Princes Road.

220.1.2

Consider a 20mph mixed traffic environment for Rushes Road, Noreuil Road, and Princes Road which all currently have 30mph limits. This area could be considered for development of a” liveable neighbourhood’ approach, through engagement with the local community.

220.1.3

Review the Rushes Road mini roundabout junction to improve pedestrian and cycle connectivity. A simple crossroads may be a more suitable option.

220.1.4

Swan Street/Frenchmans Road, from its junction with Charles Street / The Spain to the Rushes Road roundabout, has a 30mph limit with double yellow lines throughout. There is insufficient width to provide segregated cycling facilities, so consider junction reduction opportunities and an extension of the 20mph mixed traffic environment.

Along the length of Swan Street potential options are also suggested from the walking audit and include creating continuous footways and exploring formal crossing facilities at the junction of Swan Street and Charles Street (see WR3.2.4 in the walking zone section).

220.1.5

Undertake a review of the Swan Street / Charles Street / The Spain junction to facilitate cycle and pedestrian movements (mirrored in WR3.2.3 in the walking zone section). This junction was subject to a feasibility study (2020) which identified that visibility here is restricted by the positioning of The Forge, limited options for formal crossings.

220.1.6

Swan Street, from Chapel Street to its junction with Charles Street/ The Spain, is one-way eastbound with a 30mph speed limit. Options here could include a cycle contraflow, rationalisation of car parking and an extension of the existing 20mph mixed traffic zone with traffic calming.

In the walking route audit continuous footways have been suggested for this junction

220.1.1 – Winchester Road / Princes Road junction

220.1.4 – Swan Street/Frenchmans Road

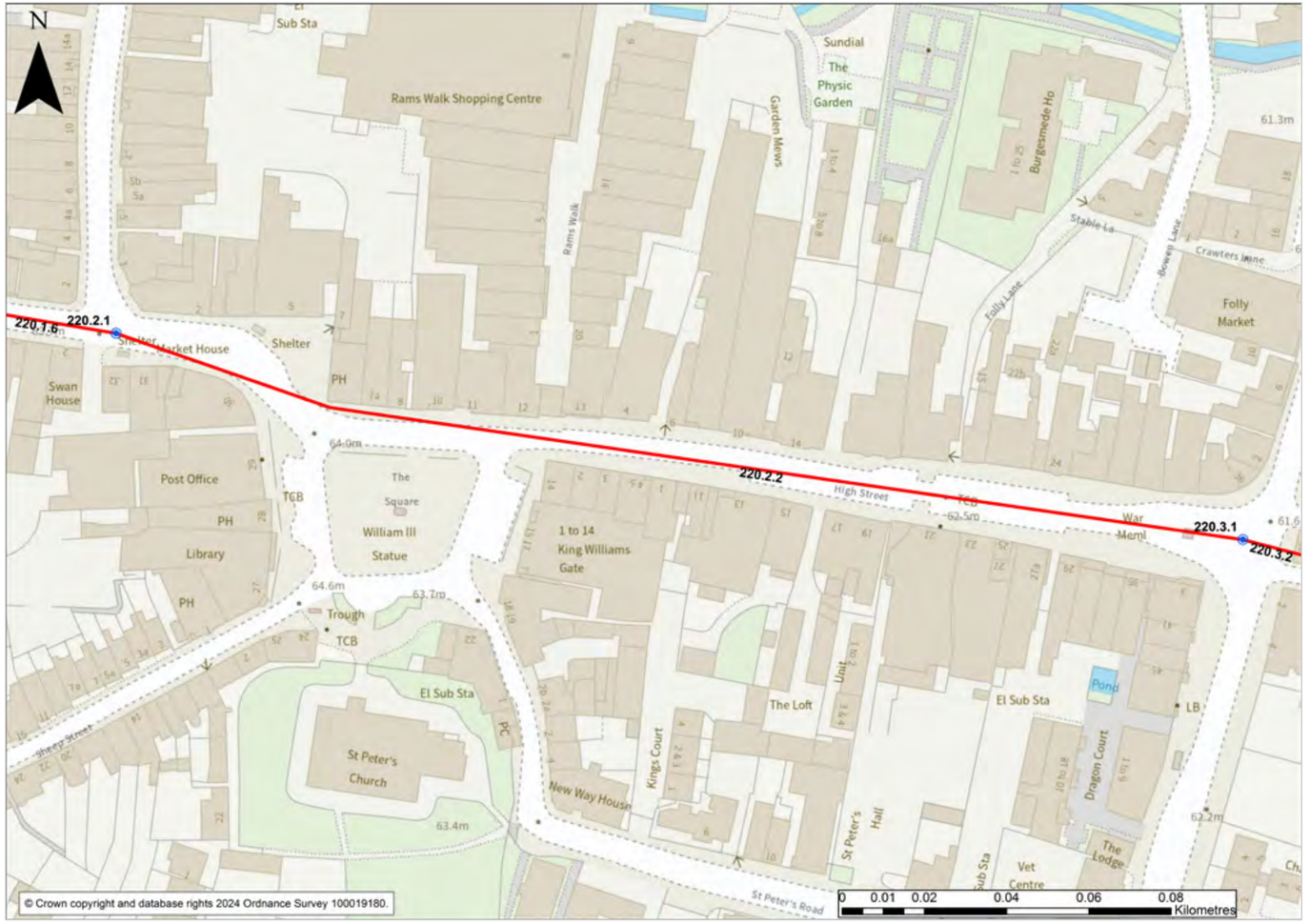
220.1.2 – Noreuil Road

220.1.5 – Swan Street / Charles Street / The Spain

220.1.3 – Rushes Road

220.1.6 – Swan Street one-way section

Route 220.2 Swan Street to High Street



Route 220.2 Swan Street to High Street

Route description

This section of route follows on from 220.2.1 at the Chapel Street junction heading towards The Square and High Street, following the same alignment as primary route 110 until the High Street/Dragon Street junction.

This route section is approximately 300m long and follows the alignment of walking routes 3.8 and 3.2.

Background

This route was supported by local stakeholders at the workshops.

The route follows some of Shipwrights Way long distance route and NCN 22 very briefly as it connects at Swan Street, The Square and Chapel Street.

As this section of route travels through central Petersfield there are several main bus routes that share this route.

Existing conditions

The town centre provides direct access to a large number of commercial retails opportunities, restaurants, pubs and other facilities, starting at Chapel Street, following onto The Square then the High Street.

There is on street parking present throughout the High Street.

This section of the route has a heavily mixed-use environment of traffic, cycling and pedestrian movements.

Street lighting is present throughout.

Barriers to walking and cycling

This route section follows some busy, often narrow routes through the town centre of Petersfield.

The town centre provides direct access to a large number of commercial retails opportunities, restaurants, pubs and other facilities, starting at Chapel Street, following onto The Square then the High Street and onto Dragon Street.

There is on street parking present throughout the High Street. This section of the route has a heavily mixed-use environment of traffic, cycling and pedestrian movements.

Potential Options

220.2.1 / 110.4.9

Review the Swan Street/Chapel Street junction to facilitate cycle and pedestrian movements through the junction. Noting the potential for a cycle contraflow on the western section of Swan Street set out below (same as WR3.2.1 in the walking zone section).

220.2.2 / 110.4.10

The High Street and eastern section of Swan Street includes a 20mph speed limit, appropriate traffic calming features and generous spaces for pedestrians and feels appropriate as a mixed traffic environment. This is reflected in WR3.8.2. This approach should be extended along the route as described above and below. There may be opportunities for further improvement at the eastern end of the High Street through review of current on street vehicular parking provision. A 20mph speed limit introduction is also suggested in walking route 3.3 under measure WR3.3.1 to improve safety for pedestrians.

A mixed traffic approach may require a bus gate in order to meet design guidance, as referred to in potential options 110.4.8 (Chapel Street) and 110.4.10 (High Street and eastern section of Swan Street) therefore only one of these could be considered, through further studies.

220.2.1 / 110.4.9 – Swan Street/Chapel Street

220.2.2 / 110.4.10 – High Street / Swan Street

Route 220.3 High Street / Dragon Street junction to Heath Road

Route 220.3 High Street / Dragon Street junction to Heath Road

Route description

This section of route starts at the Dragon Street (B2070) /High Street junction, crossing over the B2070 entering Heath Road and continuing east along Heath Road towards the Pulens Lane junction.

This route section is approximately 1.1km long and follows the alignment of walking route 1.8.

Background

This route was supported by local stakeholders at the workshops.

This section connects with the surrounding residential areas providing a direct link into The Heath open green space and towards the start of the central commercial area of Petersfield town centre, as it crosses Dragon Street towards the High Street.

Existing conditions

This section is residential in nature with street lighting present throughout.

At the start of the route section The Heath runs below Heath Road, until its junction with Heath Road West.

Pavements are present on the northern side of Heath Road until just prior to the Heath Road junction, where the pavement continues on the south side until Herne Road, where pavements appear on both sides for the rest of the route section.

Heath Road is subject to a 30mph speed limit.

Barriers to walking and cycling

On street parking, mostly informal, is present in sections (mainly Heath Road adjacent to The Heath).

There are some junctions that users may find difficult to negotiate and prove a barrier to continuous cycling.

The 30mph speed limit will also be a barrier to some users.

Potential Options

220.3.1 / 110.4.11

Review the Heath Road/High Street/Dragon Street junction to improve cycle and pedestrian movements. This section of route crosses with primary route 110, under potential option 110.4.11 and walking route measure 3.8.3 that state:

The junction of Heath Road/High Street/Dragon Street is excessively wide. Redesign to better facilitate cycle and pedestrian movements. Seek opportunities to enhance the setting of the War Memorial in this location.

220.3.2

The traffic calming features discussed above could include public realm improvements outside 4, 11-13 Heath Road where there is an opportunity to reduce the carriageway width and gain space for public open space.

220.3.3

The route along this segment of Heath Road is straight, with constrained width, double yellow lines throughout, and includes access/egress junctions to the Courtyard Car Park. It should be made more suitable for cycling in mixed traffic with a lower speed environment and appropriate traffic calming features.

220.3.4

Review of the junction of Herne Road with Heath Road to reduce junction width, encourage low speeds, and improve cycle connectivity. This is also suggested in walking route 3.8 under potential option 3.8.5.

220.3.5

The route along this segment of Heath Road is straight and constrained in width, moving uphill towards the town centre and with pavement only provided on one side. Continue the mixed traffic environment with appropriate traffic calming features, which take account of decreased speeds for people cycling the uphill climb.

220.3.6

Review the junction to facilitate cycle access both into Heath Road West (not part of route – connection to Heath Pond) and continuing up Heath Road towards the town centre.

WR3.8.6 also suggests a review of this junction, and more detail was included in a 2020 feasibility study for the PSG.

220.3.7

The route along this segment of Heath Road is straight and has areas of formal and informal on-street parking. Again, there is no space for segregated cycle facilities. An extension of a lower speed environment with appropriate traffic calming features should be explored. This could include a review of existing car parking. WR3.8.7 suggests continuous footways where possible and rationalisation of parking.

220.3.1 – Heath Road/High Street/Dragon Street (B2070) junction

220.3.4 – Herne Road / Heath Road junction

220.3.7 – Heath Road (adjacent to The Heath)

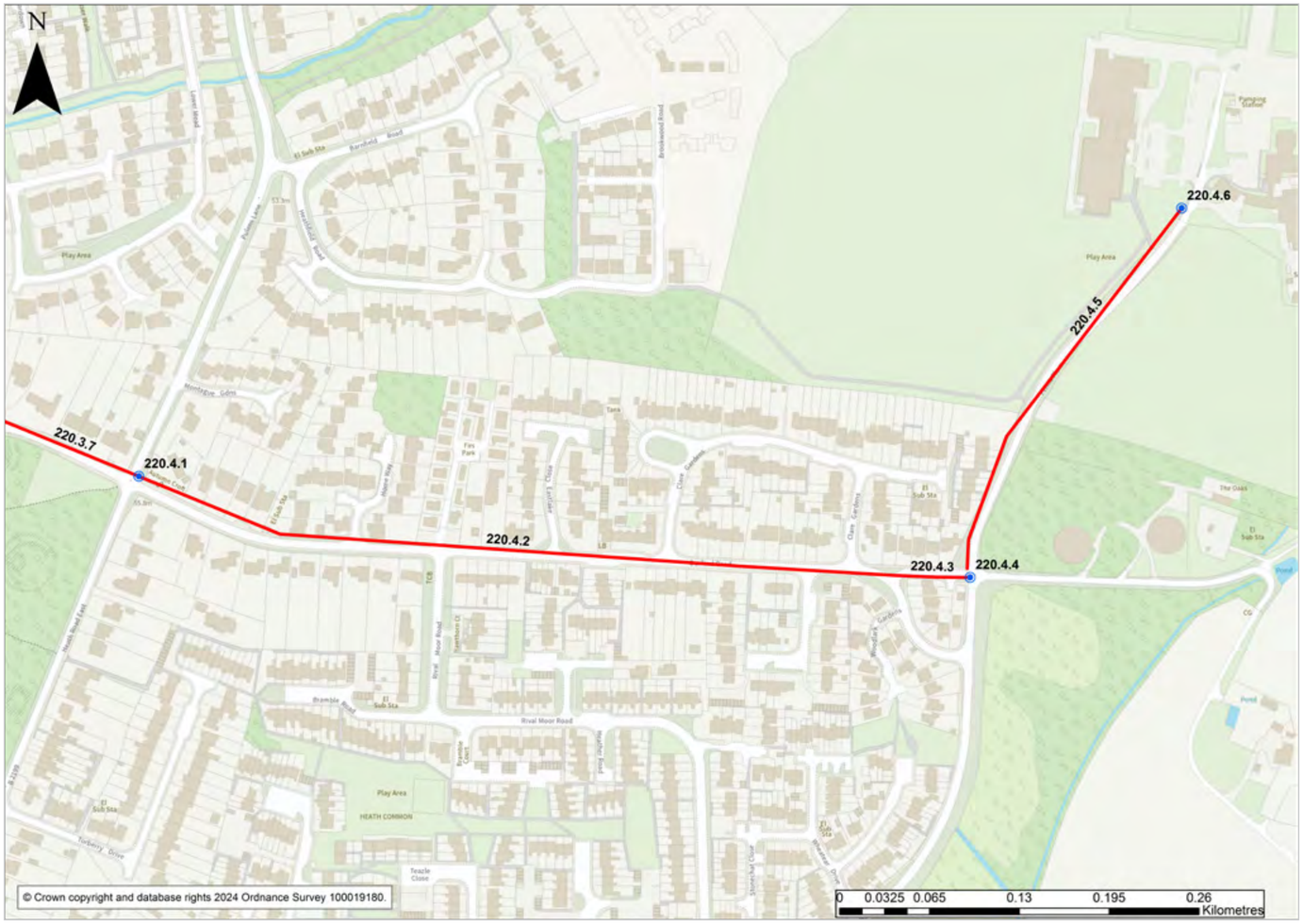
220.3.2 – Heath Road (split section)

220.3.5 – Heath Road (nr Weston Road)

220.3.3 – Heath Road / The Courtyard

220.3.6 – Heath Road West /Heath Road junction

Route 220.4 Durford Road to Penns Place



Route 220.4 Durford Road to Penns Place

Route description

This section of route starts at the crossroad junction of Pulens Lane, Heath Road and Durford Road. Heading east along Durford Road the route continues straight until the Penns Place/Harrier Way junction at a pedestrian cut-through. It then heads north into Penns Place, ending just prior to the leisure centre and former East Hampshire Council offices entrance.

This route section is approximately 900m long and follows the alignment of walking route 3.8.

Background

This route was supported by local stakeholders at the workshops.

This section provides a direct link between The Heath open green space and the leisure centre, via Durford Road, as well as connections into the surrounding residential areas.

Pulens Lane Improvements

Following Public Consultation in Autumn 2023 on proposals to reduce speeds and improve the walking and cycling environment for users of Pulens Lane, a Phase 1 scheme for the central section of the scheme has been approved to take to detailed design and implementation.

A Healthy Streets design check showed improved scores for the proposals in comparison to the current environment. Using funding from S106 Developer Contributions, Phase 1 includes traffic calming measures to slow vehicle speeds along Pulens Lane between and including the Durford Road junction and Tilmore Brook. The proposals include improvements to make it easier for people who walk and wheel, to cross the Durford Road junction and access Petersfield Heath. Improvements to the walking and cycling route across Tilmore Brook, will provide better links between the Town Centre and Penns Place.

Existing conditions

This section is residential in nature with street lighting present throughout. Durford Road has pavements present on both sides.

Penns Place has a pavement present along its western side, offering direct access into the sports playing fields and park area.

Penns Place is a no-through road subject to a 20mph speed limit, whereas Durford Road is 30mph.

Barriers to walking and cycling

Although this section follows mainly residential lower speed roads there is limited space to provide segregated facilities.

A shared use path runs into the playing field area but connections for cyclists onto the carriageway are not consistent.

There are some junctions present on this section that users may find difficult to negotiate and prove a barrier to cycling.

There is a history of collisions at the Pulens Lane/ Durford Road crossroads.

Potential Options

220.4.1

Review the junction to facilitate both pedestrian and cycle desire lines through the junction including both route 220 and access into Petersfield Heath. As mentioned in the background, this junction is subject to improvements to aid pedestrian and cycle movements.

220.4.2

There is no space for segregated cycle facilities along Durford Road so consider a lower speed mixed traffic environment with traffic calming. In addition, review all side road junctions and consider options to tighten junctions and provide continuous footways which is also suggested in walking route 3.8 to improve pedestrian safety.

220.4.3

Explore connecting Penns Place/Harrier Way to the cut through to the northern part of Durford Road to make the cycle route more direct.

220.4.4

A review of the junction design to facilitate cycle movements through the junction between Penns Place and Durford Road and also to ensure appropriate access into allocated employment site B2.

220.4.5

Extend the existing lower speed mixed traffic environment from Penns Place to the junction with Harrier Way and Durford Road (220.1.3)

220.4.6

Review of the junction of the existing off-road cycle route with Penns Place (mixed traffic) to allow cyclists to join the carriageway from the park.

220.4.1 – Durford Road/ Pulens Lane/Heath Road crossroad junction

220.4.4 – Harrier Way/Penns Place/ Durford Road junction

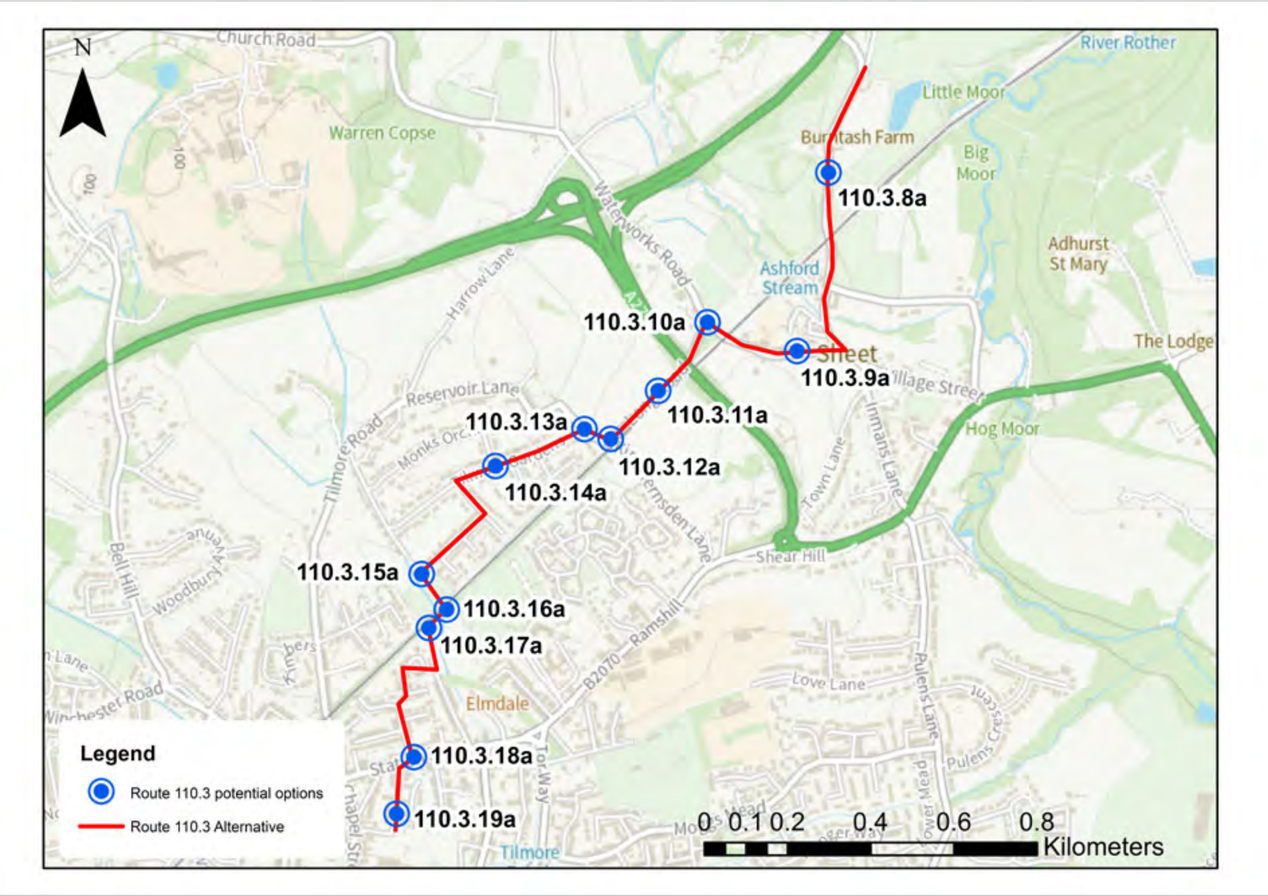
220.4.2 – Durford Road

220.4.5 – Penns Place 20mph

220.4.3 – Durford Road junction

220.4.6 – Penns Place junction of existing off-road cycle route

Route 110.3a: Alternative Primary Route Alignment – Sheet to Petersfield Centre



Route 110.3a: Alternative Primary Route Alignment – Sheet to Petersfield Centre

Route description

Route 110 is a long-distance route, approximately 32km in length. This alternative section of route 110 (110.3a) is approximately 3km in length.

The route section diverts from the main route 110 on the Farnham Road, just by the A3 Bypass. The alternative route follows Farnham Road southbound towards the village of Sheet and then diverts onto School Lane.

This route then continues onto Long Road, Reservoir Lane and then Tilmore Gardens and Stafford Road. Continuing through Woods Meadow Recreation Gound it crosses the railway line to Sandringham Road. Crossing Station Road the route heads into Winton Road and ends at the entrance to Central Car Park linking to a secondary route along Park Road.

Background

Following the consultation this route was originally a secondary route on the LCWIP network but was changed into a primary route to allow an alternative route into the north of Petersfield from route 110, avoiding some of the constraints along Shipwrights Way/NCN22, and in particular footpath 221/27/1, to the north of the A3.

This was a route that was supported by key stakeholders. There are no bus stops along this route.

Existing conditions

There is a shared use path that runs parallel to the A3. The route runs south to Farnham Road, which is subject to the national speed limit.

Farnham Road, School Lane, Long Road, Kingsfernsden Road, and Tilmore Gardens do not have pavements or cycle lanes on both sides for the full length, or any segregated or shared-use facilities.

Barriers to walking and cycling

Speed limits along sections of this route will be intimidating for cyclists, given the rural nature of the route, and narrow lanes.

There is limited lighting along the entire section (given its rural setting it is unlikely that this could be implemented) and the surfacing on some of the off-road paths may not be suitable for all types of bikes.

There are some side road junctions that the potential user would need to negotiate, with no priority for cycling, these can prove a barrier for some users.

Cycle paths are lacking in places and have no buffer from fast moving traffic.

Pavement parking in the villages along this route was observed, with some wide junctions to negotiate in places.

Wayfinding to local destinations is lacking along the route.

Potential Options

110.3.8a

Introduce a lower speed environment on Farnham Road as the current national speed limit is not suitable for on-road cycling. There is little scope for providing off-road cycling provision in this location due to limited carriageway width.

110.3.9a

Review surface quality on School Lane and consider a ‘quiet lane’ approach to alert drivers to the presence of cycles on the narrow carriageway

110.3.10a

Review the junction of the School Lane with Long Road, to increase visibility, reduce vehicular speeds and to improve surface quality for cycling.

110.3.8a – Farnham Road

110.3.9a – School Lane

110.3.10a – School Lane junction with Long Road

110.3.11a
Consider opportunities to widen the existing pavement to a shared use path. If this is not achievable, measures to encourage lower vehicle speeds should be explored alongside any on-carriage cycling provision.

110.3.12a
Review the junction of the Long Road and Kingsfernsden Lane, to increase visibility, reduce vehicular speeds and to improve surface quality for cycling.

110.3.13a
Review the junction of the Kingsfernsden Lane and Tilmore Gardens, to increase visibility, reduce vehicular speeds and to improve surface quality for cycling. There are also opportunities to improve pedestrian facilities at this junction which are currently lacking.

110.3.14a
Consider changing all 30mph speed limits to lower speed environments to slow motor traffic and improve safety for cycling in mixed traffic on Tilmore Gardens and Stafford Road. Improvements to be made to the carriage surface quality.

110.3.15a
Prohibition of cycling across Woods Meadow Recreation Ground to be revoked and physical barriers to cycle access should be removed. Upgrade the existing path through the recreation ground to a width suitable for shared use.

110.3.16a
Potential conflict point as the path continues under the railway line. Appropriate measures to be implemented to reduce the risk of conflict between pedestrians and cycles.

110.3.17a
The existing path alongside the railway line is narrow and, subject to landownership constraints, should be widened to accommodate shared use.

110.3.18a
A safe crossing point would be required across Station Road from Sandringham Road. Investigate opportunity to upgrade the existing pedestrian crossing on Station Road to a toucan or parallel crossing.

110.3.19a
Consider measures to lower the speed environment on Winton Road as it is unlikely there will be sufficient width to provide shared use or segregated facilities.

110.3.11a – Long Road

110.3.14a – Tilmore Gardens and Stafford Road

110.3.12a – Long Road junction with Kingsfernsden Lane

110.3.15a – Woods Meadow Recreation Ground

110.3.13a – Kingsfernsden Lane junction with Tilmore Gardens

110.3.16a – Railway underpass

110.3.17a – Railway-adjacent cycle path

110.3.18a – Station Road from Sandringham Road

110.3.19a – Winton Road

Post-Consultation Chapters

Consultation

This LCWIP was subject to public consultation from 7 October to 17 November 2024 when this document was still in its draft form.

During the consultation, key stakeholders as well as the general public were invited to view the draft East Hampshire District LCWIP to have their say and share their local knowledge and views on our proposals.

The consultation used the ViewPoint consultation software, which was accessible via the Hampshire County Council and East Hampshire District Council websites.

Visitors to the consultation site could:

- Learn more about LCWIPs;
- Take part in a survey on the draft East Hampshire District LCWIP;
- Add comments to an interactive map (of East Hampshire District) to share what was liked, and what needed to change.

Completed online survey results

As part of the East Hampshire District LCWIP webpage two online surveys were available; one for walking; and one for cycling. The survey was open to individuals as well as groups and organisations. There were 222 responses to the walking survey and 162 responses to the cycling survey. 46 unstructured responses were received from public bodies, local Councillors, local groups and individuals. These comments have been summarised in the following pages.

Respondents were asked to rate their agreement with the proposed walking routes and cycle routes on a scale which ranged from -2 (very negative) to +2 (very positive). The map and analysis of this can be found on **page 222** below.

Demographics

Demographic data refers to the voluntary information collected about the characteristics of the population that responded to the online survey (completed by 261 people, groups organisations, or democratically elected representatives of a constituency).

This data helps us understand who responded and the audiences that we need to reach out to in the future.

Of the respondents, 88% identified as ‘White British’ with 1% ‘Asian/Asian British’, 0% ‘Black/African/Caribbean/Black British’ and 2% ‘mixed/multiple ethnic groups.’ This data when compared with the 2021 Census data for East Hampshire is largely representative of the demographics of East Hampshire residents. 9% of respondents chose ‘prefer not to say, and so we do not know to what extent some ethnicities are either under or overrepresented. The split between the male/female respondents matched the Census data for East Hampshire with 48% of respondents identifying as male and 50% female. The age profile of the respondents to the consultation shows that the younger (under 16) age group was underrepresented whilst the groups between 65-74 year olds were overrepresented.

The majority of respondents live in the East Hampshire District (95%). Almost a quarter of respondents reported having a physical or mental health condition/illness or disability and almost half of those said it affected their mobility. Over two thirds had no children or young people living in their household.

The demographic information gathered means that in future we need to ensure we engage with older (75+) and younger people.

East Hampshire District walking profile

Within the survey people could identify barriers to walking in their local area. Respondents could select more than one barrier. The most common barriers are identified in the table below. The top three barriers included poor quality pavements, busy roads and lack of footways/pavements.

Walking barriers

Poor quality pavements	62%
Busy roads	62%
Lack of footways/pavements	47%
Personal safety	41%
Lack of suitable crossing points	37%
Lack of places to stop and rest	19%
Lack of waymarking/signposts	16%
Something else	15%
Lack of confidence	11%

The majority of respondents (89%) walked at least once a week, with the main reason for using this mode of travel being for exercise/health purposes. 53% of respondents indicated they would walk more if the proposed Core Walking Zones and walking routes were developed.

Walking journey purpose

For exercise/health/fitness/leisure	86%
Shopping	65%
Leisure/social	63%
Visiting friends/family	47%
Medical appointments	47%
Personal business	46%
Access public transport	42%
Access leisure facilities	36%
Commuting/business	18%
Education	17%
Other	0%

When asked which walking routes CWZs should be prioritised, 31% of respondents selected both WR2.1 and WR2.2, both of which are in Bordon.

When asked for any further comments about the development of CWZs and walking routes, respondents most frequently commented on improving and maintaining existing walking surfaces and safety concerns. Where reasons for feeling unsafe were given these included, speeding traffic, busy roads and lack of lighting.

East Hampshire District cycling profile

With respondents being able to choose more than one barrier, the most often identified barriers to cycling locally were concerns about road safety, busy roads and poor-quality cycling routes. Approximately 73% felt that developing the proposed routes would lead them to cycle more.

Cycling barriers

Road safety	79%
Busy roads	77%
Lack of safe/suitable cycle routes	69%
Poor quality of cycling routes	61%
Lack of safe places to store bike when out and about	43%
Not enough information on possible routes	31%
Personal safety	29%
Lack of suitable crossing points	28%
Lack of confidence	16%
Something else	12%

Cycling journey purpose

Around 45% of respondents to the survey cycled at least once a week. 80% cycled for health/exercise reasons and over half did so for leisure/social purposes.

For a healthier lifestyle	80%
Leisure or social	52%
To access shopping facilities	44%
Visiting friends/family	41%
To access leisure facilities	39%
Personal business	35%
To attend medical appointments	34%
Commuting/business travel	27%
To access public transport services	21%
School or place of education	14%
Other	1%

Almost half of respondents felt the proposed primary and secondary routes include places people want to get to. Less than a quarter disagreed, with the rest undecided. Following the consultation the primary, secondary and local networks have been reviewed and amended, as appropriate, to reflect where key opportunities may have been missed – for example adding routes via the new Havant Thicket Reservoir, and links to the aspirational Rother Valley Way to the east of Petersfield.

When asked which routes should be prioritised, the route most frequently selected was route 110 Whitehill and Bordon to Rowlands Castle.

Respondents also suggested other routes for development, with Alton, and Whitehill and Bordon being the most frequently mentioned locations. On review, these routes are already part of the secondary and local networks and will be developed in future iterations of the LCWIP, and/or as funding allows.

Other suggested routes included connections to settlements outside of the East Hampshire district including Farnham and Haslemere (in Surrey). Also, routes connecting Petersfield, Liss and Liphook and Four Marks, Alton and Bentley were highlighted. Connections into and around the southern parishes (Horndean, Clanfield and Rowlands Castle) were also highlighted as being important links from the Havant Borough LCWIP network, as well as connections into neighbouring authorities. Where appropriate, new local and secondary routes have been added to complement network connections (Havant Thicket for example). Where comments could not be accommodated within the scope of this LCWIP they will be taken into consideration as part of future LCWIP development and review.

When asked for any further comments about the development of cycle facilities respondents most frequently encouraged maintenance of existing routes, suggestions for alternative routes or adjustments to proposed routes and safety considerations. Some of these adjustments have been made following feedback, mainly to the secondary and local networks.

Briefing sessions

Prior to the launch of the consultation period, officers from HCC and EHDC held two online briefing sessions, one for County and District Councillors and one for stakeholders to explain about the upcoming consultation, how people could get involved and provide feedback.

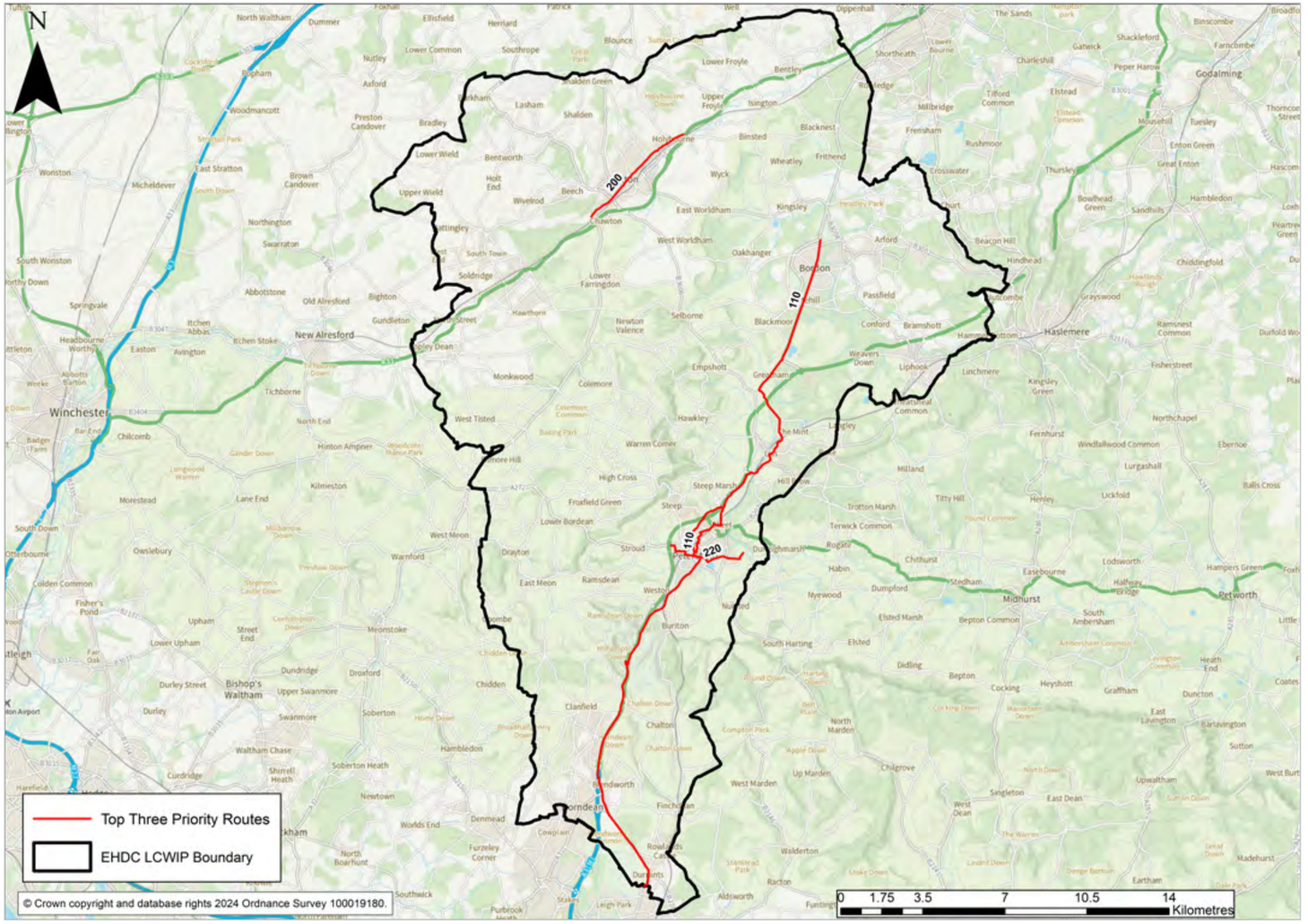
The purpose of these briefings was to give information on the process and answer any questions and to provide them with the tools to assist other people to be able to engage with and respond to the consultation. At the sessions, Councillors and stakeholders were encouraged to promote the consultation as well as providing their own comments and feedback via the consultation process.

East Hampshire District cycling profile

The survey asked respondents to prioritise their top three primary cycle routes within East Hampshire District. The top three priority routes from the respondent results were:

1. Route 110 Whitehill and Bordon to Rowlands Castle
2. Route 200 Holybourne to Alton Sports Centre
3. Route 220 Central Petersfield – Princes Road to Penns Place

These route preferences have fed into wider prioritisation metrics within the prioritisation section of this LCWIP and will also be taken into account as and when funding becomes available to progress schemes.

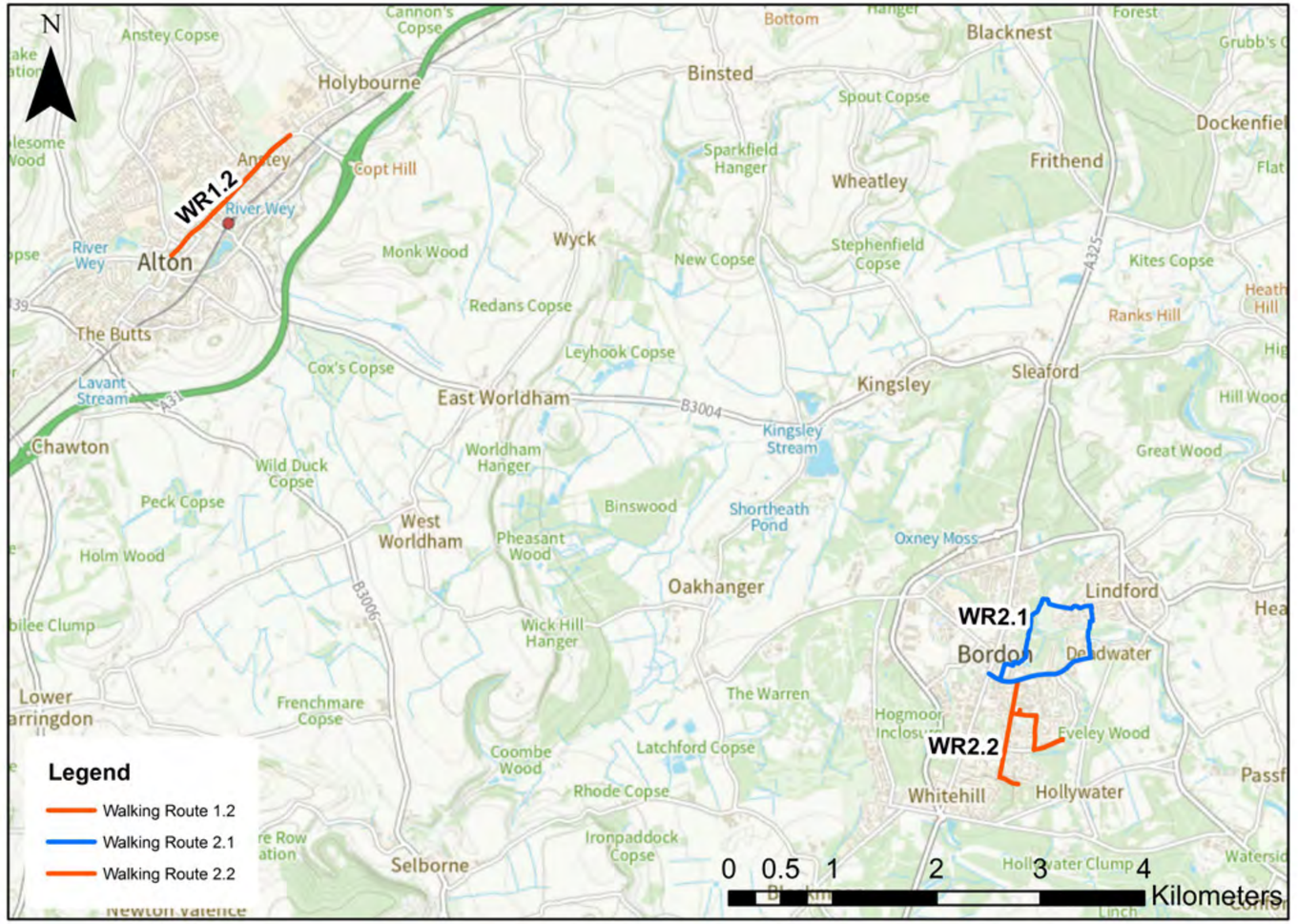


East Hampshire District walking profile

The survey asked respondents to prioritise their top three walking routes for the East Hampshire District, for Alton, Whitehill and Bordon, and Petersfield. The top three priority routes from the respondent results were:

1. WR2.1 – Bordon High St to Lindford Circular Walk
2. WR2.2 – Chalet Hill to Woodlea Primary School and Deadwater Valley
3. WR1.2 – Alton Town Centre to Eggar's School

These route preferences have fed into wider prioritisation metrics within the prioritisation section of this LCWIP and will also be considered as and when funding becomes available to progress schemes.



Interactive map

The interactive map gave people the opportunity to have their say on the proposed LCWIP network and walking zones, routes, and potential options, and to share their experiences of travelling through those areas.

There were 175 responses submitted on the map. By dropping pins on the map, participants could explain how they felt about a specific location and what cycling and walking related improvements they'd like to see there. Respondents were able to drop a pin anywhere (within the district boundary) not just on the proposed cycle network and walking zones and routes.

The results can be seen within the maps on the following pages.

This information will be invaluable in helping to shape the future LCWIP cycle network, walking zones and routes , as well as providing designers with user experience at an early stage of the scheme development process, if a scheme secures funding to progress.

Responses

Responses were received from a number of groups and organisations as well as individuals. This feedback has been analysed and, where appropriate, has been incorporated into the document.

A range of general themes emerged from the consultation responses including:

- Ensuring the network is accessible for all users.
- Ensuring that planned development sites are taken into account.
- Improving and maintaining existing routes.
- Ensuring it also focuses on other settlements not just towns.
- A number of detailed comments relating to specific potential options and route alignments have been suggested. This information will be used as and when funding is available to progress sections of the network or CWZs and routes, as part of the feasibility work.

Whilst accessibility issues were not reported in large numbers, they affect some people disproportionately. The comments related to accessibility are summarised below:

- Pavement camber can hinder wheelchair users.
- Pavement parking blocks access and forces people into the road, which is particularly dangerous for those with wheelchairs/ mobility scooters, walking aids and pushchairs.
- People with respiratory problems can struggle with routes near roads or hilly terrain.
- There is currently a lack of dropped kerbs and safe crossings.
- Shared paths are not good for those with hearing problems or reduced mobility in terms of avoiding collisions with cyclists.
- Contraflow cycle lanes are a hazard for older people and those with visual impairments.
- Uneven surfaces are difficult for wheelchair users and those with mobility issues.
- Designing infrastructure for inclusion (**see Streets Ahead Campaign | Guide Dogs**).
- Extending walking routes, particularly Route 1.2, to Treloars Specialist School, attended by wheelchair users and people with visual impairments.
- Providing more seating (with arms to help people get up).
- Making routes suitable for mobility scooters.

It is worth noting that these comments relate to detailed design issues that will be considered at the design stage of individual routes, alongside the latest government design guidance.

East Hampshire District Council

The Regeneration and Economy and Planning Policy teams at East Hampshire District Council provided feedback on the draft LCWIP via the consultation process which has been reviewed and incorporated into the document.

Overall East Hampshire District Council were supportive of the LCWIP and its approach to infrastructure improvements across the district. They reiterated the fact that it was vital to ensure that any planned development has strong links with the LCWIP and their Local Plan (and supporting evidence studies) to ensure that development sites prioritise walking and cycling improvements into the future.

Regular meetings were held between officers at Hampshire County Council and East Hampshire District Council to assess the progress of the LCWIP and to discuss any post consultation changes to the networks. In partnership the network was amended where appropriate with input from both sides to make sure that the majority of the key origin and destination points were covered.

East Hampshire District Council noted that in order to the make the LCWIP proportionate across the district as a whole it would be useful to give some coverage to smaller settlements, to understand existing provision in these areas i.e. Four Marks, Liphook, Clanfield and Rowlands Castle. It was noted that the LCWIP was very focused on Alton, Whitehill and Bordon and Petersfield, which, as explained earlier in the LCWIP, are the three largest settlements within the district. Coverage in the district is something that will be reviewed in line with the LCWIP review process as it develops into the future.

Hampshire County Council will continue to engage with East Hampshire District Council into the future as this LCWIP is reviewed and amended.

South Downs National Park Authority

South Downs National Park Authority were consulted on the draft network and provided input where necessary. The authority was invited to attend briefing sessions and encouraged to provide feedback via the consultation process.

The South Downs Local Access Forum (SDLAF) provided feedback on the draft LCWIP as a body that advises on improving public access to the National Park for recreation, as listed under the Section 94(4) of the Countryside and Rights of Way Act 2000. They noted that the LCWIP did have an urban focus, and that recreational users and opportunities should get more consideration. This is something that is discussed in the Implementation section which states that a rural guidance note is currently being developed by Hampshire County Council to provide guidance as to how walking and cycling infrastructure can be implemented in the more rural areas. Consideration will be given to more rural areas when the LCWIP is reviewed in line with government guidance.

The SDLAF also highlighted that some of the key long-distance routes have been omitted within the draft. This has been addressed by including text on aspirational routes such as the Rother Valley Way.

The SDLAF recognised that a number of the proposed cycling routes appear to be on relatively heavily trafficked roads, and there is evidence that potential users may feel too scared to use such routes (including children and families). Where opportunities for segregation are limited, SDLAF suggested that the LCWIP should consider alternative off-road routes within the National Park.

Hampshire County Council, East Hampshire District Council and South Downs National Park Authority will continue to work together to identify potential alternatives – including improving the surfacing of rights of where appropriate.

Summary of responses by area

Alton, Four Marks and Bentley

Consultation responses raised several safety concerns such as fast vehicle speeds (A31 cycle route) and lighting (A31 cycle route and Chawton Park Woods).

In Alton, a lack of cycle parking was mentioned several times as well as concerns about poor quality pavement in the High Street.

Some comments were supportive of 20mph zones in Alton, creating safer cycling route environments. Some concerns however were raised about on road cycling in certain locations (London Road in Holybourne and the A31 through Four Marks, as examples) and mentioned that segregation and/or wider off-road cycle paths would be preferred.

Connectivity issues were also mentioned in relation to accessing towns such as Basingstoke, Hook, Four Marks and Medstead, Bentley, and Whitehill and Bordon. Further connectivity issues were raised in relation to new developments.

Improvements have been suggested for railway station access, which highlighted better connectivity to Bentley railway station, as well as cycle parking once at the station.

Some comments asked for improved routes within the Alton walking zone to include local amenities such as the hospital, schools, the Mill Lane industrial area and Alton Sports Centre from Alton town centre.

The preservation of local footpaths and cycling routes in terms of both protection and access to recreational and transport opportunities was raised, such as Anstey Park and the route behind Treloar's College in Alton, offering alternative quieter routes.

Some comments related to better connectivity to Holybourne (such as London Road) with wider pavements and improving the walking routes to Alton Sports Centre and Alton Community Hospital mentioned. There were concerns over accessibility and crossing ease, particularly nearby Alton railway station, Alton College and Treloar's College.

Several comments related to creating more walking zones, particularly in Four Marks.

Whitehill and Bordon

Several comments were supportive of a 20mph zone for the town centre area, making it safer for pedestrians and cyclists. More cycle parking and seating opportunities were also requested.

There were concerns over poorly maintained cycle and walking routes, with overgrown vegetation, drainage issues, and routes being poorly lit.

Narrow pavements and high vehicle speeds were concerns for respondents, such as on Budds Lane.

Several comments suggested better connections to nearby villages and not just focusing on Bordon, such as Headley and Grayshott.

Petersfield

There were several comments about narrow and uneven pavements in Petersfield, and high traffic speeds, creating an uncomfortable walking and cycling environment in certain places. The Causeway was described as being dangerous and other roads as having narrow pinch points. There was a focus on ensuring existing routes are widened, resurfaced, and made safe.

Respondents suggested more connections for cycling should be made to Winchester via Stroud.

Routes where cycling is currently not allowed were suggested to be changed to allow cycling, such as The Heath.

The lack of secure, accessible, and covered cycle parking in Petersfield town centre and at other key trip generators was highlighted. Improvements to current cycle parking were suggested at locations such as the Festival Hall, the Petersfield open air swimming pool, and Petersfield railway station (with an added pump and bike tools). Walking comments highlighted the lack of accessibility to The Heath, and the railway station from the northern side (including the new Lidl and Aldi supermarkets). The lack of maintenance for footpath surfaces was mentioned throughout the walking zone area.

Comments also highlight a lack of decent walking access to Herne Junior School, Petersfield Infant School, and The Petersfield School, and the need to provide better connections to Sheet.

Liphook and Liss – connection into Haslemere and Waverley Borough

Some comments were asking for more to be done in Liphook and Liss, and to the north of Petersfield and Sheet. These comments included a request for a route between Liphook and Haslemere in Surrey as this is a very hilly route. One comment referred to the need for better maintenance on Shipwrights Way between Liss and Petersfield.

There have been some suggestions for better cycle connections to railway stations, such as Liphook and Farnham in Surrey.

Existing off-road routes such as through the Queen Elizabeth Country Park have received comments asking for surface improvements.

Southern Parishes – Clanfield, Horndean and Rowlands Castle

Some comments referred to cycle paths being required from Clanfield to Petersfield and from Chalton to Clanfield. Both cycling and walking infrastructure linking Horndean and Rowlands Castle to the Havant Thicket Reservoir were also suggested.

There was mention of poorly maintained routes such as along the A3, Clanfield, and this was also mentioned as being an unsafe route for cycling. An alternative route was suggested along Monarch's Way.

There are new housing developments in Clanfield, Horndean and Rowlands Castle and it was suggested these areas need to see improvements in walking and cycling infrastructure. There were several comments asking for more walking zones in the southern parishes, for Horndean, Rowlands Castle and Clanfield.

Drainage issues were noted in Rowlands Castle and Finchdean.

General comments

There were a series of comments that asked for inter-zone walking and cycling routes to connect between each town. There have been further comments asking for more pedestrian and cycle infrastructure in the southern parishes, such as Horndean and Clanfield, as well as areas like Liss and Liphook.

How was the feedback used?

All consultation feedback was used to:

- Identify areas where changes to the network were needed or where elements of the report text needed to be changed, added to or strengthened.
- As a metric for the 'Policy' theme to inform the overall prioritisation of routes within the district.
- Feed into the prioritisation of potential options in this LCWIP to take forward to feasibility design as part of the prioritisation methodology outlined within the prioritisation section.

In the future consultation feedback will be used to:

- Demonstrate public support for funding opportunities, via consultation results and feedback;
- Inform officers of local views and knowledge at feasibility and design stages of any improvements where funding has been secured to develop a scheme.

Sentiment map of East Hampshire District Primary LCWIP network

As part of the interactive mapping, we were able to measure how people currently feel using the primary routes within the proposed network.

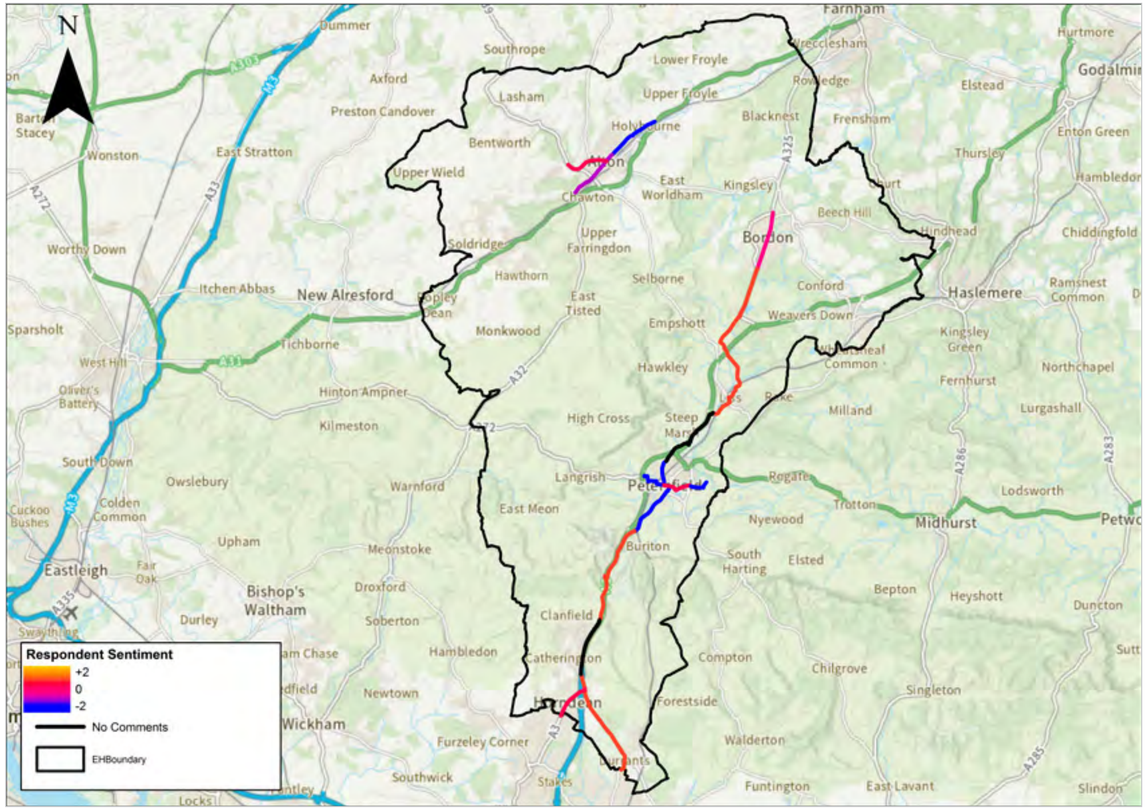
The map on the right illustrates the average response over each route, or route subsection for primary routes, to the question ‘How does it make you feel when you’re here?’ The routes are colour coded to indicate an average value for each route subsection on a scale from minus two, ‘very negative’ (blue), to plus two, ‘very positive’ (orange).

It can be seen from this map which sections of route are felt to be better in their existing layout and design than others.

The sections of primary routes which received the most positive feedback were 110.2 Whitehill to Liss, 110.5 Queen Elizabeth County Park to Clanfield (A3) Chalton Lane and 110.7 Horndean (A3 London Road) to Rowlands Castle (Durants Road/Havant borough boundary).

The primary routes which received the most negative feedback were 110.4 Petersfield to The Causeway (B2070), 200.1 Holybourne, London Road to Normandy Street, 220.1 Princes Road to Swan Street and 220.4 Durford Road to Penns Place.

This information has helped to inform the overall prioritisation of routes within the district, as it is used as a metric for the ‘Policy’ theme. Those routes which, on average, had a more negative view from respondents are prioritised higher.

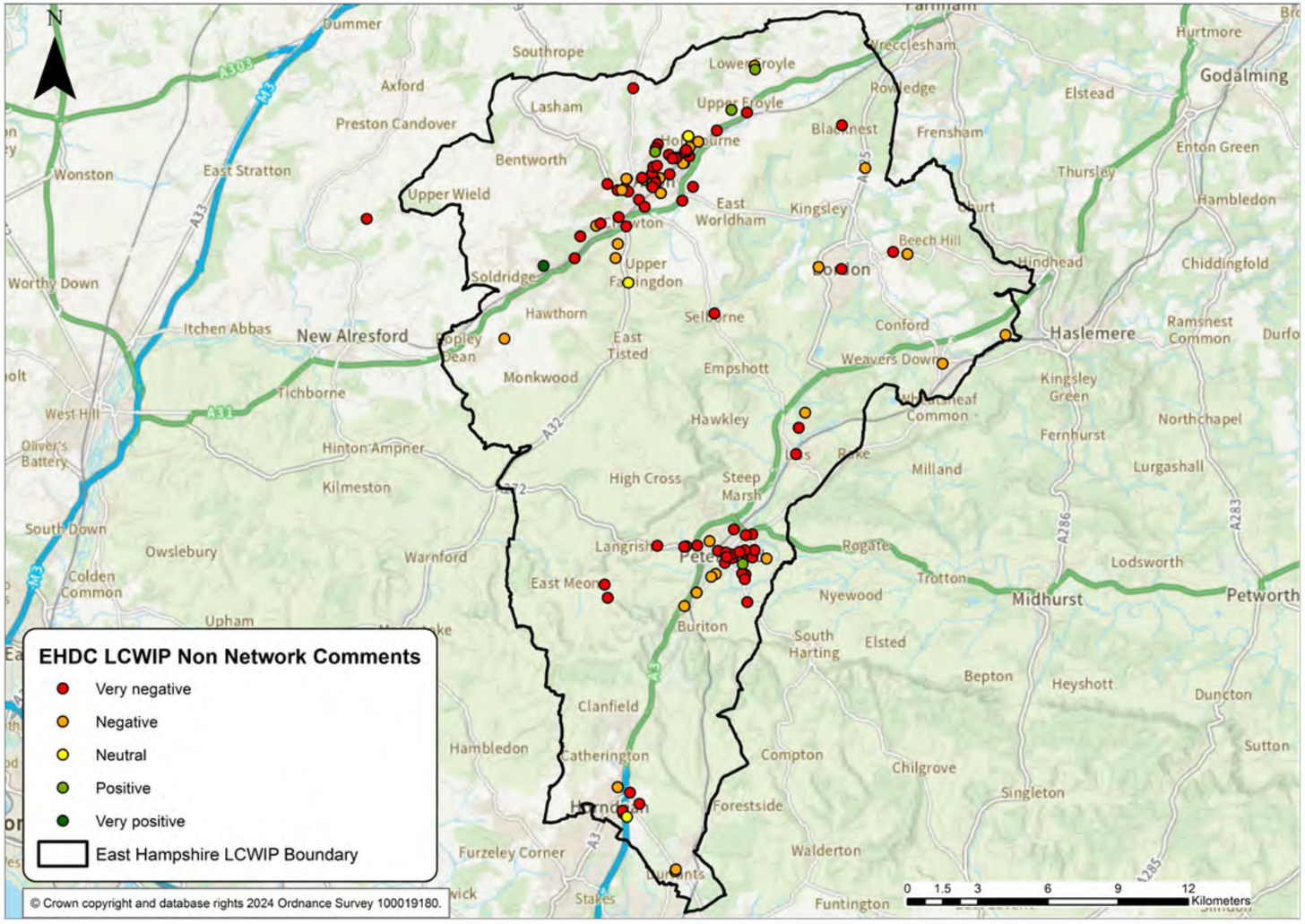


Off network comments map

The consultation enabled respondents to leave comments both on and off the proposed cycle routes and walking route and zones.

This map shows where comments were received for locations off the proposed walking and cycling network, with the colour of the points reflecting the answer to the question “How do you feel about this location?”

This map will be used to help focus the development of further cycle routes and walking zones and routes not currently covered by the LCWIP network within the district, as the network is reviewed in the future, in line with the LCWIP guidance – ‘approximately every five years, or as local circumstances change with levels of development’.



Prioritisation

One of the key outputs of an LCWIP is a prioritised list of infrastructure improvements for future investment.

In this context, priority is generally given to the improvements that are likely to have the greatest impact on increasing the number of people who choose to walk or cycle, and therefore provide the greatest return on investment from funding. To this end, prioritisation takes into account packages of improvements to a zone, walking route or cycle route rather than assessing individual elements.

The pace at which progress is made in delivering priorities will depend upon the level of funding secured, both from government and locally. Our approach is therefore to rank, walking route and cycle route sections in a scoring matrix to show how each scheme scores against the criteria suggested in the LCWIP guidance.

The scoring matrix in this LCWIP is unweighted. However, weighting can be added to reflect the criteria set out in a funding opportunity. For example, in bidding for funds, we may give certain criteria a higher weighting to see which schemes would align best with the funding criteria. Alternatively, if development funding becomes available schemes local to the site are most likely to meet the requirements of the National Planning Policy Framework (NPPF) and could be given a higher weighting.

Methodology

The LCWIP technical guidance suggests a prioritisation methodology based on four key themes, these are:

- Effectiveness – the forecast increase in the number of walking and cycling trips;
- Policy – delivery against policy objectives, such as improvements to health and inclusion;
- Economic – High level costs for construction;
- Deliverability – including public acceptability, feasibility and environmental constraints.

For each theme, we have identified a number of metrics. We have used these metrics to score each route (cycle and walking) and walking zone.

Effectiveness

- Propensity to Cycle Tool commute and school trips – forecast increase in walking and cycling trips government target for equality.
- Population – number of people who could directly benefit (400 metre buffer from the routes/zone).
- Existing data on pedestrian and cycle road casualties (last five years).
- Air Quality Impact – is the route/zone in or near an Air Quality Management Area?
- Integration with other highway schemes (planned or in progress).

Policy

Delivery against policy objectives, such as improvements to health and inclusion – these include:

- Respondents route priorities
- Average life expectancy (of the borough/district);
- Social Isolation Index;
- Presence of Obesity: Year 6 Children (%).
- Importance of the intervention for particular user groups – these include:
    - Indices of Multiple Deprivation Score;
    - Living Environment Deprivation Domain: Outdoors Living Environment Sub-score;
    - Levels of car ownership per household (average % over subsection);
    - Education establishments (Infant, Primary and Secondary Schools, Further education) within 400m.
    - Health establishments (i.e. health centres etc. within 400m).
    - Top priority routes outlined via survey responses.
    - Average respondent sentiment, from public consultation, to – “How does it make you feel when you are here?”

Economic

- High level cost estimates for each corridor and zone section.
- Potential to attract funding (availability of local funding i.e. s106 contributions)

Deliverability

- Scheme feasibility including ability to deliver to LTN1/20 design guidance e.g. due to land availability, difficulty in reducing on-street parking etc.
- Scheme feasibility due to environmental constraints, e.g. conservation areas.

For this LCWIP each cycle route has been divided into its subsections (110.1, 110.2, 110.3 etc). This allows for improvement options to be grouped together which will help in the deliverability of the potential options, in terms of both cost and phasing. The walking routes being relatively short have each been left as a whole route as they appear in the audit (WR1.1, WR1.2 etc…).

Data for each of the metrics, contained within the themes above, has been collected and used to provide an unweighted prioritised list of future schemes for walking and cycling within the district.

The top 10 ranked areas within the East Hampshire District are contained in the following tables and maps.

Walking routes – Top 10 routes

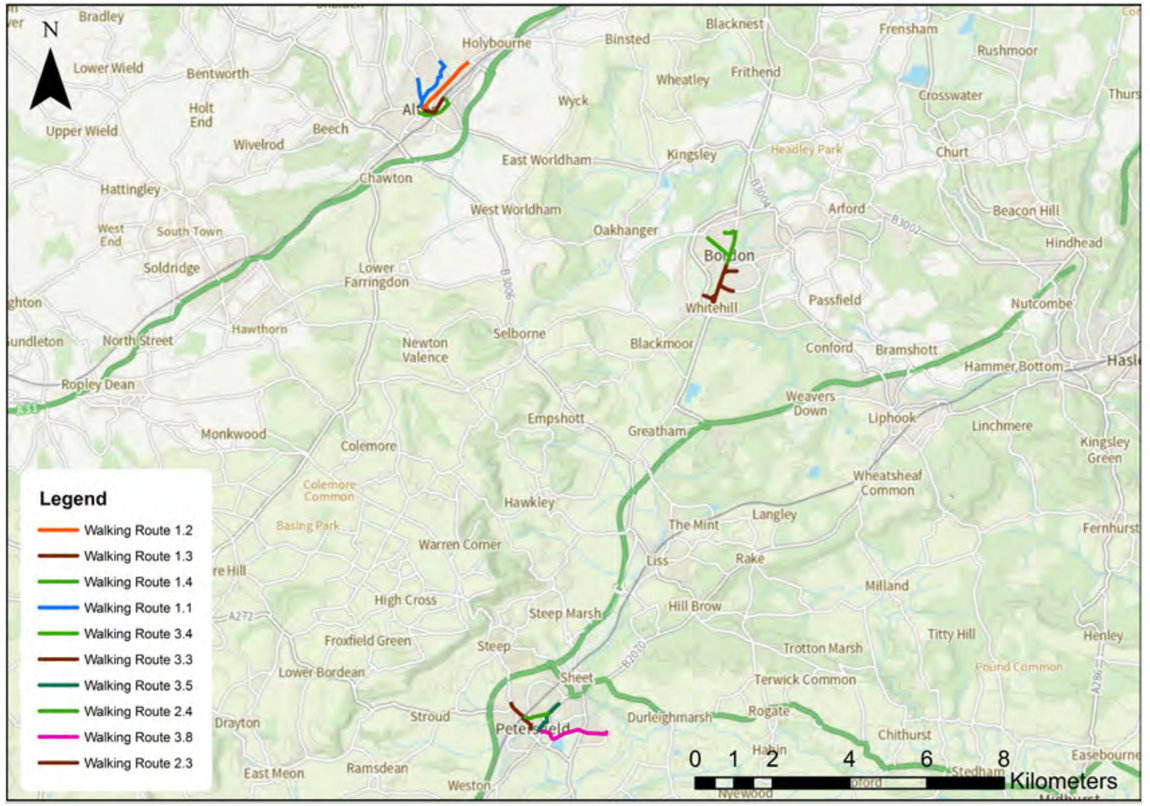
The map on this page shows the top 10 walking routes, from the CWZs of Alton, Bordon and Petersfield, that had the highest combined scores across the metrics of the prioritisation process. The potential interventions for each route are set out in the walking route audit chapter.

The top 10 gives a good range of routes across the three walking zones to key destinations such as schools, colleges, commercial areas, leisure facilities, green spaces and travel hubs.

Alton scored higher in the rankings for its routes largely because the potential measures would be easier to deliver. WR1.2 Alton town centre to Eggar's school was identified within the top three routes from the respondents survey.

In practice, this list of priority walking routes does not detail any specific order of delivery; prioritisation and delivery will be influenced by the funding available both locally and nationally. If appropriate funding streams are available for routes outside of the top 10, for example developer contributions, these can still be pursued ahead of those listed in the top 10.

Priority Ranking	Route
1	WR1.2 – Town Centre to Eggar's School
2	WR1.3 – Town Centre to Paper Mill Lane via footpath
3	WR1.2 – Town Centre via Kings Pond to Alton railway station
4	WR1.1 – Town Centre to Alton College and Alton School
5	WR3.4 – Petersfield railway station to Tor Way
6 (joint)	WR3.3 – Chapel Street to Woodbury Avenue via Bell Hill
6 (joint)	WR3.5 – High Street to Churcher's College
8	WR2.4 – High Street to Oakmoor School and Ennerdale Road via Budds Lane and Camp Road
9 (joint)	WR3.8 – High Street (Folly Lane Junction) to Penns Place and Taro Leisure Centre,
9 (joint)	WR2.3 – High Street to Forest Road and Hogmoor Inclosure via Devon Road, Conde Way and Petersfield Road



Cycling network – Top 10 route sections

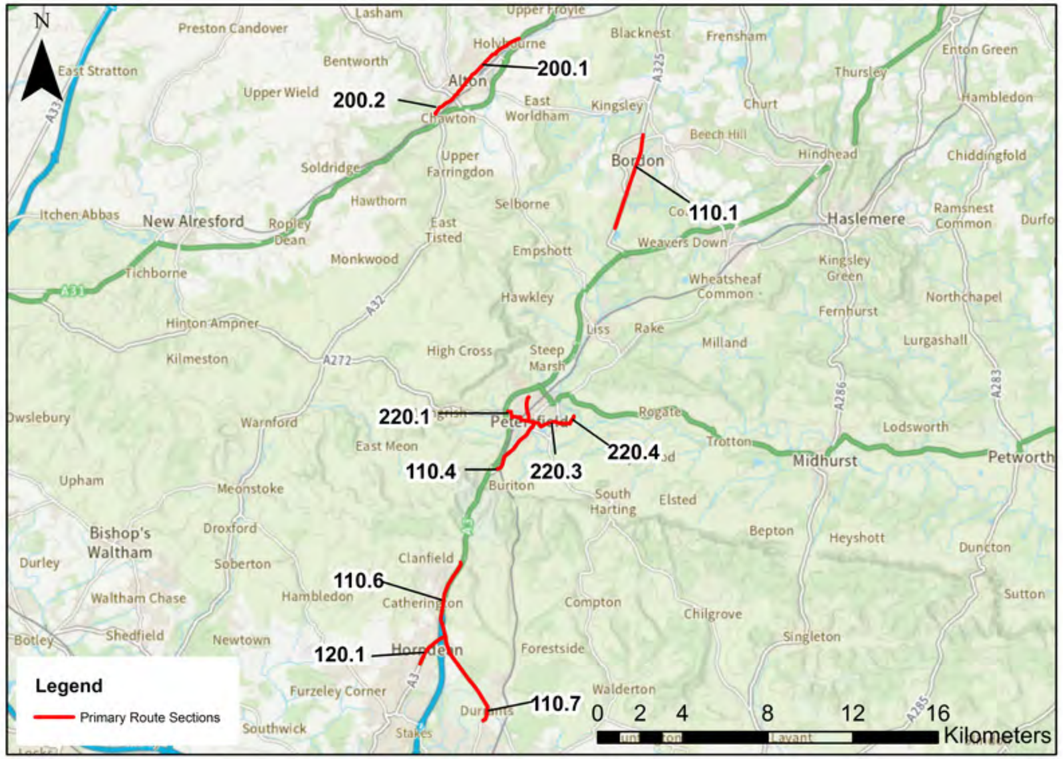
The map on this page shows the top 10 route subsections with the highest combined scores across the metrics of the prioritisation process, as set out in the methodology section.

Three sub sections of Route 220 in Petersfield scored well in the prioritisation. Route 110 had four sub sections in the list of top 10 priorities, which included areas in Bordon, Petersfield, Clanfield, Horndean and Rowlands Castle. Both sub sections of route 200 in Alton scored well too. Routes 110, 200 and 220, as a whole, were also the top three priority routes from the respondents survey, as part of the consulation.

Some routes scored strongly in terms of public support but had lower combined scores when taking into account all of the metrics from the prioritisation process.

Although route 120.1 wasn't highlighted as a priority route in the consultation top three, it scored higher in other metrics and is a busy route that offers an important strategic link with the Havant borough. In practice, this list of priority sections does not detail any specific order of delivery; prioritisation and delivery will be influenced by the funding available both locally and nationally. If appropriate funding streams are available for routes outside of the top 10, for example developer contributions, these can still be pursued ahead of those listed in the top 10.

Priority Ranking	Route section	Route
1	220.4	Durford Road to Penns Place
2	120.1	B2149 / A3 junction to Lovedean Lane / Prochurch Road junction
3	110.1	Whitehill and Bordon Farnham Road to Petersfield Road / Liphook Road Junction
4	220.3	High Street / Dragon Street junction to Heath Road
5	200.1	Holybourne, London Road to Normandy Street
6	220.1	Princes Road to Swan Street
7	110.4	Petersfield to The Causeway (B2070)
8	110.7	Horndean (A3 London Road) to Rowlands Castle (Durrants Road/ Havant borough boundary)
9	200.2	Normandy Street to Chawton Park Road Alton Sports Centre
10	110.6	Clanfield (London Road)



Funding and next steps

How will schemes be funded?

The pace at which progress is made in delivering the LCWIP priorities will depend entirely upon the level of funding secured.

To date, government funding for active travel has been awarded to local authorities based upon competitive bids, such as the levelling up fund, capability fund and active travel fund, in addition to the annual Local Transport Plan allocations made by government to local transport authorities. In the future other government funding opportunities, such as grant allocations, may be announced. Most bids for government funding need a local financial contribution and allocations of funding from government are often based on demonstrating past successful delivery of schemes that support government walking and cycling objectives.

Other funding sources include direct delivery of works by developers via Section 278 Agreements and/or financial contributions secured by Section 106 Agreements. It is likely that some local East Hampshire District Council or South Downs National Park Authority funding, such as Community Infrastructure Levy (CIL), may be required to potentially help boost bids for any Hampshire County Council government funding received in the future. This would be discussed with relevant officers at East Hampshire and South Downs should this need arise, and any bids for CIL funding would be assessed against relevant plans and protocols.

It is important that the limited local resources that are available are used to best effect, for example in securing large amounts of government funding, but also in meeting local priorities, for example where a modest intervention is able to unlock local access within a community. It is also the case that local priorities may provide a slightly broader focus, for example by improving health and wellbeing outcomes for local residents, where this is a priority, and investing in rural communities where it might prove difficult to meet value for money criteria based upon the numbers of people to benefit.

It is important to note that the evidence base for LCWIPs has generally been the existing pattern of development and committed development i.e. adopted local plans and sites with planning permission and therefore does not take into account demand from new development i.e. those sites without planning permission or emerging updated local plans.

It will be necessary for developers, in bringing forward their proposals, to ensure that the new communities or employment zones proposed can be fully connected into the wider community with high quality walking and cycling routes for people to access local facilities. Equally, existing residents should be able to access local facilities provided by new development such as jobs, education and retail opportunities.

It will therefore be necessary that financial contributions and/or delivery of improvements are secured towards the schemes via Section 106 agreements where development generates additional demand on the highway and transport network or the development would not otherwise be accessible safely and conveniently by people walking, wheeling and cycling.

All potential options identified in this LCWIP are conceptual only at this stage and therefore all costings are high level and approximate, based on similar schemes elsewhere.

Schemes prioritised for implementation will be subject to a full design process, including appropriate community engagement

Next steps

The East Hampshire District LCWIP will be used by Hampshire County Council, East Hampshire District Council and South Down National Park Authority to support the case for further stages of design, assessment and stakeholder engagement and to support applications for funding to progress improvements for the routes identified.

The LCWIP is intended to facilitate a long-term approach to developing active travel proposals, therefore all of the corridors identified within the network maps are recommended for further consideration at an appropriate time.

Hampshire County Council plans to work closely with East Hampshire District Council and South Downs National Park Authority in helping to deliver the outcomes of the LCWIP.

It is envisaged that the LCWIP will need to be reviewed approximately every five years, in line with Government guidance. The scope of future reviews will need to reflect progress made with implementation and any significant changes in local circumstances.

Appendices

Appendix A

Recommended measures

In the walking zone and cycle route descriptions in section two, a number of technical solutions have been identified — some of these are discussed in more detail below.

Parallel crossings

Parallel crossings are like zebra crossings but with a cycle lane running parallel with the zebra markings. Hampshire already has a few of these, with more planned.

20mph speed limits

It is widely accepted that 20mph is much safer for all road users in urban areas and many towns across the UK have introduced 20mph as the default speed limit, particularly in residential areas. If collisions do occur, the risk of a fatality or serious injury is significantly reduced at 20mph compared with 30mph. Hampshire already has several 20mph zones, which, as well as a 20mph limit, have associated traffic calming measures.

As of 2019, there were 60 local authorities on the list of places who have implemented or who are implementing a community-wide 20mph default speed limit published by '20's Plenty for Us'. In the South these include Brighton and Hove, Chichester and Portsmouth. Studies show that a 20mph limit can improve traffic flows and road capacity in some situations, by reducing stop-start traffic and promoting a more even flow through urban streets.

Chaucer Road, Cantebury

Camp Road, Bordon

The HCC Executive Lead Member for Transport and Environment Strategy has commissioned a review of the current policy for 20 mph speed restrictions in Hampshire. At the time of writing, this is being carried out by The Economy, Transport and Environment Select Committee. A task and finish group has been formed — effectively a working party — to support the review.

New 20 mph zones and limits are currently restricted to address casualty reduction. The review that the Executive Lead Member has commissioned is to determine whether there is merit in extending the scope for these measures, particularly to support changing travel patterns and improvements to air quality. The review will focus on the evidence about whether such measures are effective and positively contribute to improving air quality and encouraging greater levels of walking and cycling, for example. The Task and Finish group will work alongside officers conducting the review, will consider the evidence and are expected to report back to the Select Committee in September, which will in turn feed into the Executive Lead Member for Transport and Environment Strategy's consideration of the review findings, and decisions on future policy later in the autumn of 2022.

Point closures

Point closures (modal filters) are a simple, cheap and effective way to remove through traffic from streets. They can also reduce the need for more extensive traffic calming and are best implemented across a wider area to avoid traffic displacement onto parallel routes.

Point closures are a new name for something that has been around for a very long time. Within any local neighbourhood, including plenty within Hampshire there will be alleyways and cul-de-sacs with cut throughs to the main road for walking and cycling.

Rockingham Way, Portchester – modal filter

Appendix B

Design principles

The recommendations for this study have been based on the standards presented in the Department for Transport (DfT) Cycle Infrastructure Design guidance document Local Transport Note (LTN) 1/20 and Manual for Streets.

Some of the most relevant criteria considered for cycle corridor recommendations are presented as follows:

Local Transport Note 1/20

This national guidance provides a basis for those standards based on five core design principles and 22 summary principles, as follows:

Core design principles

The five core design principles represent the essential requirements to achieve more people travelling by cycle, based on best practice both internationally and across the UK.

There are five core design outcomes for cycle routes:

- Coherent;
- Direct;
- Safe;
- Comfortable;
- Attractive.

Summary principles

1. Cycle infrastructure should be accessible to everyone from 8 to 80 and beyond: it should be planned and designed for everyone. The opportunity to cycle in our towns and cities should be universal.

2. Cycles must be treated as vehicles and not as pedestrians. On urban streets, cyclists must be physically separated from pedestrians and should not share space with pedestrians. Where cycle routes cross pavements, a physically segregated track should always be provided. At crossings and junctions, cyclists should not share the space used by pedestrians but should be provided with a separate parallel route.

3. Cyclists must be physically separated and protected from high volume motor traffic, both at junctions and on the stretches of road between them.

4. Side street routes, if closed to through traffic to avoid rat-running, can be an alternative to segregated facilities or closures on main roads – but only if they are truly direct.

5. Cycle infrastructure should be designed for significant numbers of cyclists, and for non-standard cycles. Our aim is that thousands of cyclists a day will use many of these schemes.

6. Consideration of the opportunities to improve provision for cycling will be an expectation of any future local highway schemes funded by Government.

7. Largely cosmetic interventions which bring few or no benefits for cycling or walking will not be funded from any cycling or walking budget.

8. Cycle infrastructure must join together, or join other facilities together by taking a holistic, connected network approach which recognises the importance of nodes, links and areas that are good for cycling.

9. Cycle parking must be included in substantial schemes, particularly in city centres, trip generators and (securely) in areas with flats where people cannot store their bikes at home. Parking should be provided in sufficient amounts at the places where people actually want to go.

10. Schemes must be legible and understandable.

11. Schemes must be clearly and comprehensively signposted and labelled.

12. Major ‘iconic’ items, such as overbridges must form part of wider, properly thought-through schemes.

13. As important as building a route itself is maintaining it properly afterwards.

14. Surfaces must be hard, smooth, level, durable, permeable and safe in all weathers.

15. Trials can help achieve change and ensure a permanent scheme is right first time. This will avoid spending time, money and effort modifying a scheme that does not perform as anticipated.

16. Access control measures, such as chicane barriers and dismount signs, should not be used.

17. The simplest, cheapest interventions can be the most effective.

18. Cycle routes must flow, feeling direct and logical.

19. Schemes must be easy and comfortable to ride.

20. All designers of cycle schemes must experience the roads as a cyclist.

21. Schemes must be consistent.

22. When to break these principles.

Accessibility for all				
Coherent	**Direct**	**Safe**	**Comfortable**	**Attractive**
				
DO cycling networks should be planned and designed to allow people to reach their day-to-day destinations easily, along routes that connect, are simple to navigate and are of a consistently high quality.	**DO** cycle routes should be at least as direct – and preferably more direct – than those available for private motor vehicles.	**DO** not only must cycle infrastructure be safe, it should also be perceived to be safe so that more people feel able to cycle.	**DO** comfortable conditions for cycling require routes with good quality, well-maintained smooth surfaces, adequate width for the volume of users, minimal stopping and starting and avoiding steep gradients.	**DO** cycle infrastructure should help to deliver public spaces that are well designed and finished in attractive material and be places that people want to spend time using.
				
DON'T neither cyclists or pedestrians benefit from unintuitive arrangements that put cyclists in unexpected places away from the carriageway.	**DON'T** this track requires cyclists to give way at each side road. Routes involving extra distances or lots of stopping and starting will result in some cyclists choosing to ride on the main carriageway instead because it is faster and more direct, even if less safe.	**DON'T** space for cycling is important but a marrow advisory cycle lane next to a narrow general traffic lane and guard rail at a busy junction is not an acceptable offer for cyclists.	**DON'T** uncomfortable transitions between on-and-off carriageway facilities are best avoided, particularly at locations where conflict with other road users is more likely.	**DON'T** sometimes well-intentioned signs and markings for cycling are not only difficult and uncomfortable to use, but are also unattractive additions to the street scape.

Guidance

Relevant extracts from LTN 1/20 used as a basis for recommendations in this report:

Figure 4.1: Appropriate protection from motor traffic on highways

Speed Limit[1]	Motor traffic flow (pcu/24 hour)[2]	Protected space for cycling			Cycle lane (mandatory/ advisory)	Mixed traffic
		Fully kerbed cycle track	Stepped cycle track	Light segregation		
20 mph[3]	0					
	2000					
	4000					
	6000+					
30 mph	0					
	2000					
	4000					
	6000+					
40 mph	Any					
50+ mph	Any					

Provision suitable for most people

Provision not suitable for all people and will exclude some potential users and/or have safety concerns

Provision suitable for few people and will exclude most potential users and/or have safety concerns

Notes

1. If the actual 85th percentile speed is more than 10% above the speed limit the next highest speed limit should be applied.

2. The recommended provision assumes that the peak hour motor traffic flow is no more than 10% of the 24 hour flow.

3. In rural areas achieving speeds of 20mph may be difficult, and so shared routes with speeds of up to 30mph will be generally acceptable with motor vehicle flows of up to 1,000 pcu per day.

Table 6-1: Minimum recommended horizontal separation between carriageway and cycle tracks*

Speed limit (mph)	Desirable minimum horizontal separation (m)	Absolute minimum horizontal separation (m)
30	0.5	0
40	1.0	0.5
50	2.0	1.5
60	2.5	2.0
70	3.5	3.0

* Separation strip should be at least 0.5m alongside kerbside parking and 1.5m where wheelchair access is required.

Table 5-2: Cycle lane and track widths

Cycle route type	Direction	Peak hour cycle flow (either one way or two way depending on cycle route type)	Desirable minimum width* (m)	Absolute minimum at constraints (m)
Protected space for cycling (including light segregation, stepped cycle track, kerbed cycle track)	1 way	<200	2.0	1.5
		200–800	2.2	2.0
		>800	2.5	2.0
	2 way	<300	3.0	2.0
		>300–1000	3.0	2.5
		>1000	4.0	3.0
Cycle lane	1 way	All – cyclists able to use carriageway to overtake	2.0	1.5

* Based on a saturation flow of 1 cyclist per second per metre of space. For user comfort a lower density is generally desirable.

Table 6-3: Recommended minimum widths for shared use routes carrying up to 300 pedestrians per hour

Cycle flows	Minimum width
Up to 300 cyclists per hour	3.0m
Over 300 cyclists per hour	4.5m

Table 7-2: Minimum acceptable lane widths

Feature	Desirable minimum	Absolute minimum	Notes
Traffic lane (cars only, speed limit 20/30mph)	3.0m	2.75m	2.5m only at offside queuing lanes where there is an adjacent flared lane
Traffic lane (bus route or >8% HGVs, or speed limit 40mph)	3.2m	3.0m	Lane widths of between 3.2m and 3.9m are not acceptable for cycling in mixed traffic
2-way traffic lane (no centre line) between advisory cycle lanes	5.5m	4.0m	4.0m width only where AADT flow <4000 vehicles** and/or peak hour <500 vehicles with minimal HGV/Bus traffic

* These lane widths assume traffic is free to cross the centre line, see 7.2.9 for details on critical widths at pinch points.

** While centre line removal is still feasible with higher flows, the frequency at which oncoming vehicles must enter the cycle lane to pass one another can make the facility uncomfortable for cycling.

Table 10-2: Crossing design suitability

Speed limit	Total traffic flow to be crossed (pcu)	Minimum number of lanes to be crossed in one movement	Uncontrolled	Cycle priority	Parallel	Signal	Grade separated
≥ 60mph	Any	Any					
40 mph and 50mph	> 10,000	Any					
	6,000–10,000	2 or more					
	0–6,000	2					
	0–10,000	1					
≤ 30mph	> 8,000	> 2					
	> 8,000	2					
	4,000–8,000	2					
	0–4,000	2					
	0–4,000	1					

Provision suitable for few people and will exclude most potential users and/or have safety concerns

Provision suitable for most people

Provision not suitable for all people and will exclude some potential users and/or have safety concerns

Notes

1. If the actual 85th percentile speed is more than 10% above the speed limit the next highest speed limit should be applied
2. The recommended provision assumes that the peak hour motor traffic flow is no more than 10% of the 24 hour flow.

Figure 10.37: Roundabout with one way cycle tracks and parallel crossings

Figure 10.39: Carriageway-level cycle track used with ‘hold the left’ traffic staging

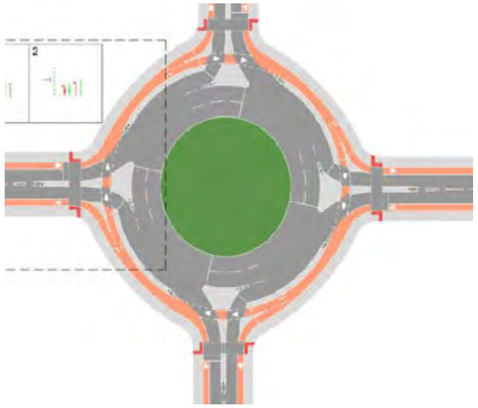


Table 11-1: Suggested minimum cycle parking capacity for different types of land use

Land use type	Sub-category	Short stay requirement (obvious, easily accessed and close to destination)	Long stay requirement (secure and ideally covered)
All	Parking for adapted cycles for disabled people	5% of total capacity co-located with disabled car parking	5% of total capacity co-located with disabled car parking
Retail	Small (<200m2)	1 per 100m2	1 per 100m2
	Medium (200–1,000m2)	1 per 200m2	1 per 200m2
	> 1,000m2	1 per 250m2	1 per 500m2
Employment	Office/finance (A2/B1)	1 per 1,000m2	1 per 200m2
	Industrial/warehousing (B2/B8)	1 per 1,000m2	1 per 500m2
Leisure and institutions	Leisure centres, assembly halls, hospitals and healthcare	Greatest of: 1 per 50m2 or 1 per 30 seats/capacity	1 per 5 employees
	Educational institutions	—	Separate provision for staff and students. Based on Travel Plan mode share targets, minimum: Staff: 1 per 20 staff Students: 1 per 10 students
Residential	All except sheltered/elderly housing or nursing homes	—	1 per bedroom
	Sheltered/elderly housing/nursing homes	0.05 per residential unit	0.05 per bedroom
Public transport interchange	Standard stop	Upon own merit	—
	Major interchange	1 per 200 daily users	—

Appendix C


Date
Rev.
Revisions
30/04/2024
D
Update to MSCP and associated changes
Construction Compound
Sandhurst Block
Nightflix Cinema
Temporary Car Park
Havannah Way
Lower Town Square
Block E
Block A
Foodstore
Multi Storey Car Park
Block A
Town Square
Health Hub
Block C
'Mess Hall'
Guadeloupe Way
Block B
Arrival Square
The Shed
Parcel 1.9
Woodland Car Park
Play
Town Park
Petanque
Sergeants Lane
Sacred Heart Church
Cygnets
Guadeloupe Car Park
Leisure Centre
Alamein Avenue
Site for Future Primary School
Telephone Exchange
Chalet Court
Chalet Hill
Norfolk House
Highview Business Centre
HIGH STREET
Depot
Rotherwick Centre
Hackney Cottage
Laburnum
SOMERSET AVENUE
ASHMEAD
Garth Close
Ward Bdy
Buddis Lane
Camp Road
LEWTON ROAD
TCBs
El Sub Sta
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Town Centre Phase 1 Application Boundary
S278 proposed Highway Works
Building Use
Retail and Restaurants/Bars
Foodstore
Residential
Mess Hall
Office / Workspace
Health Centre
10
50m
0
25
N
Project
Prince Philip Park
Whitehill & Bordon
Title
Town Centre Phase 1
Site Layout with Ground Floor Uses
Job
16001
Drawing No.
63
Rev.
D
Drawn
TS
Scale
1:1000@A2
Date
04/2024
URBAN PLACE LAB
37 Stoke Fields, Guildford, GU1 4LT, Tel 07887 743567
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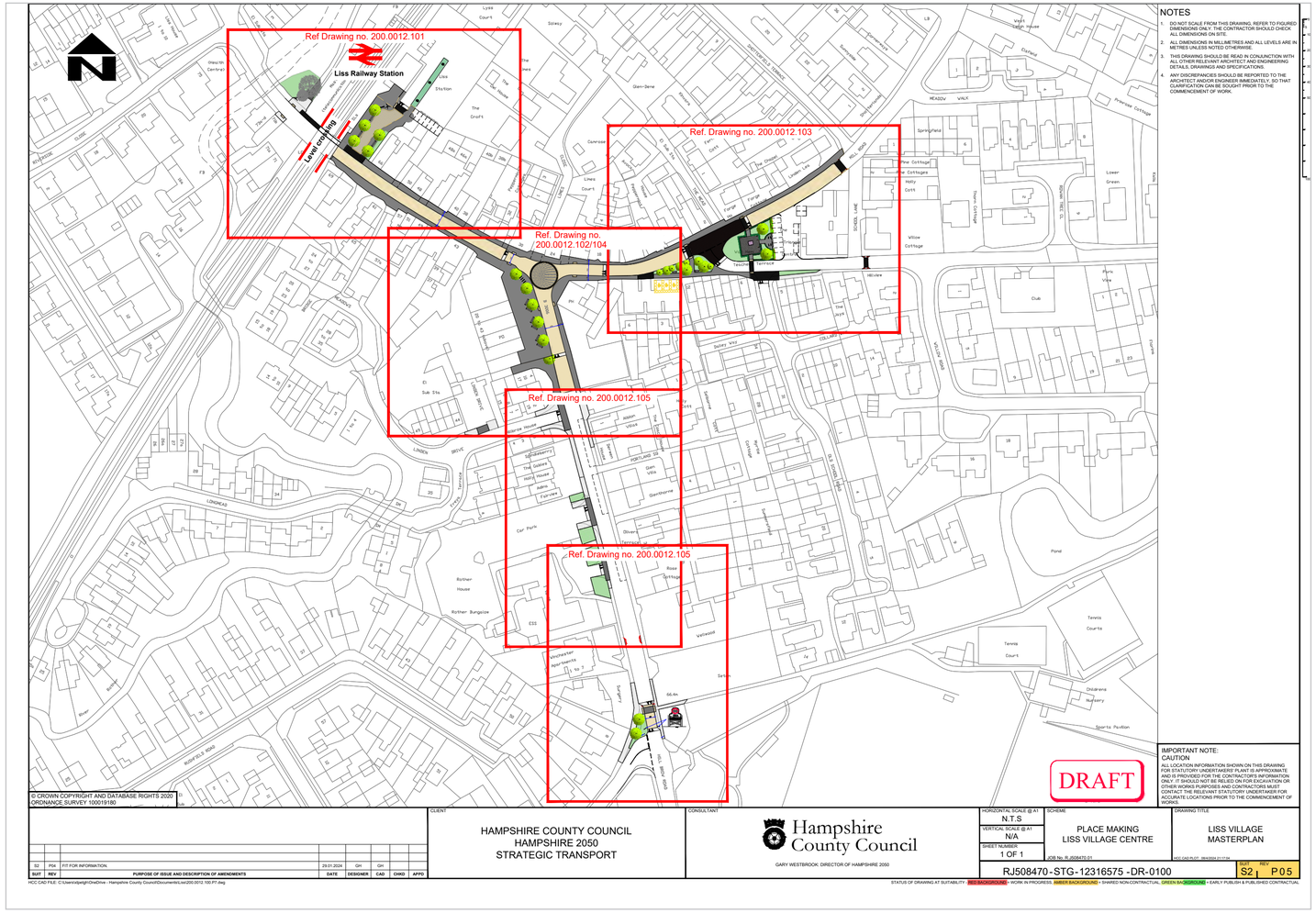
Appendix D


Ref Drawing no. 200.0012.101
Liss Railway Station
Ref. Drawing no. 200.0012.103
Ref. Drawing no. 200.0012.102/104
Ref. Drawing no. 200.0012.105
Ref. Drawing no. 200.0012.105
Level Crossing
NOTES
1. DO NOT SCALE FROM THIS DRAWING, REFER TO FIGURED DIMENSIONS ONLY. THE CONTRACTOR SHOULD CHECK ALL DIMENSIONS ON SITE.
2. ALL DIMENSIONS IN MILLIMETRES AND ALL LEVELS ARE IN METRES UNLESS NOTED OTHERWISE.
3. THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT ARCHITECT AND ENGINEERING DETAILS, DRAWINGS AND SPECIFICATIONS.
4. ANY DISCREPANCIES SHOULD BE REPORTED TO THE ENGINEER AND ARCHITECT (WHERE IMMEDIATE) % SO THAT CLARIFICATION CAN BE SOUGHT PRIOR TO THE COMMENCEMENT OF WORK.
IMPORTANT NOTE:
CAUTION
ALL LOCATION INFORMATION SHOWN ON THIS DRAWING FOR STATUTORY UNDERTAKERS' PLANT IS APPROXIMATE AND IS PROVIDED FOR THE CONTRACTOR'S INFORMATION ONLY. IT DOES NOT CONSTITUTE A GUARANTEE AND FOR OTHER WORKS PURPOSES AND CONTRACTORS MUST CONTACT THE RELEVANT STATUTORY UNDERTAKER FOR ACCURATE LOCATIONS PRIOR TO THE COMMENCEMENT OF WORKS.
DRAFT
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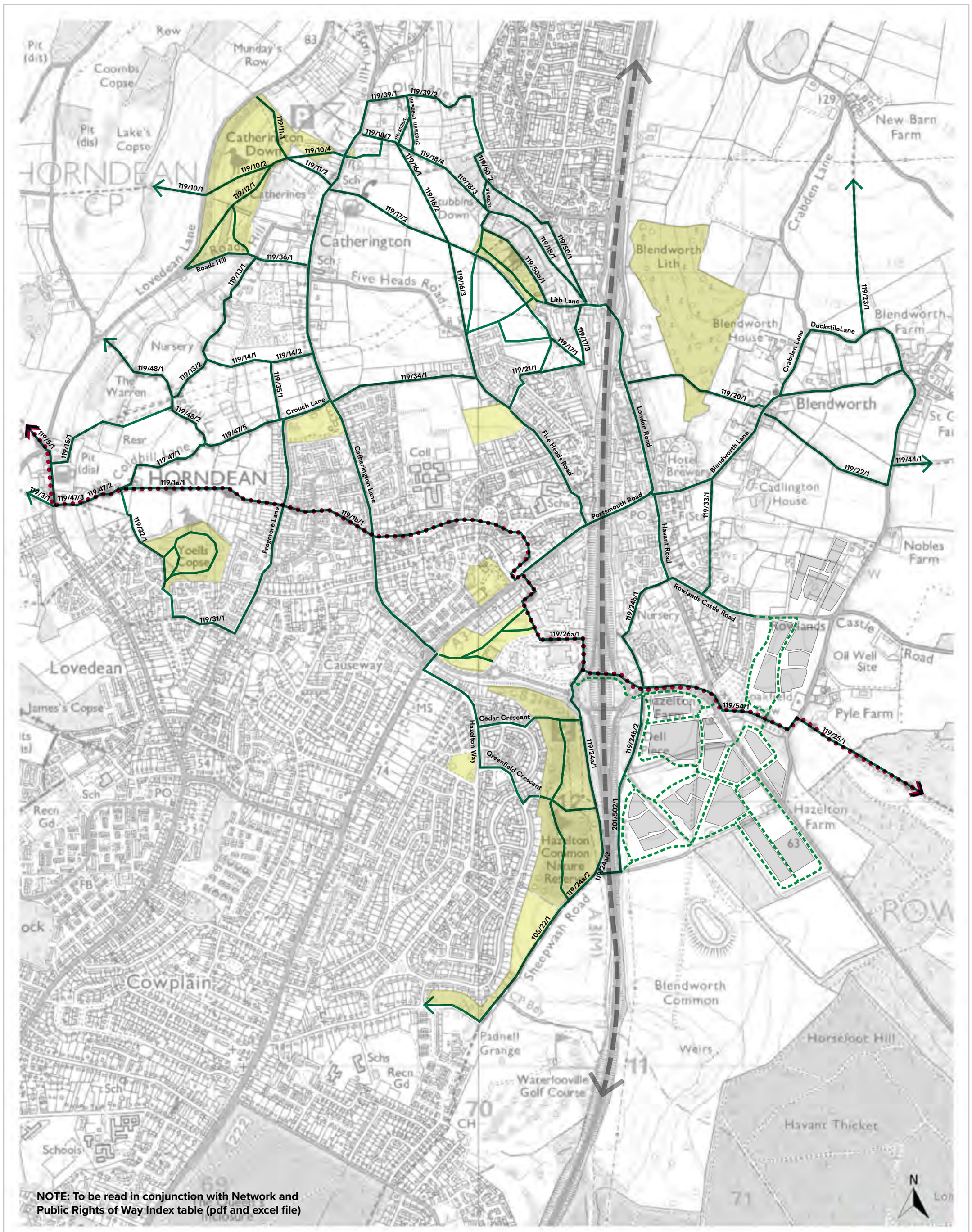
ORDNANCE SURVEY 100019180
CLIENT
HAMPSHIRE COUNTY COUNCIL
HAMPSHIRE 2050
STRATEGIC TRANSPORT
CONSULTANT
Hampshire County Council
GARY WESTBROOK: DIRECTOR OF HAMPSHIRE 2050
HORIZONTAL SCALE @ A1
N.T.S
VERTICAL SCALE @ A1
N/A
SHEET NUMBER
1 OF 1
SCHEME
PLACE MAKING
LISS VILLAGE CENTRE
DRAWING TITLE
LISS VILLAGE
MASTERPLAN
JOB No. RJ508470.01
RJ508470-STG-12316575 -DR-0100
S2 P05
S2 P04 FIT FOR INFORMATION 29.01.2024 GH GH
SUIT REV PURPOSE OF ISSUE AND DESCRIPTION OF AMENDMENTS DATE DESIGNER CAD CHKD APPD
ACC CAD FILE: C:\Users\dpeight\OneDrive - Hampshire County Council\Documents\Liss\200.0012.100 PT.dwg
STATUS OF DRAWING AT SUITABILITY - RED BACKGROUND = WORK IN PROGRESS, AMBER BACKGROUND = SHARED NON-CONTRACTUAL, GREEN BACKGROUND = EARLY PUBLISH & PUBLISHED CONTRACTUAL

Appendix E



NOTE: To be read in conjunction with Network and Public Rights of Way Index table (pdf and excel file)

108/22/1 Existing routes with reference

Monarch's Way

New routes proposed as part of Land East of Horndean

Parks/Nature Reserves

Horndean Green Trail & Heritage Network

Network and Public Rights of Way (PRoW) Index Map

June 2024 Not to Scale
Drawing reference 24001 - AI06

URBAN PLACE LAB

Funded by
UK Government

East Hampshire Local Cycling and Walking Infrastructure Plan

January 2025

Hampshire County Council

EAST HAMPSHIRE DISTRICT COUNCIL