A Cycle Plan for East Hampshire 2004

EAST HAMPSHIRE DC

Partners

www.easthants.gov.uk

A CYCLE PLAN

FOR

EAST HAMPSHIRE

2005

East Hampshire District Council
January 2005

A Cycle Plan for East Hampshire

1. INTRODUCTION

Cycling is an attractive, enjoyable and non-polluting mode of transport which can benefit the local economy, environment, accessibility, and personal health and fitness. Recognising the advantages of increased cycle use, the stated aim of the Government's National Cycling Strategy is to quadruple the number of cycling trips by 2012 from a 1996 base.

In order to encourage more cycling in East Hampshire, one of the key priorities identified in the East Hampshire District Council Best Value Transport Action Plan in May 2003 was a review of the existing Cycle Plan, which was originally produced in 1997. We have taken care to consult with cycle, community and other interested groups in the development of this revised Cycle Plan, recognising that the help of those with a strong interest in cycling is an essential component in the development of an effective cycle strategy.

There is evidence that the public will cycle if given the chance and that there is a considerable suppressed demand for cycle use in Britain. Bicycle sales have risen steadily and there are at least 20 million cycles in this country. However, many are currently discouraged from using their bikes by the volume and speed of traffic on the roads and the lack of provision for the needs of cyclists.

'There are few reports of cycling accidents on roads carrying fast moving traffic for the simple reason that cyclists are afraid to use them. The roads are not then 'safe', but are on the contrary perceived to be so unsafe that the freedom to use them is restricted. If it is true that this perception of danger is linked to traffic volume, then as traffic levels rise, more roads will become off-limits to cyclists, walkers and other vulnerable road users.' (Transport Research Laboratory, Report 310).

To be successful, a cycle route should be safe, direct, comfortable, coherent and attractive. We need to identify routes which follow the desire lines of cyclists, linking all major trip attractions, and facilities must be designed and built with the same standard of care and workmanship as those provided for cars or public transport. In addition, routes will need to be well signposted and clear, easy to read maps should be freely available.

The new Cycle Plan outlines key utility and recreational cycle routes, following the desire lines of cyclists, identifies priority routes, and discusses primary objectives, local targets, policy context, links with partners, funding opportunities and design criteria.

Opportunities will be taken to include Safe Routes to School within the proposed networks. Almost every child has a bike but few children cycle to school, the one journey they have to make on a regular basis. In contrast to our European neighbours, children don't cycle here because of the danger on the roads, because of parents' anxiety, because schools discourage cycle use and do not provide safe cycle storage,

and because of peer pressure against cycling. To change this situation we need to provide safe routes to schools, secure cycle parking, leadership from staff and those in authority and a supportive attitude from society.

To achieve significant modal shift we will have to enhance the status of cycling and make it clear that in certain areas cycling and walking are to be encouraged over and above motoring. This will need to be conveyed to the public by means of policy statements, publicity and action on the ground.

Changing attitudes will be an essential ingredient in encouraging greater cycle use. Initiatives need to focus on influencing organisations, existing road users and potential cyclists with the use of travel awareness campaigns and Travel Plans for both schools and businesses.

If we are successful in encouraging more people to take up cycling as a mode of transport, we should also make provision for and encourage novice cyclists and children to take part in cycle training as a means of encouraging safety on the roads and good cycling behaviour. However, cyclists should not be held solely responsible for their safety. A balance needs to be struck between vulnerable road users protecting themselves and measures to reduce the risk imposed by motorised traffic. One should not put the onus of protection on the vulnerable road users without any attempt to enforce, for example, lower speeds by the driver. The topic of vulnerable road users should also form part of driver education.

Finally it is vital that any cycling strategy should review its progress. This will involve monitoring individual schemes to evaluate the benefits of the measures and to review progress towards targets.

a) Objectives

This new Strategy aims to provide improved facilities and conditions for cyclists in East Hampshire and has three main objectives:

Objective 1: To maximise the role of cycling as a transport mode, in order to reduce the use of private cars.

Objective 2: To develop a safe, convenient, efficient and attractive transport infrastructure, which encourages and facilitates the use of walking, cycling and public transport and which minimises reliance on, and discourages unnecessary use of, private cars

Objective 3: To ensure that policies to increase cycling and meet the needs of cyclists are fully integrated into Hampshire County Council's Structure Plan, the Local Plan, Transport Policies and Programme, resource bids, and the Road Safety Plan; and in all complementary District Council strategies such as transport studies, environment, education, health and leisure strategies.

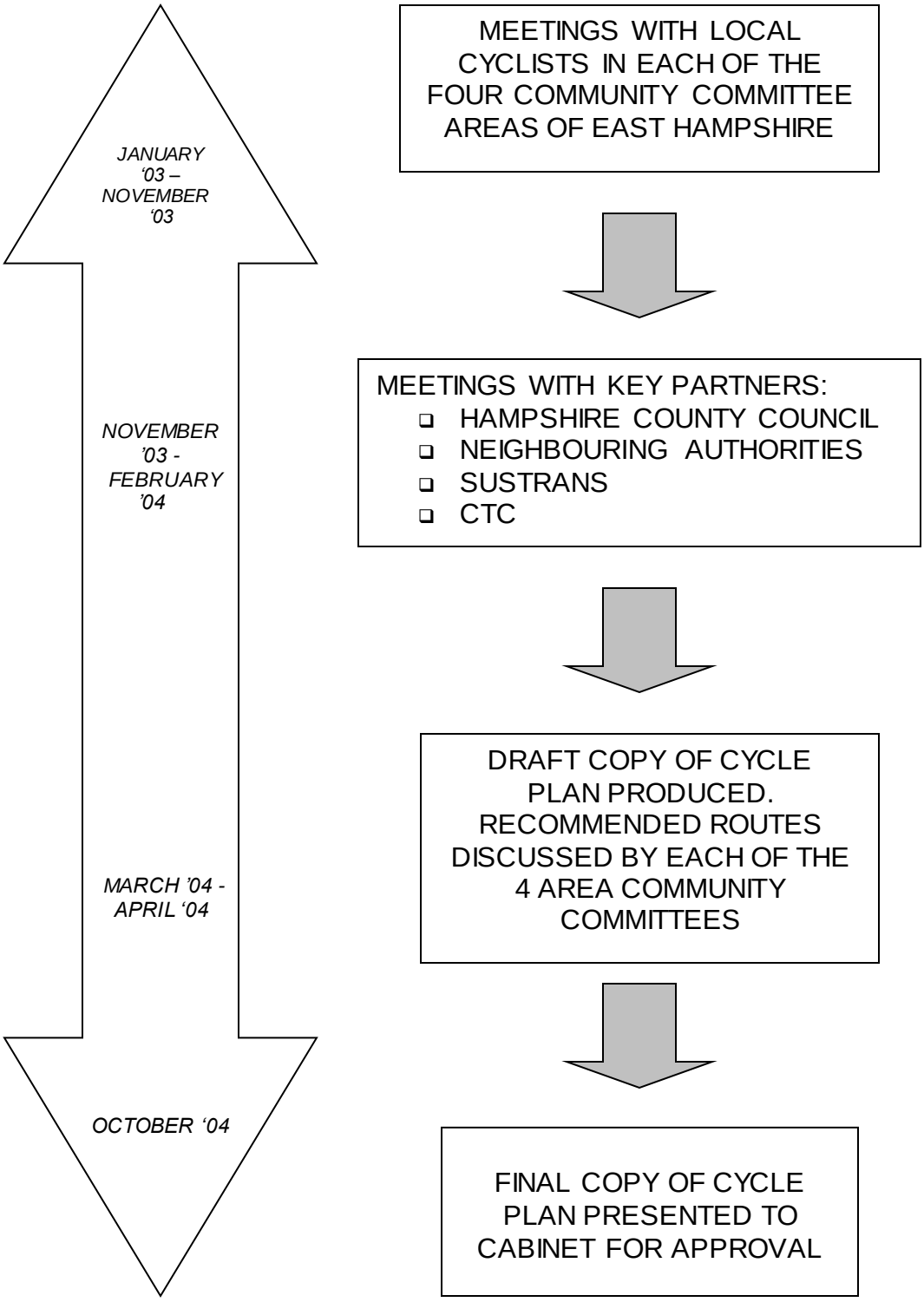
b) Targets

Target 1: To adopt locally appropriate targets which will contribute to a national quadrupling of cycling by 2012.

Target 2: Over the next 10 years to increase the modal share of cycling to at least 5% of all journeys to school by pupils over 11 years.

Target 3: To ensure that funding bids include significant plans and schemes to benefit cycling, in line with the local Cycle Plan.

2. CONSULTATION PROCESS:



How The Cycle Plan Was Developed

Following the production of East Hampshire District Council's Best Value Transport Action Plan in May 2003, it became clear that there was a need to review the initial Cycle Plan that had been produced in 1997. The original plan was out of date and planners had found it difficult to use.

As a result, it was decided to produce a new plan. The first stage of the consultation was to meet with local cyclists in different parts of the East Hampshire District Council area to find out the cycle routes they felt to be in need of development. During 2003, with the help of the East Hampshire Cyclists' Forum, meetings were held in Alton, Liphook, Bordon and Whitehill, Liss, Petersfield and Horndean. Notes were taken from each meeting, which formed the basis of the routes outlined in this plan. In addition, liaison meetings were held with Hampshire County Council cycling officers, neighbouring local authorities such as Havant Borough Council and Sustrans to discuss key routes.

Following the production of the draft Cycle Plan, the recommended routes for each area were discussed by the relevant East Hampshire District Council Area Community Committee during March and April 2004. Also, draft copies of the plan were sent to all of East Hampshire's town and parish councils, who were invited to comment on the proposed routes. Many of the town and parish councils took up the offer of a visit from the authors of the plan to discuss key local issues.

Following this consultation process, the final Plan was produced with priority routes listed in Section 8. The routes are also available to view on local maps using East Hampshire District Council's digital mapping system.

3. LINKS WITH KEY PARTNERS

a) East Hampshire Cyclists' Forum

- The aim of the East Hampshire Cyclists' Forum is to bring together cyclists and potential cyclists to share ideas and to campaign for the development of better cycling facilities throughout the District. They are working to build effective relationships with officers at all levels of local government and hope to be able to influence decisions being made regarding planning development and highway improvements so that they reflect the needs of cyclists. Membership is open to anyone living, working, or attending school or college in the East Hampshire Area.

- The Forum holds 3-4 meetings each year to discuss key issues. Inputs from County and District Council officers are common e.g. the Highways Agency recently provided a presentation on the impact of the A3 Hindhead Tunnel on cyclists.

b) Hampshire County Council

- In terms of Cycling Strategy and the Local Plan, the County has identified ten Integrated Transport Strategy Areas, based on journey to work catchment areas. Levels of cycling vary from 13% in Gosport, to 2% in East Hampshire, requiring differing targets and solutions. Rather than developing a countywide cycling strategy, local versions such as this Plan are being developed for each area, in partnership with the District Councils, under the co-ordination of the County Council. Hampshire County Council feel these are better able to involve local communities and reflect local priorities.

- Research commissioned by Hampshire has concluded that achieving change requires that the Local Transport Plan (LTP) is accompanied by behavioural, lifestyle and land use changes as well as input from the Government and transport providers. Whilst the County achieved Centre of Excellence status for its LTP, this is only the start of the process required for delivery. The ten Area Transport Strategies are effectively 'mini-LTPs', with their own performance indicators and targets. Whilst there is no longer a ring-fenced budget for cycling, each Area Transport Strategy places a strong emphasis on improving conditions for cycling and walking, to support the primary LTP objective 'to widen travel choice.' These are complemented by the development of area cycling strategies/plans such as this.

- The County's overall approach to the delivery of cycling infrastructure focuses on:

i) Increasing application of an assessment/rating/ranking cycle scheme prioritisation system.

ii) Comprehensive cycling strategies/plans also aiding significant opportunities to seek development related cycling facilities.

In 2002/03 Hampshire County Council invested over £2.4 million of capital expenditure on new cycle infrastructure measures, mostly through LTP funding but also including over £600,000 of development led contributions.

- Hampshire undertakes an annual rolling programme of household surveys known as *'Transpol'*. Interviews are conducted with 12,000 residents per annum on a district-by-district basis, regarding their attitudes towards transport and their travel patterns. The surveys cost £35k p.a., and follow a five-year cycle. These give an overall modal share for cycling of 2%, but the low levels of cycling raise concerns over the accuracy of this figure.

- In June 2003 Hampshire County Council launched a dedicated cycling website with the aim of providing a comprehensive 'one-stop shop' for cycling information in Hampshire. The website includes information on routes, events, publications and safety, with a facility for free downloading of maps and route information. Links from the East Hampshire District website have been added to connect to this site.

- In addition, Hampshire County Council carry out the following:

  i) Cycle audits of all highway improvement schemes.

  ii) Requests for funding from the Department for Transport and construction of new cycle routes and highway improvement works in accordance with the District Cycle Plan

  iii) Promotion and facilitating of leisure cycling in accordance with their own Recreational Cycling Strategy and the District Council's Cycle Plan.

  iv) Provision of funds for small cycle improvements e.g. cycle parking through the Delegated Rural Transport Fund. Interested parties wishing to apply to this fund can contact either the Transport Development Officer at East Hampshire District Council or Hampshire County Council's Rural Transport Officer.

  v) Support for Travel Plans devised by both schools and businesses in East Hampshire. Several schools in the District have already submitted Travel Plans to the Safe Routes to School team at Hampshire County Council, who will be working on the proposed initiatives.

- EHDC officers will be working with the County's Road Safety team to help promote the training of school pupils in the safe use of bicycles through the Cycling Training Scheme. This Scheme aims to help young cyclists to become safer road users by training them from an early age. It begins at the age of 7 with basic skills being taught on the playground and progresses at the age of ten to training on the road.

c) Neighbouring County/District Councils

- It is vital that regular consultation takes place between East Hampshire District Council and other neighbouring authorities. This is particularly relevant when looking at routes/networks that cross boundaries e.g. the Petersfield–Midhurst route has involved working with West Sussex County Council and Chichester District Council as well as Hampshire County Council.

- The newly formed Central Hampshire Transport Strategy (CHTS) Cycling Officer group meets at regular intervals, enabling officers from local councils to find out more about examples of good practice.

d) Sustrans

- Sustrans – the sustainable transport charity – works on practical projects to encourage people to walk, cycle and use public transport in order to reduce motor traffic and its adverse effects. Sustrans' flagship project is the National Cycle Network (NCN), creating 10,000 miles of routes throughout the UK.

- As well as the National Cycle Network, Sustrans is working on Safe Routes to School, Safe Routes to Stations, home zones and other practical responses to the transport and environmental challenges.

- The National Cycle Network will soon comprise over 6500 miles in England, Scotland, Wales and Northern Ireland. The Millennium network, which received £43.5 million from the Millennium Commission, was completed by the end of 2001. The next phase, the 2005 network, will involve the delivery of routes in Hampshire in partnership with the County Council, District Councils such as ours and other organisations.

- Sustrans' routes and associated route numbers are as prescribed by Sustrans in accordance with their latest information. Primary routes affecting East Hampshire are Route 23 from Winchester to Basingstoke, with a spur to Alton, and Route 22 from Portsmouth to Farnham, via Petersfield, Liss and Bordon. An additional branch of Route 23 is planned to connect Winchester to Guildford, via Alton and Farnham.

- Some routes in Hampshire are likely to be developed much sooner than others, where they follow cycleways being developed by the Highway Authority, the County Council, as part of the *Local Transport Plan for Hampshire.*

e) Cyclists' Touring Club (CTC)

- The CTC offers a specialised service for the leisure and commuting cyclist and gives advice on technical issues, cycling related legal advice and support.

- They have been involved in a Benchmarking Project, within which all aspects of cycling policy are being audited. To provide a structure for this, a framework has been developed based on ten headline criteria adapted from the European Foundation for Quality Management model. Fundamental to this is the explicit recognition of the diversity of criteria that can influence the successful delivery of cycling policy at a local level. Both Hampshire and Portsmouth have recently been involved in this process.

f) South West Trains

- East Hampshire District Council's Transport Best Value Review pointed out that one of the key issues for local cyclists was the carriage of bicycles on trains. New rolling stock to be introduced on both the Alton-Farnham and Portsmouth-Petersfield-Guildford-London Waterloo lines will have limited space for bikes. Both the District Council and the local Cyclists' Forum have lobbied South West Trains on this topic.

4. STRATEGY FOR CYCLING

a) The Benefits of Cycling

Cycling is an economical, healthy and environmentally friendly form of transport and provides important opportunities to support other objectives. The benefits that increased levels of cycling could bring can be summarised as follows:
:

- Safer roads and traffic
- Reduced congestion
- Improved access to employment, leisure and retail facilities
- Reduced social exclusion
- Reduced air and noise pollution
- Reduced greenhouse gas emissions
- Invigorated rural economies
- Improved health and fitness

Safer Roads and Traffic

If we make the roads safer for cyclists, we make them safer for everyone. Combinations of slower traffic speeds, safe crossings and traffic free routes for non-motorised road users contribute to the creation of a safer environment not just for cyclists, but also for pedestrians, wheelchair users, horse riders and even for motorists, who are likely to have fewer conflicts with other road users.

Reduced Congestion

The bicycle is the ideal vehicle for local trips and offers enormous scope for attracting drivers away from their cars. It provides fast door-to-door transport whenever required, involves no timetables or waiting time and is easily parked. A transfer of journeys from the car to cycling would contribute towards a reduction in traffic congestion

Improved access to employment, leisure and retail facilities

PPG13: Transport includes objectives to promote more sustainable transport choices and accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling, especially for those without a car.

Measures to make cycling safer and more attractive will, therefore, inevitably contribute to improved accessibility by cycle to local destinations.

Reduced social exclusion

As stated above, improved cycle facilities will enable local residents to travel to a variety of destinations without the need for a car, thus enabling those without private transport to have independent access to local amenities.

Reduced air and noise pollution

Since cycling produces none of the harmful air pollutants associated with other modes, it is cited as a significant way of reducing urban air pollution. Pollutants of particular concern are Carbon Monoxide (CO), Oxides of Nitrogen (NO_x), Hydrocarbons (HC) and Particulate Matter (PM_{10}). The reason for the expected significant reduction in air pollution as a result of an increase in the number of trips made by cycle is that short journeys by car produce more than average air pollution since the engine does not have the opportunity to fully warm up.

East Hampshire District Council has, at present, two air pollution stations, at Horndean *(see photograph opposite)* and Petersfield, which monitor the air quality in those localities.

Reduced greenhouse gas emissions

Cycling produces no greenhouse gases so any modal shift from use of the motorcar to the bicycle will inevitably result in a direct reduction in greenhouse gas emissions.

Invigorated local economies

East Hampshire is easily accessible for visitors by rail as well as by other public and private transport. A large population is within a short travelling distance of the District, which is, therefore, well able to cater for the daybreak market. The range and location of the District's tourism attractions makes them particularly suitable for the cycling visitor.

Cycling is, therefore, an important leisure activity which has significant potential for attracting tourists into East Hampshire. The District has a diversity of cycling environments, making it suitable for a cross section of cycling abilities. These range from the gentle routes around the Alton area to the more physically demanding climbs of the South Downs. The urban and rural mix of East Hampshire helps to ensure that there is variety in the range of roads, byways and cycle routes as well as a diversity of countryside for cyclists to enjoy.

In addition, East Hampshire's location 15-30 miles north of the Cross-Channel ferry port at Portsmouth makes it an ideal port of call for cycle tourists travelling to or from the Continent.

Improved health and fitness

Numerous studies have established the clear link between regular physical exercise and a reduction in coronary heart disease. The Department of Health in its Health of the Nation report set targets for the reduction of respiratory and cardio-vascular disease that can only be achieved by people taking more vigorous exercise.

The Health Survey for England in 1997 found that countries with low levels of cycling, such as the UK, have a much higher percentage of overweight children whilst Denmark, with a much higher level of cycling, has half the percentage of overweight and obese children.

As a result of these studies, Government Agencies, Health Authorities and medical practitioners are now urgently encouraging us all to incorporate regular physical activity into our routine on at least five days a week. Cycling is one of the means to achieve this and it is a form of exercise which particularly lends itself to being incorporated into daily journeys to work or school.

b) Key Concerns and Issues

There are a number of concerns and issues relating to cycling that combine to discourage cycle use. One of the functions of this Cycling Strategy is to identify these and to examine the prospects for removing them.

Surveys of existing journey patterns in the UK have shown that 72% of all journeys are less than 5 miles in length and 46% are less than 2 miles. However, cycle use is low compared with similar European nations – only around 2% here, whilst in Germany it is 15%, Denmark 18% and the Netherlands 29%.

Traffic management measures have traditionally been used to provide greater vehicle capacity. However, as the objectives for transport policy widen and if cycling is to become a serious alternative mode of transport to the car, then all traffic management measures must result in greater priority for the cyclist, especially in larger settlements such as Alton, Petersfield, and Bordon & Whitehill.

Safety

In today's congested streets cyclists feel vulnerable both to the risk of personal injury and to the effects of traffic fumes. On busy main roads or rural lanes cyclists can also come into conflict with motor vehicles, especially where space is limited. On segregated routes, risk of injury may be reduced but personal safety issues are still a concern, especially where routes are isolated or badly lit. Cyclists also have a responsibility for their own safety, and this too needs to be widely accepted.

Facilities

The provision of safe cycle routes, secure and convenient cycle-parking, changing and shower facilities, are all issues which affect people's decision on whether to cycle. Lack of cycle routes for example, coupled with heavy traffic, may persuade cyclists, especially school children, to use pavements, which in turn brings conflict with pedestrians and a negative image for cyclists, or it may simply discourage use altogether. Facilities must be designed to be attractive to all cyclists.

Employers

Although the purpose of this strategy is to promote and encourage cycling as part of a wide range of activities, the regular journeys from home to work are a particular area where increased cycle use should be achievable and where the widest benefits would be apparent. Few employers play a significant role in encouraging employees to cycle to work or to use cycles for short business trips. Those who do adopt a positive attitude towards cycling typically provide adequate cycle parking and changing facilities.

c) Current levels of cycling

The only reliable measure of cycling currently available is provided by the ten yearly Population Census returns which includes a question on the mode of travel used on journeys to work. The following table shows the decline of cycling for all journeys to and from work:

	1991	2001
East Hampshire District Council	2.2%	2.1%
Hampshire County Council	4.5%	3.5%

In contrast, a recent Sustrans report on the use of the National Cycle Network has shown a year-on-year growth from 2002/03 of 10% with a growth of 13% on traffic free routes and 6% on on-road routes. These figures demonstrate what can be achieved if good quality facilities are provided for cyclists.

d) Safe Routes to School

Suppressed demand

Every time children in East Hampshire schools are asked how many of them would like to cycle to school, it is almost always two or three times the number who actually do so. In a survey of children at Horndean Technology College undertaken in 2003, 15% of the pupils would like to cycle to and from school but only 4% actually do.

Barriers and incentives

- **Fear of theft and vandalism**: most schools with large numbers of children cycling have invested (with or without grant help from outside) in secure cages for bikes which are locked during school hours, some have also installed CCTV e.g. Bohunt Community School in Liphook.

- **Difficulty of carrying heavy and bulky equipment**: some schools with large numbers of children cycling provide secure lockers so that children can leave equipment and books safely at school. Of course, as Dutch children know, with a pannier rack and panniers it is possible to carry large amounts of luggage on a bike, but this is not a common practice in the UK.

- **Parents' fear of traffic dangers**: many parents have never themselves cycled. This is a powerful force driving the vicious circle typified by the view, *"There's too much traffic to cycle - we'll go in the car"*.

Safe storage

At most school sites especially junior, middle and high/upper schools where the bikes are likely to be more numerous and more attractive, some kind of security compound/gate is essential to prevent theft and vandalism. Both Horndean Technology College and Bohunt Community School in Liphook have excellent bike sheds which are locked once the pupils arrive and have CCTV coverage.

Cyclists also need somewhere safe to keep their helmets and outdoor gear so lockers are also essential to promote cycling to and from school. These can either be provided as part of the cycle storage facilities or inside the school buildings.

Cycle Training

The Hampshire Cycle Training Scheme aims to start young cyclists on the road to becoming safer road users by training them from an early age. It begins at the age of seven with Stage 1, basic skills being taught on the playground, and progresses at the age of ten to Stage 2, which involves training on the road.

The key features are as follows:

- Courses can be run in school time, after school, at weekends or during school holidays.
- Training takes place at the local school.
- Training for instructors is normally held at Winchester in the evening and lasts approximately three hours.
- Once a new instructor has attended a training evening and registered with the authority he or she can arrange courses.

- New instructors have options of running courses with an experienced instructor, asking for assistance from the Road Safety Team or working alone.
- The maximum number of children on a course is five per instructor.
- Courses can also be run for groups such as Cubs or Brownies
- Literature and equipment is provided free of charge to the school and there is no fee to the children.
- Instructors can claim payment for teaching cycle training. This is currently set at the National Minimum Wage level.

Cycle helmets

Cycle helmets, when they are in good condition, worn properly and are the right size, can prevent head injuries, especially in the case of a cyclist who falls on their head off the bike (rather than their head being hit by a glancing blow from a vehicle). This type of injury is more common among children so it makes sense to try to encourage children to wear helmets.

However there are reasons to debate making their wearing compulsory for everyone across the country. These are some of the issues to consider:

- Helmets are designed as 'one-use only' devices. After a single impact, even a minor one, they become ineffective. This means that helmets must be replaced regularly or after every impact, even, for example, after being dropped a few inches onto a table.
- They must be worn correctly or they will not provide protection.
- They do not protect the parts of the head, face or neck which account for more than half of all "head injuries" to cyclists.
- They have been argued to make their wearers feel less vulnerable and therefore likely to take more risks.

5. FUNDING

The provision of significant improvements to cycling facilities in the local area will require a substantial financial commitment. Obviously a variety of sources needs to be considered:

a) Hampshire County Council (HCC)

- With overall responsibility for the highway network, Hampshire County Council will be expected to provide the majority of all new on-road routes. Hampshire County Council, through their Local Transport Policy, are taking positive steps to promote cycle-friendly facilities within existing highway improvement schemes and to carry out cycle audits on all new schemes. At present, the Local Transport Plan (LTP) indicates that most new cycle routes will be based in Hampshire's urban areas such as Fareham and Havant, at the expense of rural and semi-rural areas.

- Through the development of area-based cycling plans and strategies such as this, Hampshire County Council are systematically reviewing the Hampshire road network for increased cycling potential and have asked district councils such as ourselves to prioritise four to six key routes in their area.

- In addition to their responsibility as Highway Authority, Hampshire County Council has been working on the provision of recreational routes and has recently appointed a Recreational Cycling Officer. The officer concerned has developed schemes such as the Four Marks to Alton route through Chawton Park Wood. HCC's Local Transport plan states that *'primarily rural cycling schemes that offer both utility and recreational cycling benefits are likely to gain the highest priority in programming terms'.*

b) Developers' Contributions

- Where applicable, contributions for the construction of cycle routes will be sought from developers. Where these contributions are provided for on-road routes they will be made available to the Highway Authority. It is envisaged that funding from this source will make significant contributions towards the routes identified in Chapter 7.

- New developments can also bring pressure on existing infrastructure, services and facilities, including roads. It is therefore important that all developments should make fair and reasonable provision to offset the additional demands created and to maintain or improve the quality of life for local people. As such the Local Plan for East Hampshire will ensure that, where a development requires improvements to the transport infrastructure, agreements should take into account the needs of cyclists and pedestrians

as well as motor vehicles. In part this will be implemented through the development control process by:

a) Vigorously pursuing private funding of the LTP identified transport infrastructure.

b) Applying the key aims of sustainable transport as specified in draft PPG13.

c) Promoting Travel Plans

- All new developments, irrespective of whether they are on proposed cycle routes, will be audited to ensure that they provide a cycle friendly environment.

- Whilst the District Council has no means to directly fund new cycle routes, it will be the primary co-ordinator of developers' contributions and will be responsible for using these funds to form cycleways that do not form part of the public highway. The District Council will also liaise with both the County Council and landowners when identifying and upgrading existing rights of way to accommodate cyclists.

d) Government Funding

The District Council will also help and support organisations such as schools to apply for grants from Central Government funds, e.g. Bohunt Secondary School in Liphook successfully applied for a grant of £10,000 from the National Cycle Fund to supplement their developer contribution of £10,000 towards the cost of a cycle shelter.

e) Highways Agency

The Highways Agency have funded a number of routes within the East Hampshire District Council area, e.g. the route from Hogg's Lodge, Clanfield to Queen Elizabeth Country Park; or the route from the Ham Barn Roundabout to West Liss. It is important that, when such routes are planned by the Highways Agency, full consultation takes place with key stakeholders such as the Cyclists' Forum and local Parish Councils. In the past the lack of consultation undertaken by the Highways Agency has been a source of frustration.

6. CYCLING IN EAST HAMPSHIRE

East Hampshire is a large rural area with a population of approximately 113,737 (est. 2002) spread across a number of villages and small towns. It encompasses a variety of landscapes, from the open hilltops and chalk downlands of the South Downs around Clanfield and Horndean to the steep wooded scarp slopes of the hanger woodlands around Hawkley and Selborne, the gentle winding plains of the river valley and the pastures of the Weald.

A large part of the District has been designated an Area of Outstanding Natural Beauty and is to be incorporated in the planned South Downs National Park.

The road network has been dramatically altered since the days of mass cycle use in the mid 20th century. These changes have been based almost entirely on meeting the needs of cars and lorries. This means that, while the area offers a wonderful network of rural lanes, continuity for cyclists from one area to another and access to population centres is fragmented by busy A and B roads. If coherent cycle networks suitable for family use are to be developed then new construction is needed to close the gaps between one lightly trafficked road and another.

In local urban areas cyclists have had to manage as best they can. When a representative of Sustrans undertook a study of cycling opportunities in East Hampshire in 1994 he wrote, *'[cyclists] often feel impelled to use footways and other prohibited areas simply to ease the difficulty of their journeys. The fact that cyclists still exist at all is perhaps the best evidence we have of the inherent merit of this particular form of transport!'* Towns and cities elsewhere in the UK and in Continental Europe have shown how infrastructure can be made safe and convenient for cyclists and pedestrians through a combination of new construction and traffic management that gives priority to these groups.

A start has been made in some parts of the District, with a new cyclepath under development in Tor Way and College Street in Petersfield, and short stretches of

cyclepath alongside the A325 in Bordon. In addition, the Highways Agency has provided cyclepaths alongside the A3 from Sheet to Liss, West Liss to Greatham and Greatham to Liphook.

However, research in the Netherlands has found that individual cycleways alone are not enough to bring a significant switch from cars to bikes. What is needed is a network that is straightforward, unbroken and free from obstacles; it should generally follow the existing road pattern, giving access to workplaces, shopping centres, schools and other destinations and needs to be safe and pleasant to use. Above all it must enable trips to be made quickly and easily, without delays or detours.

There is little prospect of constructing a totally separate cycle route network that avoids all existing roads, In fact, most cycling will continue to take place on the road, so it is particularly important to start from the premise that, whatever special facilities are provided, the highway network should be made as convenient and safe as possible for cyclists.

One problem that needs to be addressed is excess vehicle speeds. The Government has promised to issue revised guidance to local authorities on setting speed limits on local roads. The new guidance is to reflect, as far as possible, the needs of all road users on different classes of roads and *'will help authorities to take sensible measures, including lower speed limits where necessary, to achieve safer vehicle speeds'*. Following experiments in a number of areas the Government now expects that 30mph limits should be the norm for villages. Local authorities are also being encouraged to introduce 20mph limits for residential areas and outside schools. 20mph is the speed at which 95% of pedestrians will survive a collision with a car. Under the Transport Act 2000, local authorities can also now designate roads as *'Quiet Lanes'* and *'Home Zones'* with speeds as low as 10mph.

Quiet Lanes are minor rural roads, already lightly trafficked, where extra traffic measures will improve their attractiveness for walkers, cyclists and horse riders. A signing strategy re-routes traffic and indicates that a road is part of a Quiet Lane network. Hampshire County Council are hoping to carry out a pilot on this initiative in the next few years.

In a Home Zone the street environment is extensively redesigned to slow traffic to a walking pace and allow friendly and safe community interaction. Typically the footway and carriageway are on the same level to create a larger, shared space. Some rural Home Zones are now being developed and the recent development in Ramshill, Petersfield, includes these characteristics in its street layout.

Overall, there is great scope for encouraging cycling in all parts of East Hampshire District but a lot needs to be done to make the general road environment safer and more accessible for cyclists of all ability levels.

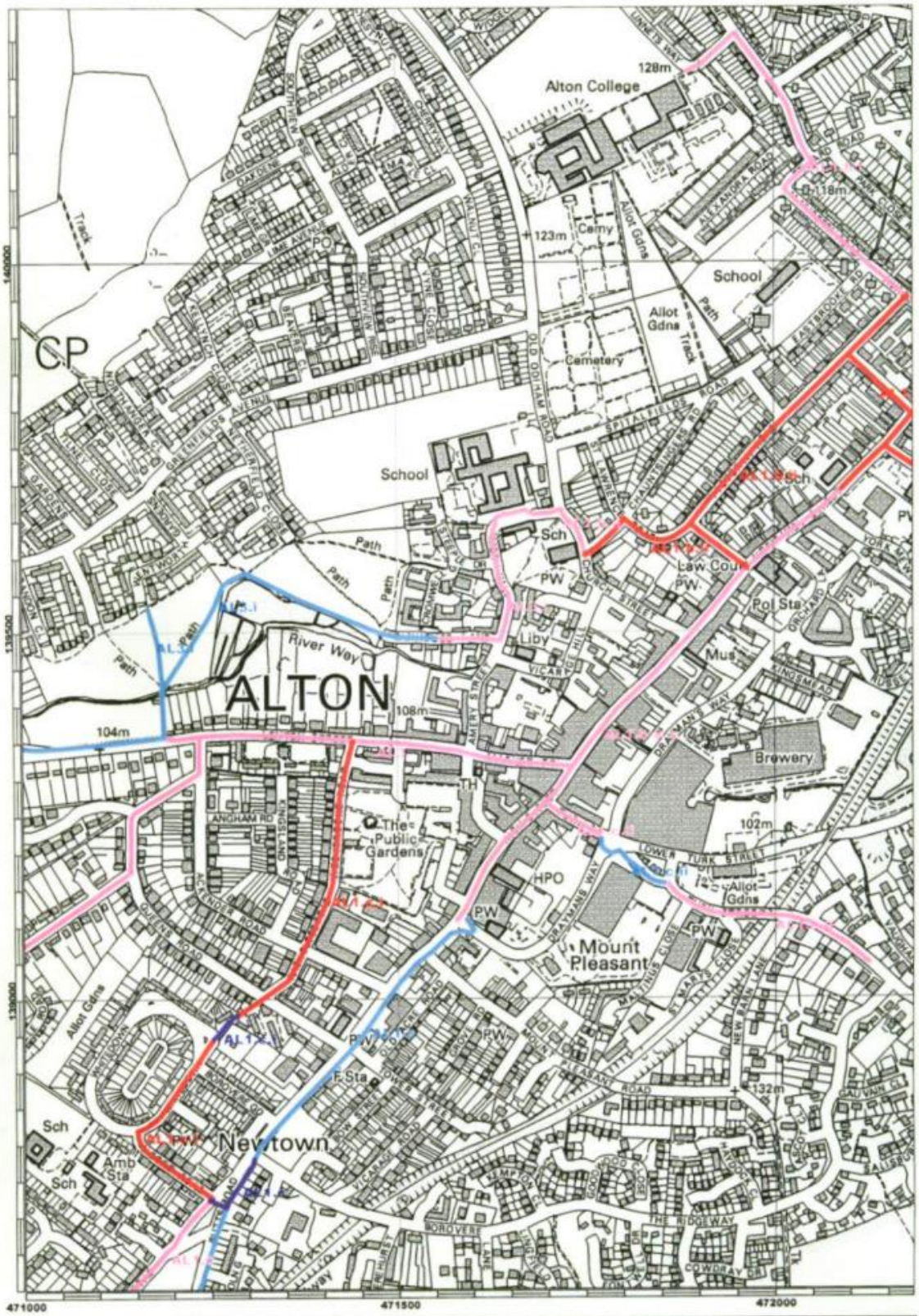
7. PROPOSED AND EXISTING UTILITY AND RECREATIONAL CYCLE ROUTES

Explanation of Key Terms:

Cycle route:	Generic term for an overall 'route' between two places, can incorporate combinations of any of the types of provision listed below
Cycle Lane:	Marked section of the carriageway to be used by cyclists
Cycle Path:	Path which may run adjacent to or completely apart from the carriageway. May be shared with pedestrians
Segregated Cycle Path:	Path where cyclists and pedestrians are separated from one another
Shared-Use Cycle Path:	A route shared by pedestrians and cyclists
Off-Road Cycle Trail:	Signed trail utilising existing rights of way
Utility Cycle Route:	A route providing access by bicycle to local amenities such as schools, railway stations, shops or workplaces. These routes need to be usable in all weathers and by all types of bike, so a sealed surface is essential
Recreational Cycle Route:	Routes for leisure cycling. Need to be suitable for all types of cyclists, including families with children. Emphasis on attractiveness and safety. While surfaces need to be firm and level, a sealed surface is not always necessary.

East Hampshire Cycle Plan 2004

Figure 1: Cycle Routes in Alton



Scale 1: 7500

Date: 25/11/04

Key

- Existing On Road
- Existing Off Road Sealed
- Existing Recreational Unsealed
- Proposed On Road
- Proposed Off Road Sealed
- Proposed Recreational Unsealed

a) Alton (AL)

Alton is one of the main settlements of East Hampshire. The combined population of Alton and Holybourne was estimated in 2002 as 16,613. It is an old market town with a comprehensive shopping centre, including a number of pubs and restaurants, focussed around the High Street and Market Street. It has two supermarkets for regular shopping, a weekly market and occasional farmers' markets. In addition the town offers a community hospital, health centre, cinema, sports centre, sports fields, railway station (which includes access to the Watercress Line steam railway), a local museum, business and industrial sites, a further education college, three secondary schools and, in Holybourne, Lord Mayor Treloar College, a secondary school for disabled students. Two areas of woodland belonging to Forest Enterprises (Chawton Park Wood and Ackender Wood) lie on the western side of the town.

Within a 5-mile radius of Alton there are a number of smaller settlements whose residents are largely dependent on the town for day-to-day work, education, shopping and leisure facilities. These include Holybourne (which adjoins Alton on the northeast), Binsted, Selborne, Farringdon, Chawton, Four Marks (the largest village in the North West area of East Hampshire), Beech and Medstead.

At present most of the roads leading into Alton's town centre from residential areas and from the surrounding villages are busy with motor traffic and hostile for cyclists. The distances are not great but the difficulty of making one's way amongst the traffic is sufficient to deter most would-be cyclists. There is great potential for improving this situation with a network of feeder routes to enable people to cycle into town from outlying areas. This would also give Alton residents the opportunity of cycling out into the surrounding countryside, which offers a network of rural lanes and attractions such as Jane Austen's house in Chawton and the Gilbert White Museum in Selborne.

The routes listed below would go a long way towards opening up Alton and the surrounding area for existing and new cyclists, enabling many journeys currently made by motor car to be accomplished by bike instead.

AL1. Holybourne to Four Marks

Central spine of Alton cycle network, linking settlements of Holybourne and Four Marks to amenities of Alton Town, also part of Sustrans NCN Routes 22 & 23. Holybourne practically adjoins Alton to the north east and is included as part of the town for administrative purposes. Four Marks, with approximately 3,600 residents, is less than four miles south west of Alton town centre.

Length: Holybourne to Town Centre: 1.4 miles
Town Centre to Four Marks: 3.9 miles
Total**:** 5.3 miles

a. Holybourne to Alton Station

A route via London Road, Anstey Road and Station Road.

Length: 0.9 miles

Amenities:

Andrews Endowed Primary School; Lord Mayor Treloar College, Eggars School, Health Centre, Sports Fields/Rugby Ground, Railway Station; industrial estates; access to rural lanes beyond Holybourne

Current condition:

Cyclists obliged to use fairly busy road into town, at the mercy of passing motorists

Work required:

- Traffic calming *(20mph)* through Holybourne, with cycle route advisory signs.
- Crossing near western end of London Rd., Holybourne, to shared-use path past Eggars School.
- Options from Eggars School to Station Road:
  - *Either* crossing of Anstey Road west of Eggars and wide on-road cycle lanes to Station
  - *Or* continuation of shared-use path along west side of Anstey Road to opposite Anstey Mill Lane, then crossing point and continue with cycle lanes; widening existing cycle lanes near Station *(recommended width 2m).*
  - *Or* shared-use cyclepath along west side of Anstey Road to opposite Anstey Mill Lane, then crossing point and continue with shared-use cyclepath along east side of London Road/Anstey Road to Station Road.
- Access to Station via Station Road.

Additional Links:

i. Lower Neatham Mill Lane

Upgrade underpass from steps to ramp suitable for cycles and wheelchairs – quiet route towards Binsted, avoiding Hawbridge.

ii. Secondary route from Holybourne

From London Road, down Upper Neatham Mill Lane, through underpass under B3004, shared-use segregated cycle path along Mill Lane *(east side)* through Industrial Estate & via Anstey Mill Lane to Town Centre

Amenities:

Industrial Estate and town shops, schools, leisure facilities and railway station

Current condition:

Includes overgrown footpath under B3004 and fairly heavy traffic, including HGVs, on Mill Lane.

Work required:

- Footpath under road bridge needs reclassifying as cyclepath, clearing and resurfacing *(unsurfaced length 0.1 miles)*
- Shared-use path along eastern verge of Mill Lane
- Courtesy crossing to Newmans Lane/Anstey Mill Lane.

iii. Eggars School to Wootey/Manor Road Area

From Anstey Road, through Sports Ground Car Park to Anstey Lane.

Amenities:

This could form a useful route to school, especially if section from Eggars to Sports Ground Car Park was off-road.

Current condition:

Involves crossing Anstey Road outside Eggars School and again to cut through Sports Ground Car Park area. Anstey Lane moderately busy.

Work required:

- Shared-use path along west side of Anstey Road from Eggars School to Sports Ground Car Park entrance.
- 2m cycle lanes on Anstey Lane.

iv. Spur down Anstey Mill Lane to Mill Lane Industrial Estate.

Length: 0.2 miles

Amenities:

Link between Industrial Estate and town centre route

Current condition:

Anstey Mill Lane already closed to through motor traffic. Confused junction with Newmans Lane and Mill Lane

Work required:

- Signing, some upgrading of surface,
- Courtesy or toucan crossings of Mill Lane & Anstey Road

v. Mill Lane/Paper Mill Lane/Wilsom Road.

Current condition:

Mill Lane fairly busy, including HGVs. Paper Mill Lane narrow and busy with poor sight lines. Wilsom Road busy access route from Kingsley and Bordon

Work required:

- Shared-use cyclepath along east side of Mill Lane
- Traffic calming on Paper Mill Lane from Mill Lane to Normandy Street
- On-road cycle lanes from Normandy Street to Omega Business Park

b. Station to Town Centre.

Extension of existing on-road cycle lanes near Station to allow direct access to and from High Street shops.

Length: 0.5 miles

Amenities:

Railway Station, Town Centre shops, Amery Hill School

Current condition:

Poor quality, narrow cycle lanes along Normandy Street near Station. Busy roundabout at junction with Drayman's Way. One-way traffic

through High Street, obliging cyclists to make same detours as motor traffic

Work required:

- Improve signing through Station car park
- Widen and re-engineer existing cycle lanes
- Crossing of Anstey Road at Station Road/Nursery Road junction – possibly replacing existing pelican crossing north of Nursery Road.
- Traffic calming, narrowing of entrances *(Continental style)* and continuation of cycle lanes through Drayman's Way Roundabout
- Wide on-road cycle lanes to Church Street Roundabout
- Provision for cyclists to travel in both directions through High Street

Alton High Street

Additional Links:

i. Station to Alton College

Via Nursery Road/Lipscombe Rise/Linnets Way *(avoiding Edward Road car park where there are steps up to College)*

Length: 0.5 miles

Current condition:

Difficult crossing Anstey Lane. Fairly quiet residential roads but very poor surfacing on Lipscombe Rise.

Work required:

- Crossing of Anstey Road at Station Road/Nursery Road junction – possibly replacing existing pelican crossing north of Nursery Road.
- signing up Station Road & Nursery Road
- Improved surface & signing on Lipscombe Rise

ii. Normandy Street to Amery Hill School

Section of existing cycle route from Normandy Street to Church Street via Victoria Road. From Victoria Road/Church Street junction cyclists would need to travel a very short distance west along Church Street to reach Amery Hill.

c. Town Centre to Sports Centre.

Preferred route along High Street, Butts Road, turning right at the Butts, crossing Whitedown Lane & up Chawton Park Road.

Length: 1.1 miles

Amenities:

Town Centre shops, Community Hospital & Health Centre, Sports Centre, Guides/Scouts HQs, BMX/Skate Park, Bowling Club, playing fields

Current condition:

High Street currently only allows one-way cycling. Butts Road very busy, deterring cyclists. Whitedown Lane crossing incomplete. Chawton Park Road fairly busy and insufficiently traffic calmed to be comfortable for cyclists.

Work required:

- Two-way cycling along the High Street
- Conversion of crossing at southern end of High Street to toucan, with approach path for cyclists
- Shared use cyclepath along south side of Butts Road from High Street to the Butts, with raised, priority crossings for cyclists at side roads. *(Alternative would be slower traffic speeds and on-road cycle lanes but volume of traffic means these would not be adequate for novice cyclists)*
- Toucan crossings have recently been installed across Butts Road at The Butts and across Whitedown Lane from The Butts to Chawton Park Road. Some improvements are neededat Whitedown Lane:
  - Remove 'Cyclists' Dismount' signs
  - Install dropped kerb from toucan onto carriageway of Chawton Park Road
- Enhancement of cycle route along Chawton Park Road or provision of shared-use cyclepath

Additional Links:

i. Existing cycle route from Lenten Street to The Butts

Route via Westbrooke Road, Rack Close Road, Whitedown and Albert Road. This is unsuitable as a main cycle route but as some work has already been done, minor improvements could enhance user safety, especially at junctions.

Current condition:

Lenten Street busy and narrow. Westbrooke Road very narrow and full of parked cars. Poor sight lines at crossings of Ackender Road and Queens Road. Poor signing along route.

Work required:

- 20mph & traffic calming in Lenten Street – taking care not to increase signage in attractive street
- Improved signage along length of route, particularly Whitedown
- Improved advice to motorists & possibly changed priorities where route crosses Ackender Road & Queens Road *(NB: these roads already have traffic restriction orders).*

ii. Town Centre to Windmill Hill

A route via Turk Street and across Drayman's Way Roundabout.

Current condition:

Turk Street only allows one-way cycling. Busy roundabout at junction with Drayman's Way. Access to Windmill Hill involves crossing footway and cutting through closed-off end of road.

Work required:

- Contraflow cycling along Lower Turk Street
- Crossing point/refuge across southern arm of Turk Street/Drayman's Way Roundabout
- Short section of shared-use path from crossing point through cutting to Turk Street**.**

d. Sports Centre to Four Marks.

Shared-use cyclepath round southern perimeter of Sports Fields, continuing on-road under railway bridge towards A31 roundabout, crossing with refuge, then via proposed segregated cyclepath along north side of A31 leading into The Shrave, Four Marks.

Length: 2.8 miles

Amenities:

Town Centre shops, Sports Centre, Station, Schools, Industrial Estate

Current condition:

Chawton Park Road is fairly busy. A tarmac footpath already exists around the perimeter of the Sports Grounds. Northfield Lane is used as a shortcut to A31. A31 is a busy dual carriageway with no provision for cyclists.

Work required:

- Improve dropped kerbs and widen footpath around southern perimeter of Sports Fields to south-west Pavilion car park
- Traffic calming and warning signs on Northfield Lane
- Crossing with refuge on northern arm of Chawton Roundabout
- Shared-use cyclepath along northern verge of A31 to connect with The Shrave *(1.7 miles)*
- Toucan crossing from western end of The Shrave to Telegraph Lane
- Slower speeds through Four Marks

Additional Links:

i. Recreational route to Four Marks through Chawton Park Wood

From Chawton Park Road to Boyneswood Road. Part of Sustrans NCN Route 23. Access from Sports Centre via perimeter track around Sports Fields and proposed short section of cyclepath along west side of Northfield Lane to access road to Chawton Park Farm. Continuing on forest tracks through Chawton Park Wood to Boyneswood Road.

Length: 3.2 miles

Current condition:

Route through Chawton Park Wood initially narrow, rough and muddy. Stony, unsealed surface of forest tracks is unsuitable for road bikes. Safety concerns for lone cyclists, particularly women or children.

Work required:

Widening and upgrading of footpath around perimeter of Sports Ground

- Crossing of Northfield Lane
- Short section of cyclepath along west side of Northfield Lane from Pavilion car park exit to access road to Chawton Park Farm.
- Upgrading of surfaces through Chawton Park Wood, particularly alongside fields belonging to Chawton Park Farm.

e. Routes within Four Marks

Four Marks is a large village spread out along both sides of the busy A31 Winchester Road. It already has an estimated population of 3,710 and in the next few years a number of new housing developments are likely to lead to a significant increase in numbers. Suggested cycle routes include a central cyclepath alongside the A31 and parallel routes to the north and south of the main road, with a number of links crossing between the three.

Amenities:

Shops (Winchester Road), Railway Station (Watercress Line), Four Marks Primary School (Kitwood Lane), Chawton Park Wood (woodland with public access, including off-road cycle tracks), Industrial estates (Lymington Bottom Road, Station Approach)

i. Cyclepath alongside A31.

A cyclepath through the village along the south side of the A31 from Telegraph Lane to Lymington Bottom, providing direct access to shopping parade, with possible extension to the west of Barn Lane, opposite Gravel Lane.

Length:

Telegraph Lane to Lymington Bottom	0.8 miles
Lymington Bottom to Gravel Lane	0.7 miles

Current condition:

The A31 Winchester Road is very busy and a hostile environment for cyclists.

Work required:

- Widening of existing footway to provide shared-use cyclepath along south side of A31
- Upgrade existing pelican crossing of A31 opposite One-Stop to toucan crossing.
- Crossing of Lymington Bottom
- Crossing of A31 west of Lymington Bottom to Lymington Bottom Road
- Continuation of cyclepath slightly beyond Barn Lane to allow link to Gravel Lane.

ii. Parallel route north of A31.

A route from Boyneswood Road to Kingswood Rise via Railway Station, Winston Rise and Tawny Grove, avoiding A31.

Current condition:

Sections on existing residential roads with connecting links along sections of footpath.

Work required:

- Upgrade and clear undergrowth on footpath from Boyneswood Road along south side of railway track *(0.1 miles)*
- Short section of cycletrack across small grass area beside railway station
- Upgrade short section of footpath from grass area to Station Approach
- Access to A31 proposed toucan crossing opposite One-Stop could either be via Windmill Fields, with upgrading of existing short footpath to A31 or via Station Approach with short section of shared-use cyclepath along north side of A31 to toucan crossing.
- Signing of route along Winston Rise
- Crossing of Lymington Bottom Road from Winston Rise to Tawny Grove
- Signing of existing route through Tawny Grove to Kingswood Rise

iii. Boyneswood Lane to Station Approach (north of railway)

A link from north east of Four Marks to industrial estate

Length: 0.5 miles

Current condition:

Boyneswood Lane is a bridleway with a loose stony surface. It connects with the appropriately named Stoney Lane, which leads into Station Approach, providing access to the Railway Station and Mansfield Business Park and across Lymington Bottom Road to Lymington Farm Industrial Estate.

Work required:

- Clearing and upgrading of Boyneswood Lane and Stoney Lane with scalpings surface

iv. Parallel route south of A31

A route from Telegraph Lane to Lymington Bottom, largely avoiding A31 Winchester Road, providing access to shops and crossings of A31 from residential streets to south of main road.

Length: 0.8 miles

Current condition:

No direct link from Telegraph Lane. Footpath linking Badger Close, Pine Road, Hazel Road, Bogmoor Close and Read's Field, leading into Lymington Bottom, with access points to A31 from Badger Close, Hazel Road and Bogmoor Close.

Work required:

- Shared-use path along south side of A31 from Telegraph Lane to access path into Badger Close. *(Future building developments east of Badger Close may enable access closer to Telegraph Lane)*.
- Signing of route down path to Badger Close and along Pine Road and Hazel Road.
- Remove kerbs and provide proper cycle access from Hazel Road to Winchester Road shops – between south side of shops and Total petrol station.
- Signing along existing cyclepath to Bogmoor Close
- Widening/upgrading of footpath access from Bogmoor Close south to Brambles Lane and north to Winchester Road *(0.1 miles).*
- Widening/upgrading of short footpath from Bogmoor Close to Read's Field.

v. A31/Lymington Bottom to Sports Fields, Brislands Lane, with continuation to west of village via Green Lane/Barn Lane.

A route to the village's extensive sports grounds, with a possible additional link back across A31 from Barn Lane to Gravel Lane, giving access to Soldridge and West End.

Length:

A31/Lymington Bottom to Sports fields:	0.6 miles
Sports fields to A31 via Barn Lane:	0.6 miles

Current condition:

Lymington Bottom is narrow, winding and fairly busy and therefore not attractive to cyclists. Brislands Lane and the access road to Sports fields are quiet. Green Lane is unsurfaced, leading into the well surfaced Barn Lane. The A31 is derestricted at Barn Lane junction.

Work required:

- Reduced speed limit and significant traffic calming of Lymington Bottom. Suggest this should extend to Kitwood Road junction to include Four Marks Primary School.
- Special calming at Blackberry Lane/Brislands Lane junction.
- Upgrade unsurfaced section of Green Lane BOAT with scalpings *(0.1 miles)*
- Shared-use cyclepath along south side of A31 from Barn Lane to opposite Gravel Lane *(0.1 miles).*

AL2. Alton to Ropley & Bishop's Sutton.

Continuation of Route *AL1.d* from Alton to Four Marks, crossing from The Shrave to Telegraph Lane via toucan crossing, then down Blackberry Lane, Brislands Lane, Court Lane, Gascoigne Lane, Dunsell's Lane, Church Street, Vicarage Lane and Hook Lane to Ropley. Short shared-use path along south side of A31 to east side of Petersfield Road junction; crossing of A31 to shared-use cyclepath along northern verge of A31, continuing past roundabout and alongside northern verge of B3047 to Bishop's Sutton.

Length:

Alton to Four Marks:	3.9 miles
Four Marks to Ropley	4.7 miles
Ropley to Bishop's Sutton:	2.2 miles
Total *(Alton to Bishop's Sutton)*:	10.8 miles

Amenities:

Access to Four Marks and Alton amenities from villages to the west. Links Alton with Alresford and Winchester.

Current condition:

Blackberry Lane is quiet; crossing of narrow, fairly busy road at Lymington Bottom; Brislands Lane and Hook Lane are quiet; A31 very busy, including HGVs; existing footway along northern verge of A31.

Work required:

- Alton to Telegraph Lane – *see Route AL1.d*
- Blackberry Lane to Brislands Lane – traffic calming and safety measures at crossing of Lymington Bottom – warning signs, road colouring
- Hook Lane/A31 – short section of shared-use path along south side of A31 from Hook Lane junction to east side of Petersfield Road junction
- Toucan crossing of A31
- Widen existing footway alongside A31/B3047 to shared-use cyclepath *(2.2 miles)*

AL3. Alton to Beech.

A route along Market Street, Lenten Street & Basingstoke Road (A339) to the nearby settlement of Beech. Part of Sustrans NCN Route 23 to Basingstoke.

Length: 1.7 miles

Amenities:

Access to Town Centre shops, Station, schools, Industrial Estate etc. for residents of Beech and Medstead and to rural lanes from Beech through to Basingstoke for residents of Alton.

Current condition:

Main section is busy A road with no provision for cyclists.

Work required:

- Contraflow cycling in Market Street
- Reduced speeds *(20mph)* and traffic calming in Lenten Street
- Crossing point east of entrance to Flood Meadows on Basingstoke Road
- Shared-use cyclepath along north side of Basingstoke Road and crossing with refuge over northern arm of Odiham Road Roundabout
- Shared-use path alongside A339 to Beech turning *(0.8 miles)*
- Crossing of A339 with refuge to east of Beech turning (Medstead Road)
- Crossing of Medstead Road near junction with A339 to allow cyclists travelling east to use crossing of A339

A339 to Beech

Additional Links:

i. **Basingstoke Road to Greenfields Avenue and Amery Hill School, via Flood Meadows.**

Route from Lenten Street/Basingstoke Road via Flood Meadows and Willoughby Close or Wentworth Gardens to Greenfields Avenue. Providing access from estates on the north side of Alton to Basingstoke Road. A branch of this route could link with Tanhouse Lane, providing access to Amery Hill School, the Library and the Town Centre.

Current condition:

Fairly busy access route to Alton Town Centre. Routes across Flood Meadows officially designated as footpaths but also used by cyclists.

Work required:

- Crossing point on Basingstoke Road adjacent to Flood Meadows.
- Upgrading of paths across Flood Meadows to cyclepaths.

ii. Lenten Street to Community Hospital & Sports Centre

A route via Kings Road, Whitedown Lane & Beechwood Road

Current condition:

Mainly on quiet residential roads but no provision for cyclists on Whitedown Lane.

Work required:

- Extension of Kings Road/Whitedown Lane link with short shared-use connection along eastern side of Whitedown Lane to crossing of Whitedown Lane adjacent to Beechwood Road

iii. A339 to Beechwood Road via Whitedown Lane

A shared-use cyclepath along either the east or west side of Whitedown Lane from the A339 to Beechwood Road.

Length: 0.6 miles

Amenities:

Access to Community Hospital & Sports Centre from Beech cyclepath. Only worth constructing once A339 Beech cyclepath is in place

Current condition:

No provision for cyclists on busy Whitedown Lane.

Work required:

- Crossing point on A339 to allow access from shared-use path on north side of A339 to Whitedown Lane
- Construction of shared-use cyclepath in verge alongside Whitedown Lane

iv. Alternative recreational route to Beech.

From Whitedown Lane through Ackender Wood to Beech

Length: 1.0 mile

Current condition:

No provision for cyclists on busy Whitedown Lane. Route would need to use footpath through Ackender Wood rather than existing bridleway, which is narrow, uneven and difficult to cycle.

Work required:

- Shared-use path alongside Whitedown Lane *(see AL3.iii above)*.
- Conversion of footpath through Ackender Wood to cyclepath and clearing/upgrading with scalpings surface.

v. Route to Basingstoke along minor lanes.

Part of Sustrans NCN Route 23 Winchester-Basingstoke. A route via Beech, Bentworth, Ellisfield and Cliddesden along existing quiet lanes.

Length: 11.0 miles

Current condition:

Alton to Beech along busy A339 *(See above, AL3)*.

Remainder of route along quiet lanes until approach to Basingtoke. *(Basingstoke & Deane Borough Council)*

Work required:

- Off-road cyclepath from Alton to Beech *(See above, AL3)*
- Access route into Basingstoke subject to agreement with Basingstoke & Deane Borough Council.

AL4. Alton to Bentley & Farnham.

Alton to Holybourne *(see Route AL1)*, then on lanes via Isington to Bentley. Utility route to Farnham alongside A31 from Bentley to Coxbridge Roundabout. Alternative route using quiet lanes via Dippenhall *(to the north of A31)*, rejoining A31 route at Runwick Lane junction. Route alongside A31 is supported by Bentley Village Design Statement. Quiet lanes route forms part of Sustrans NCN Route 22. *(The eastern end of the Bentley to Farnham section is in Surrey).*

Length:

Alton to Holybourne	1.4 miles
Holybourne to Bentley	5.1 miles
Bentley to Coxbridge (A31)	3.0 miles

Amenities:

Connecting settlements of Alton, Holybourne, Bentley and Farnham. Railway at Alton, Bentley and Farnham. Schools at Alton, Holybourne, Bentley & Farnham. Shops, employment and entertainment venues at Alton & Farnham. Industrial Park at Bentley.

Current condition:

Holybourne to Bentley mainly on quiet lanes but no provision for cyclists on busy A31 dual carriageway to Farnham.

Work required:

- Alton to Holybourne *(See Route AL1)*
- Leave Holybourne:
  - *Either* along London Road *(traffic calming needed)*
  - *Or,* turn down Neatham Mill Lane *(steps to underpass need converting to ramp – would also be suitable for wheelchair users)* and rejoin London Road further towards Binsted *(warning signs at Lower Neatham Mill Lane/London Road junction)*
- Signing via lanes to Isington, down Isington Lane and under A31 to Bentley
- At eastern end of Bentley slip road, before A31, crossing point for cyclists and access to shared-use cyclepath along northern verge of A31. Some sections, particularly at eastern end, already have a footway which can be widened for shared-use.
- Crossing points at four junctions where lanes intersect A31

Additional Links:

i. **Alternative route from Holybourne to Bentley via A31 & Froyle**

More direct route to Bentley. Access from Bonhams Farm lane up embankment to A31; then cyclepath alongside A31 to Upper Froyle junction; through Upper Froyle then back down Old Lane to continue alongside A31 to Bentley Road.

Length: 3.7 miles

Amenities:

More direct route from Holybourne to Bentley, providing access to Lord Mayor Treloar College Lower School and route from Upper and Lower Froyle to Alton amenities.

Current condition:

No cycle access from Bonhams Farm lane to A31. A31 very busy with no provision for cyclists.

Work required:

- Permissive use of Bonhams Farm lane alongside A31
- Short cyclepath through scrub from Bonhams Farm lane to A31 verge
- Cyclepath along A31 verge to Upper Froyle junction *(0.7 miles)*
- Cyclepath from Old Lane/A31 junction to Bentley Road *(0.5 miles)* – remnants of old road could be restored.

ii. **Alternative route from Bentley to Coxbridge via quiet lanes.**

Leave Bentley via School Lane, Hole Lane, Old Farnham Lane, Runwick Lane to junction with A31 and then shared-use path alongside carriageway to Coxbridge Roundabout. *Alternatively,* follow Runwick Lane to Potts Farm and along farm track to Coxbridge Farm. Enter Farnham from Coxbridge Farm along West Street.

Length: 4.0 miles

Current condition:

Initial section on quiet lanes, then footway but no provision for cyclists alongside A31. Off-road option is via footpath and private farm track, which is in fairly good condition but has no right of way. Alternative routes avoiding A31 would involve extra hills and entering Farnham on busy Crondall Lane.

Work required:

- Permissive use of track immediately south of Cheeks Farm would reduce distance by 1 mile. *(Part of St. Swithins Way)* Would require widening/improvement of surface with scalpings *(0.25 miles)*. Also conversion from footpath to bridleway.
- Cyclepath alongside A31 from Runwick Lane junction to Coxbridge Roundabout
- *Alternatively,* Conversion of footpath and private track from Potts Farm to Coxbridge Farm to cyclepath *(0.75 miles)*. Surface already fairly good for off-road but could be improved with scalpings. Already used by horses. Mainly a rights of way issue *(Surrey County Council).*

iii. Bentley Village to Bentley Station

Route via Station Road from village centre to Railway Station.

Work required:

- Cycle lanes and traffic calming, combined with proposed new footway, on section of Station Road from Village Hall crossroads to junction with Station Road cul-de-sac
- Extension of 40mph zone from Bentley village to south of railway bridge on Blacknest Road

iv. Bentley Station to Rowledge via Alice Holt.

Bentley Station can be approached from Alton by continuing through Isington instead of turning down Isington Lane. At the Station, cross railway track at footpath crossing and continue up hill on footpath, passing behind Alice Holt Lodge and crossing A325 at southern edge of Plain Piece copse. Continue on cycletrack through Alice Holt Forest, bearing left, until path ends at Rowledge, where route leads into Church Lane. Having an unsealed surface, this would mainly be of use as a recreational route.

Length: 2.3 miles

Current condition:

First section is footpath. Surface condition fairly good. Section in Alice Holt Forest is gravel and already designated as an off-road cycle route.

Work required:

- Upgrade section from Bentley Station to A325 to cyclepath and widen/improve surface with scalpings.
- Well indicated, traffic calmed crossing of A325 from Plain Piece to Alice Holt

Path from Bentley Station to Alice Holt

AL5. Alton to Chawton & Farringdon, with connections to East Tisted, Selborne, Whitehill, Liss, Petersfield & Ropley.

From Town Centre along Butts Road past roundabouts and across to Winchester Road. Continue through underpass to Chawton, through village, past Chawton House and continue alongside A32 to Farringdon. From Farringdon, Selborne can be reached via Hall Lane & Selborne Road, East Tisted could be reached either via continuation of cyclepath alongside A32 or via old railway track. Liss could be reached via Newton Valence and Hawkley. Part of proposed Sustrans NCN Route from Alton to Petersfield.

Length:

Alton to Chawton underpass	1.0 mile
Chawton underpass to A32 south of village	0.7 miles
South Chawton to Farringdon (A32)	1.2 miles

Amenities:

Connecting settlements of Alton, Chawton, Farringdon, Selborne, East Tisted and longer routes to Whitehill, Liss and Petersfield. Jane Austen's house and Chawton House in Chawton. Old railway path from Farringdon to East Tisted could be a very attractive recreational route.

Current condition:

Butts Road very busy route into Alton with no provision for cyclists. Winchester Road very quiet. Underpass to Chawton has steps on both sides. Lane through Chawton fairly quiet. Existing permissive footpath from south Chawton alongside A32 part way to Farringdon. A32 busy, with high traffic speeds and no provision for cyclists.

Chawton underpass

Work required:

- Shared-use cyclepath along east side of Butts Road from High Street to The Butts *(See Route AL1.c)*
- Continue with shared-use cyclepath to Selborne Road exit from roundabouts
- Courtesy crossing and refuge across Selborne Road to Winchester Road
- Replace steps in Chawton underpass with ramp *(also of benefit to wheelchair users)*
- From dead-end at south of Chawton convert existing footpath to shared-use cyclepath
- Where footpath ends beside A32 continue with shared-use cyclepath along eastern verge of A32 to Farringdon crossroads.
- *NB:* Cyclepath could end before crossroads, at lane opposite Woodside Lane, leading to church, if eastern half of this track *(0.2 miles)* could be upgraded to tarmac.

Additional Links:

i. Chawton underpass to Sports Centre via Mounters Lane.

Direct access from Chawton to Sports Centre and from new housing in Chawton Park Road to Chawton village

Length: 0.3 miles

Current condition:

Mounters Lane rough and poorly surfaced.

Work required:

- Upgrade Mounters Lane surfacing
- Access from Mounters Lane to Sports Centre

ii. Alternative route from Chawton to Farringdon via old railway.

From Chawton take underpass under A32 opposite Home Farm, via Cemetery and private road through Southfield Farm to old railway track footpath to Farringdon.

Current condition:

Good quality tarmac road through Cemetery and Southfield Farm but need to establish permissive use of sections under private ownership. Old railway track in reasonably good condition but could be cleared/upgraded with scalpings. Access from railway path to Woodside Lane, Farringdon poor.

Work required:

- Establish permissive cyclepath through Cemetery and Southfield Farm to railway path
- Upgrade/clear railway path with scalpings surface
- Provide good quality access for cycles where railway path meets Woodside Lane, Farringdon
- Crossing point on A32 from Woodside Lane to lane leading to Upper Farringdon

- Upgrade eastern section of track to Upper Farringdon to tarmac surface
- *Alternatively,* reopen continuation of railway path under bridge and through Industrial Estate to Farringdon crossroads.

iii. Farringdon to Selborne and Whitehill.

Turn left in Farringdon and follow Hall Lane to Selborne Road and on into village. To reach Whitehill, turn left in village into Honey Lane and continue through Blackmoor, along Drift Road and into Whitehill.

Length: Farringdon to Selborne 3.0 miles
Selborne to Whitehill 4.0 miles

Current condition:

Hall Lane quiet and suitable for cycling. B3006 Selborne Road busy and narrow with no provision for cyclists.

Work required:

- Signing along Hall Lane
- Crossing of B3006 at Hall Lane junction
- *Either:* extend Selborne speed restriction and traffic calming northwards to include Hall Lane junction *(0.6 miles)*.
- *Or:* cyclepath along side of field beside B3006 from Hall Lane junction to build-out at entrance to village.
- Widen cycle bypasses at village entrance build-outs
- 20mph limit through Selborne
- Signing along Honey Lane to Whitehill

iv. Farringdon to East Tisted, Liss & Petersfield

Continuation of A32 route from Farringdon to East Tisted, allowing access to lanes via Newton Valence and Hawkley to Liss and via Colemore towards Petersfield. Route could either follow A32 to East Tisted or follow old railway line.

Length: Farringdon to East Tisted 2.2 miles
Farringdon to Liss 7.5 miles
Farringdon to Petersfield 10.2 miles

Current condition:

A32 very busy with no provision for cyclists. Old railway line in reasonably good condition apart from short stretches at beginning and end – however, majority of route now in private ownership with no right of way.

Work required:

- Route alongside A32 with new shared-use cyclepath along east side of carriageway *(2.0 miles)*
- Cyclists heading for Liss could turn off at Newton Lane and continue through Newton Valence and Hawkley to West Liss.
- *Alternative route* to East Tisted using old railway track – a beautiful route with views across the surrounding countryside. This could be a real attraction for family cycle rides and needs very little structural improvement – primarily a land ownership issue:

- Shared-use cyclepath alongside A32 from Farringdon crossroads to start of railway path
- Upgrade short bridlepath from A32 to railway track
- Negotiation with landowners for use of existing railway path as cyclepath
- Some upgrading of surface with scalpings, particularly on initial bridleway section at Farringdon, but general condition very good.
- Access route to Newton Lane – existing farm track needs permission and very little upgrading; alternatively, footpath on east side of railway track would need significant upgrading.
- Short path from railway track to East Tisted road needs clearing, widening and improved surface *(scalpings).*

- Continuation from East Tisted to Petersfield via Oakshott, Steep Marsh & Sheet mainly on existing quiet lanes. *(See PF4 & PF1.a)*

v. East Tisted to Ropley

A route to Ropley via East Tisted from Selborne, Liss and Whitehill. From East Tisted Road, left onto A32, then turn right into Ropley Road and continue into Lyeway Lane and Ropley.

Length: 4.5 miles

Current condition:

A32 very busy with no provision for cyclists. Remainder of route on quiet lanes

Work required:

- Shared-use cyclepath alongside A32 from East Tisted junction to Ropley Road junction *(0.8 miles)*
- Well signposted crossing adjacent Ropley Road junction
- Signing to Ropley

b) Whitehill & Bordon (WB)

Whitehill and Bordon have grown up in an area of sandy heathland and woods alongside the main road from Farnham to Petersfield, now known as the A325. The River Deadwater, a small tributary of the River Wey, flows through the east side of Bordon and an attractive footpath has been developed along part of its course. Whitehill was once the location of a tollgate for passing traffic and throughout the 20th century Bordon was chiefly known as an Army camp. The settlement does not, therefore, have any background as a market town and development over the years has been haphazard and unbalanced. In recent years there has been a large amount of new housing development in the area, particularly smaller, low cost properties.

In 2002 the town had an estimated population of 14,453, making it larger than Petersfield. When this is combined with the adjoining village of Lindford, the total population of the conurbation is 16,815, slightly larger than the combined total of Alton and Holybourne. The village of Headley, with a further 5,606 inhabitants is less than a mile beyond Lindford.

Despite the high population, services and facilities are greatly inferior to those of Petersfield and Alton, thus obliging residents of the town to travel elsewhere for many of their daily requirements. It is also worth noting that Whitehill/Bordon has a significantly higher proportion of children under 16 than either Alton or Petersfield, together with fewer bus services and higher levels of social exclusion. There is no local rail service, the nearest stations being Liss or Liphook, both approximately 5.0 miles away. These statistics suggest that cycling could have an important role to play in enhancing mobility and access to services for the town's residents.

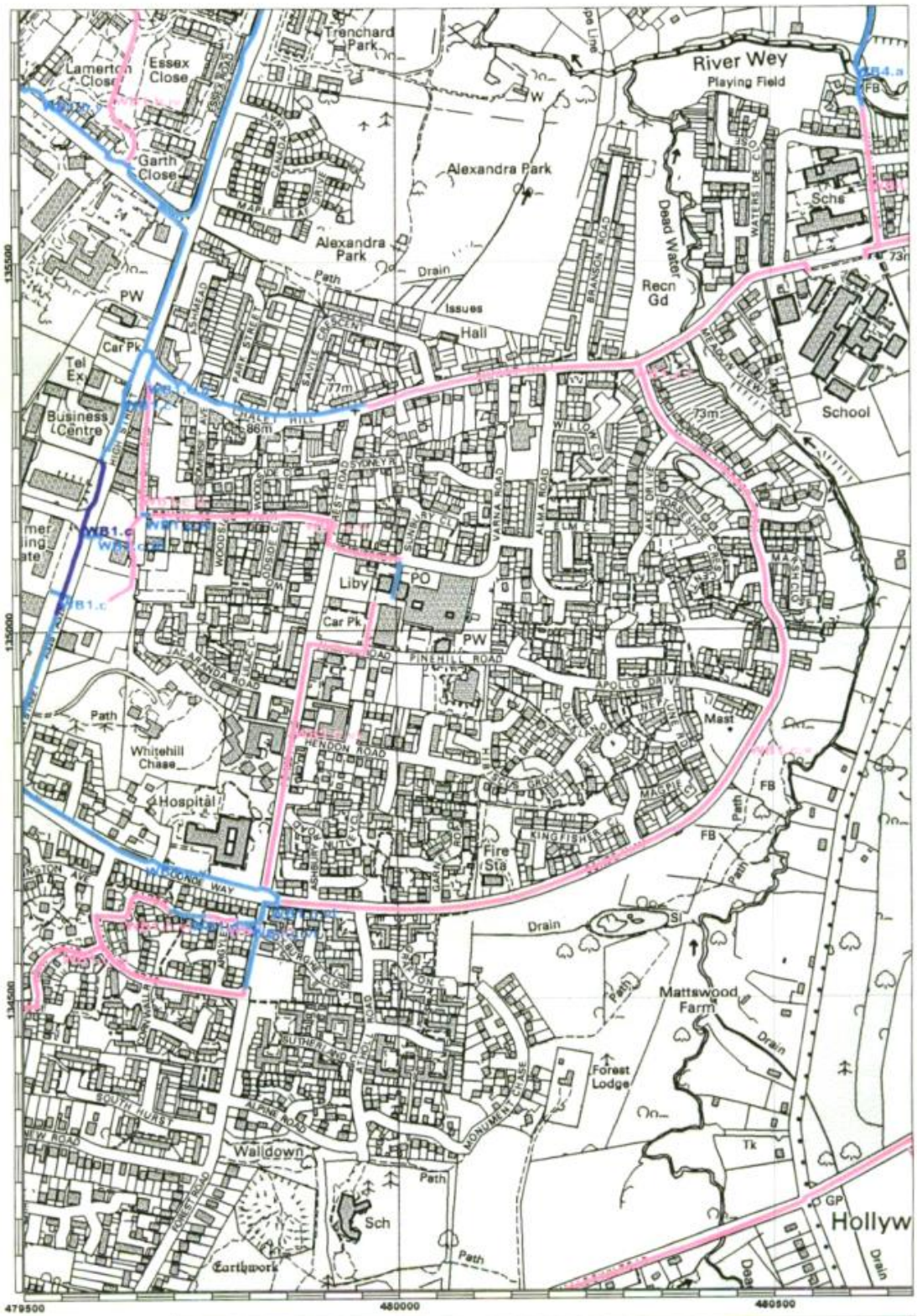
Not having developed around a recognisable core, the settlement is fairly spread out. Roads in and around the town, many of which originated as heathland tracks, tend to be straight, encouraging high traffic speeds even in residential areas. Distances to and from the shops from many parts of the town are further than most people will walk, so there are long stretches of lightly used footway, which many local cyclists, particularly the under 18s, are using on a regular basis to avoid mixing with motor traffic.

The town has several primary schools and one secondary school, Mill Chase, but many older children travel either to Bohunt School in Liphook or to Amery Hill or Eggars in Alton. The nearest sixth form college is also in Alton. There are some business and industrial estates within the town but many residents travel elsewhere for work. Shops are spread across a number of locations in the town, rather than all being concentrated in one centre. There are three supermarkets and a number of convenience stores but many of the outlets one would expect to find in a town of this size are absent. Residents must travel to Petersfield, Alton or Farnham, all about 9 miles away, to gain access to a full range of High Street shops. Bordon has a small community hospital, which offers a limited range of services.

For leisure activities there are two swimming pools in Bordon, at Mill Chase and the Army Garrison. There is also a small theatre. Otherwise, residents must again travel elsewhere. It is possible, however, to access attractive networks of rural lanes for recreational cycle rides, with the historic village of Selborne only 4 miles from Whitehill and Alice Holt Forest only 6 miles from Lindford.

East Hampshire Cycle Plan 2004

Figure 2: Cycle routes in the Whitehill and Bordon



Scale 1: 7500

Date: 25/11/04

Key

- Existing On Road
- Existing Off Road Sealed
- Existing Recreational Unsealed
- Proposed On Road
- Proposed Off Road Sealed
- Proposed Recreational Unsealed

Whitehill and Bordon are strategically placed between Petersfield and Farnham and any long distance cycle route from the South coast would be likely to go through the town. At present any such journey is made difficult and dangerous by the fact that no provision is made for cyclists on the A325 and, for many sections of this road, no obvious alternative exists. A cyclepath along this road would provide a vital link to both these neighbouring towns.

WB1. Farnham to Liss via Bordon

Central spine of Whitehill/Bordon cycle network, linking settlements of Farnham, Kingsley, Lindford, Bordon, Whitehill, Blackmoor, Greatham and Liss, and enabling cycle access through Liss to Petersfield and the south. Sections of this route form part of Sustrans NCN Route 22, Portsmouth to Farnham. The A325 is the obvious and most direct route from Farnham to Greatham but is currently so heavily trafficked that very few cyclists will risk using it. Unfortunately, alternative routes are longer and involve some steep climbs. At the southern end of the route, Greatham has been bypassed and is now relatively quiet to cycle through.

Length:

Farnham *(West Street)* to Bordon *(Lindford Road jct)*:	7.7 miles
Bordon, Lindford Road to Chalet Hill:	0.6 miles
Bordon *(Chalet Hill)* to Whitehill *(Police Station)*:	1.0 mile
Whitehill *(Police Station)* to Greatham School:	2.6 miles
Greatham School to Liss Station:	2.6 miles
Total:	14.5 miles

a. Farnham to Bordon (Lindford Road junction)

The first section of this route is in Surrey and follows the line from Farnham to Wrecclesham recommended by Waverley Borough Council Cycle Forum. This involves leaving Farnham via West Street, Crosby Way Roundabout, through the water meadows to Red Lion Lane and across the A31 to Weydon Lane. From Weydon Lane the route continues through Wrecclesham and southwards alongside the A325 on a proposed shared-use cyclepath.

Length:

Farnham to Hampshire border:	2.7 miles
Hampshire border to Lindford Road junction:	5.0 miles
Total:	7.7 miles

Amenities:

Although Farnham is in Surrey, it is very close to the Hampshire border and is the largest town available for residents of the northern part of East Hampshire. It offers a comprehensive range of shops and restaurants, railway station, sports centre, sports fields, several schools, the West Surrey Institute of Art and Design, industrial estates and business parks.

In addition to providing access to Farnham, this section of the route passes the leisure attractions of Birdworld and Alice Holt Forest (a popular destination for off-road cycle trails), Forest Enterprises Research Station, and Country Market farm supermarket at Sleaford.

It also connects with routes to Bentley *(via Gravel Lane and forest track to Bentley Station – see Alton to Bentley & Farnham, AL4.iii; or via Binsted Road and Blacknest Road)*, Kingsley *(via B3004 – see Bordon to Kingsley, WB3)*, Headley *(via Picketts Hill, Frensham Lane and The Hanger)* and Lindford *(via B3004 Broxhead Farm Road)*.

Current condition:

The Surrey section of the route, along West Street is very busy and the path across the water meadows is metalled but narrow, with steps on the bridge over the River Wey. The A31 has a footbridge but this is awkward to use with a bike and the preferred route, directly across the carriageway, is dangerous. Weydon Lane has recently been traffic calmed. Various routes can be taken through Wrecclesham to access the A325 at the southern edge of the town. The Hampshire section follows the A325, a single carriageway road carrying a high volume of fast traffic including large numbers of commercial vehicles.

Work required:

- *Surrey section:* Conversion of roundabout at Crosby Way to continental style to reduce speeds; upgrade/widening of footpath and bridge across water meadows; toucan crossing of A31 from Red Lion Lane to Weydon Lane; signing of route through Wrecclesham; shared-use cyclepath alongside A325 from Wrecclesham to Hampshire border.
- *Hampshire section:* Construction of shared-use cyclepath alongside A325 south of Wrecclesham. While the majority of this route will probably be easiest to achieve on the western side of the A325, it may be necessary to cross the road for one section to avoid obstructions at Bucks Horn Oak and Frith End.
- Clearly indicated crossing points where cyclepath crosses A325 and at side junctions.

Additional Links:

i. **Alternative route from Farnham to Lindford via quiet lanes**
This follows the same route from Farnham to Wrecclesham as above, ie. leaving Farnham via West Street, Crosby Way Roundabout, through the water meadows to Red Lion Lane and across the A31 to Weydon Lane, through Wrecclesham and across Echo Barn Lane to Manley Bridge Road. From Manley Bridge Road to Rowledge via Chapel Road and The Avenue, then down Boundary Road to Dockenfield, from where it joins the Lindford/Alice Holt Cycle Route via Frensham Lane to Lindford Road, Lindford. Whilst much pleasanter and more visually attractive than the A325, this route involves extra mileage and considerably more climbs and descents, making it more suitable for recreational cycling than for everyday journeys where time and energy are decisive factors in the choice between cycling or taking the car.

Length: 8.8 miles

Current condition:

The Surrey section of the route, along West Street is very busy and the path across the water meadows is metalled but narrow, with steps on bridge over River Wey. The A31 has a footbridge but this is awkward to use with a bike and the preferred route, directly across the carriageway, is dangerous. Weydon Lane has recently been traffic calmed. Various routes can be taken through Wrecclesham, all necessitating a crossing of the busy Echo Barn Lane. The remainder of the route is on quiet lanes.

Work required:

- *Surrey section:* Conversion of roundabout at Crosby Way to continental style to reduce speeds; upgrade/widening of footpath and bridge across water meadows; toucan crossing of A31 from Red Lion Lane to Weydon Lane; signing of route through Wrecclesham to Quennells Hill; crossing of Echo Barn Lane to Manley Bridge Road; crossing from The Avenue to Cherry Tree Road, Rowledge.
- *Hampshire section* has already been established as a cycle route, however, to continue to Bordon a route would need to be established from Frensham Lane/Lindford Road junction *(See Whitehill/Bordon to Lindford, Headley & Grayshott, WB4.a).*

b. Bordon, Lindford Road junction to Chalet Hill

Continuation of route along western side of A325.

Length: 0.6 miles

Amenities:

Besides continuing the link from Farnham to Bordon, local amenities along this section include the Phoenix Theatre, One-Stop, Pinewood Community Centre, Garrison Swimming pool *(Budds Lane)*, sports grounds *(Station Road & Budds Lane)*, skate park *(Budds Lane)*, Bordon Infant and Junior schools *(Budds Lane)*; Army Barracks *(Station Road & Budds Lane)*; business premises on northern edge of Bordon; Bordon Trading Estate *(Station Road/Oakhanger Road)*; Bordon and Oakhanger Sports Club *(Station Road/Oakhanger Road/Bolley Avenue)*. In addition the route connects with links to Lindford *(Lindford Road)* and Oakhanger *(Station Road/Oakhanger Road)*.

Current Condition:

40 mph section of A325, which is a busy single-carriageway road carrying a significant amount of goods traffic. Existing pedestrian underpass south of Ennerdale Road provides access to military housing in St. Lucia Park and Trenchard Park.

Work required:

- Toucan crossing of Station Road beside existing traffic lights

- Continuation of shared-use cyclepath along western side of A325 with priority crossings of Ennerdale Road and Kildare Road.
- Continue cyclepath round into Budds Lane to Hampshire Road *(0.05 miles)*
- Courtesy or toucan crossing of Budds Lane just to west of A325
- Continue cyclepath from crossing point on Budds Lane and along west side of A325 passing Chalet Hill traffic lights.
- Toucan crossing to east side of A325 at northern arm of Chalet Hill/A325 traffic lights.

Additional Links:

i. A325/Lindford Road junction to Bordon Trading Estate

Length: 1.2 miles

Amenities:

Phoenix Theatre, Army Barracks, Sports fields, Bordon & Oakhanger Sports Club, Bordon Trading Estate. Continuation of this route leads to Oakhanger, passing three satellite communication bases

Current condition:

Station Road and Oakhanger Road are fairly busy, with some heavy goods traffic accessing Bordon Trading Estate and cutting through Oakhanger to access the B3004 to Alton.

Work required:

- In order to make this route attractive to all cyclists the preferred option would be a shared-use cyclepath from A325 along the south side of Station Road to Budds Lane *(0.6 miles)*
- Courtesy or toucan crossing in front of Phoenix Theatre
- Courtesy crossing at Budds Lane junction
- Continuation of cyclepath along south side of Oakhanger Road to Old Station Way *(0.4 miles)*
- Crossing to Bolley Avenue (probably just east of Bolley Avenue/Hogmoor Road junction
- Crossing to Bordon Trading Estate

ii. A325/Lindford Road (B3002) traffic lights to Lindford

A route from the northern edge of Bordon to Lindford.

Length: 0.8 miles

Amenities:

Access for villagers of Lindford to Phoenix Theatre, sports grounds, Bordon Trading Estate, Garrison swimming pool and routes towards Oakhanger.

Current condition:

Lindford Road (B3002) is a moderately busy road carrying fairly fast traffic and is unattractive to cyclists. The junction with Frensham Lane, Headley Road and Chase Road is particularly

difficult to negotiate. The main Liphook Road, through Lindford, is wide and encourages excessive speed.

Work required:

- Toucan crossing of A325 at northern arm of traffic lights
- Widen existing footways to shared-use cyclepath alongside Lindford Road to Lindford (Headley Road junction) *(0.8 miles)*
- Crossing point from north to south side of carriageway before B3004 junction
- Narrow bridge east of B3004 junction will require some traffic calming to compensate for road narrowing caused by widening of footway on south side for shared-use cyclepath – suggest possible 'village gateway' feature west of bridge.
- Continue shared-use path to just north of Frensham Lane junction
- Dropped kerb and continue with on-road cycle lanes
- Tighten junctions of Lindford Road with Frensham Lane, Headley Road and Chase Road to slow traffic movements
- Continue with wide cycle lanes along Liphook Road to east of Mill Lane junction

iii. A325/Lindford Road traffic lights to Lindford via Canes Lane

Alternative route from the northern edge of Bordon to Lindford.

Length: 0.8 miles

Amenities:

Access for villagers of Lindford to Phoenix Theatre, sports grounds, Bordon Trading Estate, Garrison swimming pool and routes towards Oakhanger.

Current condition:

The Lindford Road (B3002) is a moderately busy road carrying fairly fast traffic and is unattractive to cyclists. Footpath from Woodlands Inn to Canes Lane is narrow and some sections are unsurfaced.

Work required:

- If this is in addition to construction of cyclepath along B3002:
  - Toucan crossing of A325 at northern arm of traffic lights
  - Shared-use cyclepath along north side Lindford Road to Woodlands Inn *(0.1 miles)*
  - Crossing to Woodlands Inn
- If this is instead of cyclepath along B3002:
  - Toucan crossing of A325 at southern arm of traffic lights
  - Shared-use cyclepath along south side of Lindford Road to Woodlands Inn *(0.1 miles)*
- Upgrading/widening of footpath from Woodlands Inn to Canes Lane with sealed surface *(0.3 miles)* and redesignation as cyclepath, including widening of bridge

- Replacement of barrier at Canes Lane with more cycle friendly version.

iv. Alternative route from A325/Lindford Road junction to Budds Lane

A route along existing streets and footpaths from Station Road to Budds Lane

Current condition:

Mainly on quiet residential streets with linking sections of tarmac footpath.

Work required:

- Toucan crossing of Station Road adjacent to A325/Lindford Road traffic lights
- Shared-use cyclepath along south side of Station Road to Loweswater Gardens
- Signing through Loweswater Gardens and through cutting to Bassenthwaite Gardens & Ennerdale Road
- Improved access to One-Stop from Ennerdale Road – dropped kerb & cycle access alongside shop
- Upgrading/widening of footpath (adjacent Haweswater Close) from Ennerdale Road to Hampshire Road *(0.15 miles)*
- Signing along Hampshire Road to Budds Lane

v. A325/Budds Lane to Oakhanger Road

Section of route from central Bordon to Army Barracks, schools, sports grounds, Bordon Trading Estate, Satellite Communication bases and Oakhanger

Current condition:

Budds Lane is a long straight road with moderate traffic levels travelling at fairly high speeds, making it unattractive to novice cyclists.

Work required:

- Crossing slightly west of A325 junction
- Shared-use path along northern side of Budds Lane
- Priority crossing of Hampshire Road
- For section from Hampshire Road to School, existing footpath behind trees could be widened and upgraded
- Crossing shortly before Station Road junction
- Continuation of cyclepath around corner on south side of Budds Lane to link with proposed cyclepath along Oakhanger Road.

c. Bordon (Chalet Hill) to Whitehill Police Station

Continuation of shared-use cyclepath along western side of A325 with crossings at side road junctions, to connect with existing cyclepath south of Sutton Field.

Length: 1.0 mile

Amenities:

Central section of Bordon/Whitehill spine route, providing link to routes to all parts of the town. The route passes the Chalet Hill/High Street shopping area, Tesco supermarket, High View Business Centre, Woolmer Trading Estate, Whitehill shops and Police Station. In addition it links with local routes to Weyford, Mill Chase and Woodlea Schools, the Forest Shopping Centre and Chase Community Hospital.

Current condition:

Apart from short sections of cyclepath opposite Tesco Supermarket and from Sutton Field to the Police Station, there is at present no provision for cyclists on the busy A325 trunk road.

Work required:

- Continuation of cyclepath along western side of A325 from Chalet Hill traffic lights to High View, probably passing behind bus shelter and in front of public convenience (with removal/relocation of railings around public convenience). *(0.1 miles)*
- Priority crossing of High View access road.
- Cyclepath already in place from High View to Woolmer Way north
- Toucan crossing of Woolmer Way north at traffic lights
- Dropped kerbs on both sides of Woolmer Way to enable cyclists from the Industrial Estate to access cyclepath
- Completion of cyclepath along west side of A325 from Woolmer Way north junction to Condé Way Roundabout. *(Unfinished section 0.13 miles.)*
- Cycle crossing of Woolmer Way south with additional dropped kerbs to allow cyclists from Industrial Estate to join cyclepath
- Shared-use cyclepath along west side of A325 from Condé Way Roundabout to Sutton Field *(0.3 miles)*
- Priority cycle crossing of Sutton Field to link with existing cyclepath to Police Station.
- Priority crossing of entrance to Police Station

A325 Bordon

Additional Links:

i. A325 to Mill Chase via Chalet Hill

A route straight down from the A325/Chalet Hill traffic lights into Mill Chase Road

Length: 0.6 miles

Amenities:

Chalet Hill shops, Mill Chase School, Community Centre & Swimming pool, Sports fields, connection with cycle routes to Forest Shopping Centre via Forest Road or Varna Road, Lindford via Washford Lane, and Headley via Headley Mill.

Current condition:

Chalet Hill is busy, particularly on the section west of the Forest Road junction, with occasional congestion for westbound traffic on uphill section at A325 traffic lights. Shops on Chalet Hill are all on the south side.

Work required:

- Because of the volume of traffic and gradient, a shared-use cyclepath down the north side of Chalet Hill to Forest Road would be most suitable for novice cyclists *(0.2 miles)*
- Priority crossing of side roads
- One or two traffic calmed cycle/pedestrian crossing points for access to the shops – one opposite main row of shops and one opposite Alldays
- Crossing point and traffic calmed dropped kerb east of Forest Road junction for cyclists to move from shared-use path to on-road cycle lanes
- On road cycle lanes to Mill Chase school *(0.4 miles)*
- Traffic calmed crossing point at Varna Road junction for access to Forest Centre, avoiding Forest Road (widen cut-through in Varna Road)

ii. Chalet Hill to Tesco Supermarket via Lynton Road

A route from Chalet Hill to Tesco avoiding the A325 and busy main road entrance to the supermarket

Current condition:

Lynton Road is a poorly surfaced no through road with bollards at the southern end.

Work required:

- Toucan crossing of Chalet Hill at existing traffic lights at A325 junction
- Short section of shared-use path on south side of Chalet Hill around corner from traffic lights to Lynton Road
- Upgrade surface of Lynton Road
- Traffic calmed crossing point where Lynton Road meets access road from A325 to supermarket
- Cycle route through car park to front of store

iii. A325/Woolmer Way North junction to Tesco Supermarket

Cycle access from cyclepath along west side of A325 to Tesco Supermarket.

Current condition:

Pelican crossing of A325 on south side of junction. Access road to store is wide and busy with motor traffic. No provision for cyclists to cross A325 and no cycle route from junction to front of store.

Work required:

- Conversion of pelican crossing on A325 to toucan
- Short shared-use path along south side of Tesco access road
- Cycle access to car park from shared-use path
- Cycle route through car park to front of store

iv. A325/Woolmer Way/Tesco junction to Forest Centre via Woodside Park

A direct route from the A325 and Tesco to Forest Centre via Devon Road, Woodside Park, Forest Road and Heathcote Road.

Length: 0.2 miles

Current condition:

No cycle crossing of A325 or Tesco access road. No dropped kerbs to enable cyclists to use cut through from Lynton Road to Devon Road. Forest Road fairly busy to cross.

Work required:

- Cycle crossing of A325 *(see iii, above)*
- Short shared-use cyclepath along south side of access road to junction with Lynton Road
- Traffic calmed crossing of access road to Lynton Road
- Dropped kerb and cycle friendly barrier allowing access from Lynton Road to Devon Road
- Traffic calming of Forest Road between Woodside Park junction and Heathcote Road junction
- Dropped kerb and cycle access to Forest Centre from Heathcote Road via existing footpath along east side of Library.

v. A325/Condé Way Roundabout to Forest Centre and Mill Chase

Access to Chase Hospital, Forest Centre and central Bordon from A325, Woolmer Trading Estate and northern end of Whitehill

Current condition:

Pedestrian refuges on exits from Condé Way Roundabout. Condé Way is 30mph road with fairly high volume of traffic, particularly from A325 to Forest Road. Width and straightness of road tends to encourage speeds in excess of 30mph.

Work required:

- Cycle crossing of A325 via refuge on northern side of roundabout
- Shared-use cyclepath along northern side of Condé Way to slightly east of Forest Road *(0.2 miles)*
- Priority crossing of Woodpecker Close and Hospital access
- Continue shared-use path to courtesy crossing of Forest Road with additional dropped kerbs to allow access to Forest Road
- Similar short section of shared-use path from east side of Forest Road back round into Condé Way
- Traffic calmed link from shared-use path to on-road cycle lanes along Condé Way to junction with Chalet Hill
- Continue on cycle lanes to Mill Chase School

vi. A325/Whitehill to Forest Centre via Dudley Close

A route from the A325 in Whitehill to the Forest Centre, avoiding the hill at the top of New Road/Forest Road Whitehill. Route continues via Dudley Road to Malmesbury Road and then either through York Close and Argyle Close to Forest Road footpath and across Condé Way to Forest Road Bordon, or from Malmesbury Road to south end of Forest Road footpath and straight down to Condé Way and Forest Road Bordon.

Length: 1.0 mile

Amenities:

Enables cyclists to travel from Whitehill to Community Health Centre, Forest Shopping Centre and schools in Mill Chase Road without having to climb hill at the top of New Road/Forest Road Whitehill.

Current condition:

No cyclepath on A325; no crossing opposite Dudley Close; from Malmesbury Way, access to Condé Way is either via fairly busy road junction or use of footpath section of Forest Road, which includes metal barriers

Work required:

- Cyclepath along A325 to Dudley Close:
  - *Either* along west side of A325 from Sutton Field to opposite Dudley Close and courtesy crossing of A325
  - *Or* continuation of existing cyclepath along east side of A325 from Lemon Grove to Dudley Close – enabling cyclists to cross A325 at existing toucan crossing; priority crossings of Lemon Grove and New Road
- Upgrade cutting from A325 to Dudley Close and remove metal barriers
- Signing along Dudley Close and Malmesbury Road
- Signed route from Malmesbury Road to Forest Road footpath:

- *Either* north along Malmesbury Road and through York Close and Argyle Close with slight upgrading/dropped kerbs on existing short linking paths
- *Or* east along Malmesbury Road to south end of Forest Road footpath section, courtesy crossing of Malmesbury Road and, removal of barriers at end of footpath

- Upgrading of Forest Road footpath to cyclepath
- Removal of barriers at junction of footpath with Condé Way
- Upgrading of short section of footway at Condé Way/Forest Road footpath junction to cyclepath
- Toucan or courtesy crossing of Condé Way just east of Forest Road junction
- Short section of cyclepath round corner from Condé Way to Forest Road Bordon
- Dropped kerb to allow cycle access to Forest Road Bordon
- 20mph along Forest Road Bordon and Pinehill Road

d. Whitehill Police Station to Greatham School via A325

Continuation of existing cyclepath from Police Station to Liphook Road Roundabout, either along east or west side of A325, leading into Petersfield Road, Greatham

Length: 2.6 miles

Amenities:

Most difficult section of link from Whitehill, Bordon and Blackmoor to Liss Station and further south to Petersfield, with no alternative to A325 for section south of Blackmoor Road; also provides cycle access to Greatham School and access for residents of Greatham to amenities of Bordon, including industrial estates, Community Hospital, schools, supermarkets and shopping centre.

Whitehill cyclepath

Current condition:

Existing cyclepath from Police Station to Liphook Road Roundabout; short section of cyclepath along east side of A325 from Liphook Road Roundabout to site of Whitehill Club; beyond this point A325 is very hostile for cyclists, being a narrow single carriageway derestricted road with high traffic speeds and volumes, including a significant proportion of HGVs; there is an uncontrolled crossing of the A325 with refuge at the north end of Greatham, allowing access to the traffic calmed Petersfield Road through the village; the Petersfield Road is now a 30mph zone and has been traffic calmed with a number of buildouts, however the accompanying cycle bypasses are extremely narrow and very poorly engineered; there is a section of shared-use cyclepath from the Longmoor Road junction to Greatham Primary School entrance.

Work required:

- *Either* continuation of cyclepath along east side of A325 from Whitehill Club site to crossing point at north end of Greatham *(1.5 miles) (NB: The MoD has expressed willingness to allow use of a strip of land on this side of the road to build a cyclepath)*
- *Or,* cyclepath along west side of A325 from Liphook Road Roundabout to north end of Petersfield Road, Greatham *(1.7 miles)*
- Significant upgrading of cycle bypasses at buildouts on Petersfield Road, Greatham
- Dropped kerb to give cycle access from carriageway to shared-use cyclepath south of Longmoor Road

A325 from Greatham to Whitehill

Additional Links:

i. **Whitehill Police Station to Greatham School via Drift Road and Blackmoor**

A slightly longer route, following Firgrove Road, Drift Road and Blackmoor Road, to rejoin the A325 at the Blackmoor Road junction

Length: 3.2 miles

Amenities:

Passes St Matthews Primary School and Blackmoor Village.

Current condition:

Firgrove Road, although a 30mph zone, is fairly busy, with a high proportion of traffic exceeding the speed limit. It is used by some motorists as part of a route via Hogmoor Road to avoid the roundabouts and traffic lights on the A325 through Bordon. It is also used by buses and some HGVs; Drift Road is moderately busy throughout the day and very busy at school times, with a large number of parked cars along the west side at all times, it is derestricted south of Bracken Lane; Blackmoor Road is a fairly quiet derestricted road carrying mainly local traffic to Blackmoor and the south west area of Whitehill; the A325 from Blackmoor Road to Greatham is very busy with fast traffic *(as described above)*

Work required:

- Traffic calming in Firgrove Road
- 20 mph zone outside St Matthews School, Blackmoor
- 40mph speed limit on Drift Road from school through to Blackmoor
- Crossing point on Blackmoor Road west of A325 junction to allow access to shared-use cyclepath
- Shared-use cyclepath from Blackmoor Road along west side of A325 to northern end of Petersfield Road, Greatham *(0.5 miles)*
- Upgrading of cycle bypasses at buildouts in Greatham *(as described above, WB1.d)*

ii. **Whitehill to Greatham via Longmoor Ranges Perimeter Track**

A traffic-free recreational route along a section of an MoD unsurfaced road, running parallel to the A325, which would particularly appeal to recreational and novice cyclists. The MoD currently does not allow cycling on this track.

Current condition:

Existing cyclepath along A325 links with access road to ranges adjacent to site of Whitehill Club; MoD track is wide, and has a fairly good, firm surface with a few potholes; a short sandy path at the southern end connects with the crossing of the A325 to Greatham village

Work required:

- Obtain permission from MoD for cyclists to use this route
- Improve surface on sandy path at southern end

iii. Whitehill Police Station to Greatham School via Blackmoor and Church Lane

A partly traffic free route suitable for recreational cyclists, via Firgrove Road, Drift Road, Bradshott Lane and Church Lane, Greatham.

Length: 3.4 miles

Current condition:

Firgrove Road, although a 30mph zone, is fairly busy, with a high proportion of traffic exceeding the speed limit. It is used by some motorists as part of a route via Hogmoor Road to avoid the roundabouts and traffic lights on the A325 through Bordon. It is also used by buses and some HGVs; Drift Road is moderately busy throughout the day and very busy at school times, with a large number of parked cars along the west side at all times, it is derestricted south of Bracken Lane; from Blackmoor to Bradshott Lane is on quiet lanes; there is a footpath from Bradshott Lane connecting with Church Lane. Greatham.

Work required:

- Traffic calming in Firgrove Road
- 20 mph zone outside St Matthews School, Blackmoor
- 40mph speed limit on Drift Road from school through to Blackmoor
- Signing through Blackmoor to Bradshott Lane
- Upgrading and resurfacing of footpath to Church Lane *(0.6 miles)*

e. Greatham School to Liss Station

From Petersfield Road, Greatham the route can either go via Forest Road, through Liss Forest, continuing along Mill Road to Station Road or continue southwards along Petersfield Road to Ham Barn Roundabout from where a new cyclepath leads to Hawkley Road, then over the A3 bridge to join Farnham Road and Station Road.

Length: 2.6 miles

Amenities:

Although part of routes in the Liss area, this is included here because it is an important link to a Railway Station for residents of Whitehill, Bordon and Blackmoor. This route also links with an existing permissive unsurfaced cyclepath along the old railway track from Forest Road to Liss Station.

Current condition:

Petersfield Road, Greatham is traffic calmed. Forest Road, which is currently designated as a cycle route, is narrow with a series of blind

bends at the Greatham end. After crossing the A3 bridge the road is straight for 0.6 miles and traffic speeds are quite high. The road through Liss Forest has recently been traffic calmed and speeds are generally fairly low; Mill Road is a 30mph zone and has a number of bends but is quite busy and traffic speeds tend to be in excess of speed limit, there are numerous parked cars on the west side as the road approaches central Liss; the roundabout and Station Road in central Liss are busy but speeds are low.

Work required:

- Additional warnings and traffic calming on winding section of Forest Road
- Additional cycle route warnings and traffic calming on Mill Road, with possible parking restrictions at Liss village end.

Additional links:

i. Greatham to Liss Station via Hawkley Road

A route via the new cyclepath alongside the A3 from Ham Barn Roundabout to Hawkley Road

Length: 2.5 miles

Amenities:

As stated above, a route from Greatham to Liss Station is an important link to a Railway Station for residents of Whitehill, Bordon and Blackmoor. It is also a vital link to southbound routes to Petersfield and beyond. This route avoids the winding section of Forest Road and the busy roundabout in central Liss. Also provides a link via lanes to Hawkley and Steep and a direct route, bypassing Liss, from Greatham to Petersfield via Farnham Road and the existing A3 cyclepath.

Current condition:

Petersfield Road, Greatham is traffic calmed as far as the Selborne Road (B3006) junction; B3006 is busy, but has a wide verge with footway along east side, cyclepath to Hawkley Road is now completed. Farnham Road, West Liss is wide and relatively quiet, Station Road, Liss is a 30mph zone with a large number of parked cars and is moderately busy but traffic is generally slow moving.

Work required:

- Construction of shared-use cyclepath along east side of B3006 to link with crossing to new A3 cyclepath
- Traffic calming and/or changed road colour at junction of Hawkley Road and Farnham Road, West Liss

WB2. Whitehill/Bordon to Selborne, Oakhanger & Alton

a. Whitehill Police Station to Selborne Post Office

A route on existing residential roads and lanes via Firgrove Road, Drift Road, Blackmoor and Honey Lane to Selborne village. Cyclists from other parts of Bordon would also be advised to use this route.

Length: 4.2 miles

Amenities:

A link to the attractive village of Selborne, location of the Gilbert White Museum and gardens. Connection to a possible route to Alton via Farringdon *(See AL5).* Also serves as access route for residents of Selborne to shops, businesses and schools in Bordon.

Current condition:

Existing cyclepath from Police Station to Firgrove Road. Firgrove Road, although a 30mph zone, is relatively busy and a high proportion of traffic exceeds speed limit; Drift Road is moderately busy, Honey Lane is fairly quiet, but narrow

Work required:

- Traffic calming in Firgrove Road
- 20 mph zone outside St Matthews School, Blackmoor
- 40mph speed limit on Drift Road from school through to Blackmoor
- Warnings to motorists re. cycle route on Honey Lane and warning signs/road markings at junction with B3006 in Selborne

b. Whitehill Police Station to Oakhanger Village Green

A route on existing residential roads and lanes via Firgrove Road, Drift Road, Blackmoor, Honey Lane and Oakhanger.

Length: 3.2 miles

Amenities:

A link to the village of Oakhanger and connection to possible routes to Alton via Hartley Mauditt or Binsted.

Current condition:

Existing cyclepath from Police Station to Firgrove Road. Firgrove Road, although a 30mph zone, is relatively busy and a high proportion of traffic exceeds speed limit; Drift Road is moderately busy, Honey Lane is fairly quiet, but narrow. Road through Oakhanger is narrow and fairly quiet but currently carries a regular flow of trucks accessing Selborne Brickworks landfill site.

Work required:

- Traffic calming in Firgrove Road
- 20 mph zone outside St Matthews School, Blackmoor
- 40mph speed limit on Drift Road from school through to Blackmoor
- Warnings to motorists re. cycle route on Honey Lane and through Oakhanger
- Restrictions on numbers and speeds of lorries to Selborne Brickworks

c. Bordon (Chalet Hill) to Oakhanger Village Green via Gibbs Lane

The shortest and most traffic free route is via A325, Budds Lane, Oakhanger Road, Bolley Avenue and Gibbs Lane to Oakhanger

Length: 2.6 miles

Amenities:

A link to the village of Oakhanger and connection to possible routes to Alton via Hartley Mauditt or Binsted.

Current condition:

A325 from Chalet Hill to Budds Lane is heavily trafficked with no provision for cyclists. Budds Lane and Oakhanger Road have moderate traffic levels and on Oakhanger Road speeds are quite high. Bolley Avenue is quiet, leading into a very quiet tarmac lane which leads into Gibbs Lane, an unsurfaced road across Shortheath Common. Road through Oakhanger is moderately busy, being used as a shortcut from Bordon to Alton. Some traffic calming around village centre.

Work required:

- Shared-use path along west side of A325 to Budds Lane junction
- Crossing point slightly west of A325/Budds Lane junction
- Shared-use path along northern side of Budds Lane with priority crossing of Hampshire Road
- Crossing point shortly before Station Road junction
- Continuation of cyclepath around corner on south side of Budds Lane to link with proposed cyclepath along Oakhanger Road *(See WB1.b.i)*.
- Crossing point on east side of Oakhanger Road/Bolley Avenue junction
- Signing along Bolley Avenue
- Section of Gibbs Lane resurfaced as cyclepath *(0.7 miles)*
- Traffic calming and cycle warning signs on road through Oakhanger
- Cycle bypasses at traffic calming buildouts in Oakhanger village

Additional Links:

i. Bordon (Chalet Hill) to Oakhanger Village Centre via Oakhanger Road

A route via Budds Lane and Oakhanger Road to Oakhanger.

Length: 2.7 miles

Amenities:

Besides passing Bordon Trading Estate, this route provides a link to the satellite communication bases on the Oakhanger Road

Current Condition:

Condition of A325 and Budds Lane described above. Oakhanger Road is moderately busy with fairly fast traffic. No

provision for cyclists who are sometimes squeezed by passing traffic, making this route unattractive to novice cyclists.

Work required:

- Shared-use path along west side of A325 to Budds Lane junction
- Crossing point slightly west of A325/Budds Lane junction
- Shared-use path along northern side of Budds Lane with priority crossing of Hampshire Road
- Crossing point shortly before Station Road junction
- Continuation of cyclepath around corner on south side of Budds Lane to link with proposed cyclepath along Oakhanger Road
- 40 mph speed limit and cycle warning signs on Oakhanger Road
- Cycle warning signs on road through Oakhanger.

d. Whitehill/Bordon (Condé Way Roundabout) to Alton Town Centre

Alton is one of the two main market towns in East Hampshire. As such, it has much to offer residents of Whitehill and Bordon in terms of work, education, shopping and leisure facilities. By car it is approximately 9 miles to Alton from Whitehill or Bordon. Possible cycle routes include use of existing lanes and additional infrastructure which is already described in other sections of this study. The choice of route will largely be decided by availability of this infrastructure as it is applied to other, more local routes. For this reason, routes are listed on an equal basis rather than identifying one as preferable. Whilst cyclists would normally choose to take the shortest route from A to B, currently, the shortest routes from Bordon to Alton all have problems relating to terrain or road safety.

i. Whitehill/Bordon to Alton via Selborne, Farringdon and Chawton

A route via A325, Firgrove Road, Drift Road, Blackmoor village, Honey Lane, Selborne Road (B3006), Hall Lane, A32, Winchester Road Chawton, Butts Road and Alton High Street.

Length: 10.7 miles

Current condition:

Route from Condé Way Roundabout to Whitehill Police Station is on busy A325. Existing cyclepath through Whitehill from Sutton Field to Firgrove Road. Firgrove Road and Drift Road are moderately busy. Honey Lane is fairly quiet but narrow. Selborne Road (B3006) is moderately busy with high traffic speeds. Hall Lane is quiet. A32 is busy, with high traffic speeds. Route through Chawton involves use of steps at underpass to Winchester Road. Roundabouts at The Butts and Butts Road have no provision for cyclists. High Street treats cyclists as motor vehicles, ie. subject to one-way restrictions.

Work required:

- Cyclepath from Condé Way to Sutton Field *(see WB1.c)*
- Traffic calming & warning signs in Firgrove Road, Drift Road and Honey Lane *(see WB2.a)*
- Cyclepath along B3006 to Hall Lane; cyclepath along A32; upgrading of Winchester Road underpass; cyclepath along Butts Road *(See AL5)*

ii. Whitehill/Bordon to Alton via Oakhanger & Binsted

A route via Oakhanger, Binsted, London Road Holybourne, Anstey Road, Normandy Street and Alton High Street. Distance is influenced by the route chosen from Bordon to Oakhanger.

Length:	(Via Gibbs Lane to Oakhanger)	9.5 miles
	(Via Oakhanger Road)	10.7 miles
	(Via Blackmoor)	11.3 miles

Current condition:

Routes from Whitehill and Bordon to Oakhanger are described in detail in *WB2*: the western section of Gibbs Lane is rough and unsurfaced, Oakhanger Road is fairly busy with fast traffic and the route via Blackmoor, while quieter, is longer. For cyclists heading northwards through Oakhanger the route via Gibbs lane is considerably shorter than the other two options. Another route, via Bolley Avenue and the old railway line, would be even shorter but the railway line, although still having a good surface, is now the property of the Bordon & Bentley Wildlife Conservation Scheme and has no public right of way. The road north from Oakhanger village is moderately busy, being used as a short cut from Bordon to Alton; the crossing of the B3004 to the Binsted Road is on a bend and fairly busy; the lane to Binsted is quiet but narrow; the road from Binsted to Holybourne is fairly quiet but some vehicles travel at high speeds. London Road, Holybourne is moderately busy but speeds are quite low; Anstey Road and Normandy Street, Alton are moderately busy; Alton High Street includes cyclists in one-way restrictions applied to motor vehicles *(See AL1.a & b).*

Work required:

- Upgrading/resurfacing of Gibbs Lane or lower vehicle speeds on Oakhanger Road *(See WB2)*
- Traffic calming/lower speeds on road from Oakhanger to B3004 junction
- Cycle crossing of B3004 to east of Oakhanger junction
- Shared-use cyclepath along north side of B3004 to Binsted Road junction
- Slower speeds/traffic calming on Binsted/Holybourne road
- Slower speeds on London Road, Holybourne *(See AL1.a)*
- Provision for cyclists on Anstey Road, Normandy Street and Alton High Street *(see AL1.a & b)*

WB3. Bordon (Chalet Hill) to Kingsley

Primary route via A325 and B3004.

Length: 2.7 miles

Amenities:

A link for the villagers of Kingsley to access the schools, shops, workplaces and leisure facilities of Whitehill and Bordon. Includes part of main Farnham to Liss corridor along A325. Also provides access from Bordon to Country Market farm shop, Kingsley Business Park and the Kingsley Centre. Link from Kingsley via lanes to Binsted and Bentley.

Current condition:

Both the A325 and B3004 are main arterial roads with high traffic volumes and speeds. At present there are no provisions for cyclists apart from a crossing point and Advanced Stop Lines at Sleaford traffic lights. There is an existing footway along the north side of the B3004.

Work required:

- Shared-use cyclepath along western side of A325 from Chalet Hill junction to cycle crossing point at Sleaford junction *(See WB1.b)*
- Regrade and resurface short path down slope from A325 to Forge Road to enable cycle use.
- Continue route along section of old road and tarmac footpath along south side of B3004 *(0.2 miles)*
- Crossing of B3004 at end of existing footpath from Forge Road
- Widen footway to provide shared-use cyclepath along north side of B3004 to Kingsley village *(0.8 miles)*
- 30mph and some traffic calming in village centre

Additional links:

i. B3004 to Oakhanger and Binsted junctions.

Continuation of cyclepath along north side of B3004 from Kingsley to link with Oakhanger and Binsted junctions.

Length: 0.7 miles

Amenities:

Link from Kingsley to Oakhanger, Blackmoor, Selborne and the lanes beyond. Would enable residents of these villages to access primary route along A325. Short link from Oakhanger junction to Binsted junction would enable cyclists to cross more safely between these roads.

Current condition:

B3004 is a busy main road with a high proportion of HGVs. There is an existing footway along the north side of the road.

Work required:

- Upgrading and widening of footway to shared-use cyclepath
- Crossing point just east of Oakhanger junction

ii. Bordon (Chalet Hill) to Kingsley via Oxney Farm

A largely traffic free recreational route, mainly through MoD land. From Chalet Hill via A325 to Budds Lane; along Budds Lane to Oakhanger

Road; cross Oakhanger Road to entrance to MoD land *(0.1 miles west of Budds Lane junction);* follow military roads through MoD land to Oxney Farm; continue on footpath to Kingsley Church.

Length: 2.5 miles

Amenities:

Attractive traffic free route from Bordon to Kingsley avoiding A325 and B3004

Current condition:

No provision for cyclists on A325 Bordon, Budds Lane or Oakhanger Road *(See WB1.b.v.)*; first section of track through MoD land is unsealed but firm surface with a few potholes; continues on wide tarmac road to Oxney Farm, then sandy track to Kingsley.

Work required:

- Cyclepaths on A325, Budds Lane and Oakhanger Road *(See WB1.b.v.)*
- Permission from MoD to cycle through their land
- Crossing point to entrance to MoD land
- Minor repairs of potholes on unsealed section of track *(0.4 miles)*
- Signing of route on MoD roads to Oxney Farm *(0.8 miles)*
- Resurfacing of sandy track from Oxney Farm to Kingsley with scalpings and upgrading to cyclepath *(0.5 miles)*
- Short cyclepath across grass area beside Kingsley Church to crossing of B3004 slightly west of Church.

iii. Kingsley Pond Recreational route

A short recreational route alongside Kingsley Pond, bypassing the village and avoiding the B3004.

Length: 0.4 miles

Current condition:

A sandy footpath running along the southern edge of the village, passing alongside Kingsley Pond and linking with Oxney Farm route beside Kingsley Church

Work required:

- Crossing from proposed cyclepath on north side of B3004 to start of path at eastern edge of village
- Resurface with scalpings and upgrade to cyclepath

WB4. Whitehill/Bordon to Lindford, Headley and Grayshott

a. Bordon (Mill Chase) to Lindford (Liphook Road)

From Mill Chase School, across Mill Chase Road, down Washford Lane, along footpath over bridge to Washford Lane, Lindford, from where a choice of routes can be taken to various sections of Lindford village.

Length: 0.3 miles

Amenities:

An important link giving access to schools, workplaces, shops and leisure facilities in Bordon for residents of Lindford, and access to route via lanes from Lindford to Alice Holt Forest and beyond for residents of Bordon and Whitehill.

Current condition:

Mill Chase Road is traffic calmed outside Mill Chase and Weyford schools; Washford Lane is a quiet residential cul-de-sac but is busy with parked cars at beginning and end of school days; path over bridge to Lindford is designated a footpath and surface is muddy; bridge is narrow; Washford Lane, Lindford is a quiet road leading into a network of residential streets.

Work required:

- Possible parking restrictions in Washford Lane
- Removal of metal barriers at entrance to footpath
- Upgrading of footpath to cyclepath and resurfacing with tarmac on both sides of bridge
- New wider bridge suitable for a cyclepath
- Removal of barrier on Lindford section of footpath - possible replacement with bollards to prevent vehicle access but leaving space for wheelchairs
- Barriers may be required to prevent motorcycle access from playing fields to Washford Lane path

Washford Lane footbridge

Additional Links in Lindford:

i. Upgrading of footpath to cyclepath from The Triangle, Chase Road, to Liphook Road, opposite Elmfield Court shops, including replacement of steps with a ramp and crossing of Liphook Road. This would enable cyclists from Chase Road to reach Elmfield Court without using main Headley Road junction

ii. Crossing from west side of Chase Road/Lindford Road junction to east side of Frensham Lane/Lindford Road junction, to provide access to route along Frensham Lane
iii. Slower speeds, traffic calming and cycle lanes along Lindford Road/Liphook Road through Lindford from north of Frensham Lane to south of Mill Lane.

b. Bordon (Mill Chase) to Headley Village Centre

From Mill Chase School east along Mill Chase Road to bridge at Headley Mill; straight across B3004 to Mill Lane, along Mill Lane, turning right at the end into Mill Lane (B3002); continue to Headley Village Centre

Length: 1.3 miles

Amenities:

Link for villagers of Headley to schools, shops, workplaces and leisure facilities of Bordon. Part of route from Bordon to Grayshott and Hindhead.

Current condition:

Section of Mill Chase Road approaching Headley Mill ford is narrow one-way for motor vehicles; bridge is only a permissive footpath; B3004 is derestricted and moderately busy at crossing point from ford to Mill Lane; B3002 is narrow and fairly busy.

Work required:

- Upgrade footway to shared-use cyclepath along one-way section of Mill Chase Road *(0.1 miles)*
- Obtain permission for cyclepath over bridge
- Upgrade bridge and access slopes on both sides
- Upgrade footway on short one-way section north of bridge to provide cycle link to B3004
- Crossing of B3004 to Mill Lane
- Cycle lanes along Mill Lane to just south of Mill Lane (B3002) junction
- Crossing to short shared-use path on east side of Mill Lane around corner to B3002
- Crossing of B3002 just east of Mill Lane junction
- Widen footway to shared-use cyclepath along north side of Mill Lane to village centre/junction with High Street *(0.5 miles)*

c. Headley Village Centre to Grayshott Village Square

Continuation of Bordon/Headley route to Grayshott via Headley High Street, Long Cross Hill, footpath across Village Green, Arford Road, Bowcott Hill, Beech Hill Road, Eddeys Lane, Grayshott Road and Headley Road (B3002).

Length: 3.8 miles

Amenities:

Link between villages of Headley and Grayshott and part of a route from Bordon to Hindhead. Several local shops and restaurants in

Grayshott and access to National Trust Common and a number of schools in Hindhead, including Woolmer Hill Secondary School.

Current condition:

Main B3002 from Headley to Headley Down is narrow, winding and busy. Route via lanes is much quieter but short section of footpath from Long Cross Hill to Arford Road needs to be upgraded for cycle use. B3002 Grayshott Road/Headley Road from Headley Down to Grayshott is wide and straight but busy with high traffic speeds.

Work Required:

- Traffic calming in High Street and Long Cross Road, Headley extending beyond left hand bend in Long Cross Road *(0.3 miles)*
- Crossing point near left hand bend
- Upgrade short path across grass adjacent to bend
- Route from Long Cross Road to Arford Road:
  - *Either,* upgrade path along north edge of Village Green to Village Hall *(0.1 miles)*
  - *Or,* upgrade footpath to Kirklands
- Signing down Arford Road and into Bowcott Hill and Beech Hill Road
- Crossing of B3002 to Eddeys Lane
- Crossing of B3002 from Eddeys Lane to north side of Grayshott Road
- Widening of existing footway to shared-use cyclepath alongside B3002 (probably on north side) to start of Grayshott traffic calming *(2.3 miles)*
- Traffic calming at junction with Crossways Road

Additional Links in Headley and Headley Down:

i. Church Fields to High Street, Headley: upgrade existing footpath to cyclepath

ii. Upgrading of existing footpath to provide cycle access to Ling Crescent, Headley Down, from toucan crossing of B3002 adjacent Eddeys Lane.

iii. Continuation of proposed cyclepath, along line of existing footway, on north side of Grayshott Road (B3002) from proposed toucan crossing adjacent Eddeys Lane, westwards to Larch Road, to allow cyclists to bypass roundabout and gain access to Glayshers Hill.

WB5. Whitehill/Bordon to Liphook

Liphook is one of the two nearest railway stations for residents of Whitehill and Bordon, the other being Liss. By car it is approximately 5.0 miles from Condé Way Roundabout to Liphook Station via Passfield. Unfortunately, the roads along this route are narrow and traffic speeds are quite fast so in their present state they are not appealing for cyclists. The choice of cycle route to Liphook will largely be decided by the availability of improvements in conditions for cyclists along one or

other of a number of possible routes. Routes have been measured from the Condé Way/A325 Roundabout, this being fairly central between Whitehill and Bordon.

Amenities:

Besides the railway station, Liphook is on the National Express bus route from London to Portsmouth; there are business parks in Liphook and in Passfield; a number of children from Whitehill and Bordon attend Bohunt Community School; Liphook has a small shopping centre and Sainsburys supermarket; there are extensive sports facilities at Bohunt School and Hollycombe Steam Collection, just south of Liphook, is a popular tourist attraction in the summer. Liphook also provides a link for routes eastwards to Haslemere and south-east via the Milland Valley into West Sussex.

a. Condé Way Roundabout to Liphook Square via Passfield

The most direct route to Liphook is via Liphook Road, Hollywater Road and Headley Road (B3004).

Length: 4.6 miles

Amenities:

Apart from the amenities of Liphook, this route passes near Passfield Enterprise Centre and Passfield Mill Business Park

Current condition:

Both Liphook Road and Headley Road (B3004) are moderately busy single carriageway roads with fairly high vehicle speeds. They are, therefore, not attractive as cycle routes in their present state.

Work required:

- Cyclepath alongside A325 from Condé Way Roundabout to Sutton Field *(0.3 miles)*
- Traffic calming on Liphook Road, Whitehill, from A325 to east of Walldown Road junction *(0.3 miles)*
- Slower speeds and/or cyclepath alongside Liphook Road/Hollywater Road to B3004 junction *(1.5 miles)*
- Shared-use cyclepath along west side of B3004 from Passfield Green to A3 bridge *(1.5 miles)*
- Wide cycle lanes, parking restrictions and remove centre white line on Headley Road (B3004) from A3 bridge to The Square *(0.5 miles)*

Additional Links:

i. Walldown Road to Passfield Green via Standford

A route following Walldown Road, Whitehill Road, Standford Hill and Standford Lane (B3004), passing Passfield Mill Business Park

Length: 1.7 miles

Work required:

- Slower speeds/warnings of cycle route along Walldown Road, Whitehill Road and Standford Hill *(1.1 miles)*

- Widen existing footway to shared-use cyclepath from Standford Hill junction along east side of B3004 to Passfield Green *(0.5 miles)*

ii. Passfield Green to Liphook Square via Conford

A route via a short section of the B3004, through Conford and bridleway to Conford Park Gate and along B3004 to Liphook Square.

Length: 2.1 miles

Work required:

- Shared-use cyclepath along west side of B3004 to Conford turning *(0.4 miles)*
- Signing through Conford *(0.4 miles)* to bridleway past Conford Park Farm to Conford Park Gate
- Upgrade surface of bridleway, which is currently a fairly firm unsurfaced road with loose stones and some potholes *(0.5 miles)*
- Shared-use cyclepath along west side of B3004 from Conford Park Gate to A3 bridge *(0.3 miles)*
- Wide cycle lanes, parking restrictions and remove centre white line on Headley Road (B3004) from A3 bridge to The Square *(0.5 miles)*

iii. Passfield Green to Liphook Square via Bramshott

A route on quiet lanes via Passfield Road, Tunbridge Lane and Headley Road to Liphook Square

Length: 3.0 miles

Work required:

- Upgrade unsurfaced road along north side of Passfield Green *(0.1 miles)*
- Signing along Passfield Road and Tunbridge Lane through Bramshott to A3/B3004 bridge
- Traffic calmed crossing point at Tunbridge Lane/B3004 junction
- Wide cycle lanes, parking restrictions and remove centre white line on Headley Road (B3004) from A3 bridge to The Square *(0.5 miles)*

iv. Passfield Green to Liphook Square via Waterside and Bramshott

A route via Passfield Road, bridleway to Waterside, unsurfaced road to Bramshott Court, Tunbridge Lane and Headley Road to Liphook Square

Length: 2.7 miles

Work required:

- Upgrade unsurfaced road along north side of Passfield Green *(0.1 miles)*
- Signing along Passfield Road, across bridge to bridleway *(0.3 miles)*

- Improve gradient at entrance to bridleway
- Signing along bridleway to Waterside and some minor upgrading of existing good quality unsealed surface *(0.4 miles)*
- Signing through Waterside to Bramshott Court
- Upgrade unsealed section of road to Bramshott Court *(0.2 miles)*
- Signing through Bramshott Court to Tunbridge Lane and through Bramshott to A3/B3004 bridge
- Traffic calmed crossing point at Tunbridge Lane/B3004 junction
- Wide cycle lanes, parking restrictions and remove centre white line on Headley Road (B3004) from A3 bridge to The Square *(0.5 miles)*

v. Passfield Green to Liphook Square via Conford and Longmoor Road

A route via a short section of the B3004, through Conford village and bridleway to Conford Park Gate, short footpath to A3, across A3 to Lowsley Farm, Yeomans Lane and Longmoor Road

Length: 2.3 miles

Work required:

- Shared-use cyclepath along west side of B3004 to Conford turning *(0.4 miles)*
- Signing through Conford *(0.4 miles)* to bridleway past Conford Park Farm to Conford Park Gate
- Upgrade surface of bridleway to Conford Park Gate – currently a fairly firm unsurfaced road with loose stones and some potholes *(0.5 miles)*
- Signing down existing well surfaced footpath to A3 *(0.2 miles)*
- Cycle/footbridge across A3 – road is in a deep cutting at this point *(This would be the responsibility of the Highways Agency)*
- Cyclepath across field to Hurst Close or Lark Rise *(0.1 miles)*
- Signed route via Yeomans Lane, The Avenue and Longmoor Road to The Square *(0.6 miles)*

vi. Condé Way Roundabout to Liphook Square via Standford and Bramshott

A route via A325 to Liphook Road Roundabout, Liphook Road, Walldown Road, Whitehill Road, across B3004, past Robin Hood Public House, across ford to Tulls Lane, Liphook Road, Headley Lane, Tunbridge Lane and Headley Road to Liphook Square

Length: 5.7 miles

Current condition:

The A325 is a busy main road with 30 mph speed limit through Whitehill. There is a short section of cyclepath from Sutton Field to Liphook Road Roundabout; Liphook Road is moderately busy with fairly high traffic speeds; Walldown Road, Whitehill Road and Standford Hill are fairly lightly trafficked but speeds can be high; visibility is restricted by bends at crossing of B3004; section from Robin Hood to Tunbridge Lane/Headley Road junction is on quiet lanes; Headley Road, Liphook is 30mph zone but busy with large number of parked cars.

Work required:

- Cyclepath from Condé Way Roundabout to Sutton Field *(0.3 miles)*
- Traffic calming on Liphook Road from A325 to east of Walldown Road junction *(0.3 miles)*
- Slower speeds/warnings of cycle route along Walldown Road, Whitehill Road and Standford Hill *(1.1 miles)*
- Crossing and short section of cyclepath alongside B3004 to link Standford Hill with lane past Robin Hood Public House
- Upgrading of bridge over Robin Hood ford to Tulls Lane
- Signing of route through Tulls Lane, Headley Lane and Tunbridge Lane
- Traffic calmed crossing point at Tunbridge Lane/B3004 junction
- Wide cycle lanes, parking restrictions and remove centre white line on Headley Road (B3004) from A3 bridge to The Square *(0.5 miles)*

vii. Condé Way Roundabout to Liphook Square via Greatham

A route along the A325 to the north end of Greatham, then via Woolmer Road to link up with the existing cyclepath alongside the A3 to Griggs Green, continuing along Longmoor Road, past Bohunt School to The Square.

Length: 6.1 miles

Current condition:

A325 and Woolmer Road are busy main roads. There is a short section of cyclepath alongside the A325 from Sutton Field to Liphook Road Roundabout and south as far as the site of Whitehill Club. A cyclepath runs alongside the A3 from the south side of the junction with Woolmer Road to Longmoor Road, Liphook. Longmoor Road has moderate traffic levels, with decreasing speed limits as it approaches central Liphook. It is heavily congested near Bohunt School at school times. Central Liphook is busy but has a 20mph speed limit.

Work required:

- Cyclepath alongside A325 from Condé Way Roundabout to Sutton Field *(0.3 miles)*

- Cyclepath alongside A325 from Liphook Road Roundabout to Woolmer Road Roundabout *(1.7 miles) (See WB1.d)*
- Cyclepath alongside Woolmer Road to A3 junction *(0.6 miles)*
- Upgrading of link across junction to A3 Griggs Green cyclepath – raising parapets and shared-use path along west side of bridge
- Shared-use cyclepath from Longmoor Road west section/Pines Road to end of existing footway *(0.7 miles)*
- Wide cycle lanes or continuation of shared-use path from end of existing footway to village centre *(0.7 miles)*

b. Liphook Square to Liphook Station

A route via B2070 Portsmouth Road

Length: 0.5 miles

Current condition:

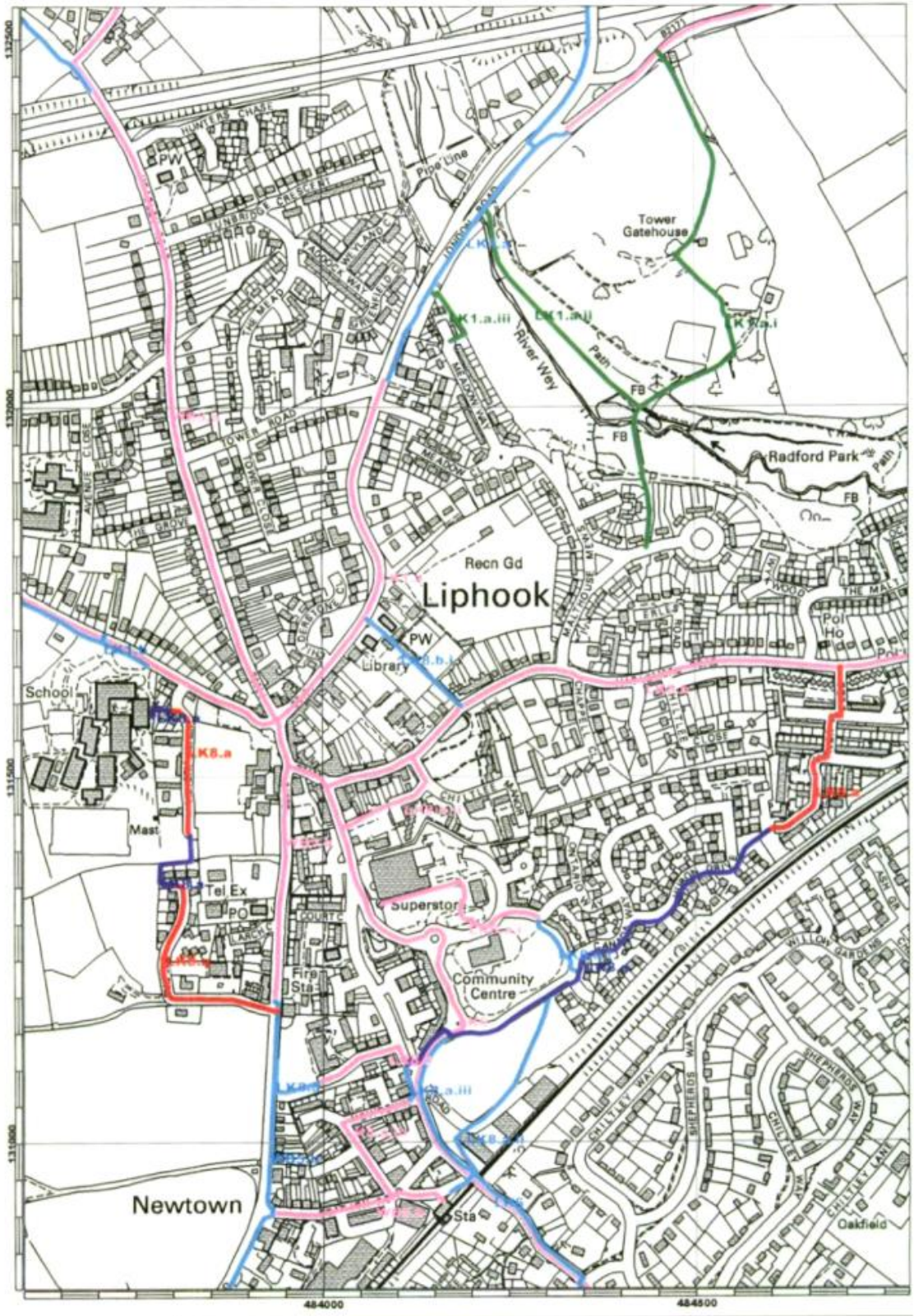
B2070 is a busy road and unpleasant for cyclists

Work required:

- Slight narrowing of entrances to village centre roundabouts *(20mph zone)* to slow traffic more
- Cycle lanes on B2070 Portsmouth Road from roundabout to The Firs junction *(0.2 miles)*
- Shared-use cyclepath from The Firs junction to Station Road *(0.2 miles)*
- Crossing of Station Road just east of Portsmouth Road junction
- Cycle lanes on Station Road

East Hampshire Cycle Plan 2004

Figure 3: Cycle routes in Liphook



Scale 1: 7500
Date: 25/11/04

Key

- Existing On Road
- Existing Off Road Sealed
- Existing Recreational Unsealed
- Proposed On Road
- Proposed Off Road Sealed
- Proposed Recreational Unsealed

c) Liphook (LK)

Liphook, together with Bramshott, with an estimated population of 8,291, is the largest village in East Hampshire. It grew up as a strategic staging post on the London to Portsmouth Road and is still conveniently situated, from a motorist's perspective, adjacent to the A3 trunk road, approximately 4.0 miles south of Hindhead.

Despite being bypassed by the main A3, Liphook village centre is still difficult for cyclists, with six busy B-roads converging on The Square. There are no paths avoiding these roads and adjacent footways are fairly narrow.

In addition, the village has a railway station on the London to Portsmouth line and is on the route for the London to Portsmouth National Express coach service.

Besides the local primary school, Liphook has a large secondary school, Bohunt Community School, and two private junior schools, Highfield School and Churcher's Junior School. Pupils for Bohunt School come from a wide catchment area, with a large number from Liss, 5.5 miles away, and several from Whitehill and Bordon, 4.5 miles away. There are also several private schools nearby in Hindhead and Haslemere.

There are a number of small industrial units around the village and the presence of the railway makes Liphook a popular base from which to commute to work further afield. The village has a selection of shops and restaurants and two supermarkets. These are spread out across the settlement, some near the Station and some in the Square, rather than being gathered together in one central location. In recent years there has been further extensive housing development, together with Sainsburys supermarket and a new community centre, stretching from the Station towards the eastern edge of the village. The nearest town offering a wider selection of shops is Haslemere, 4.0 miles away. Other nearby towns are Bordon at 4.5 miles, Petersfield at 8.2 miles and Midhurst at 7.7 miles.

Bohunt Community School offers a selection of sporting facilities, which are well used by the local community. In addition, there are sports fields on London Road and two golf courses, on Portsmouth Road and Longmoor Road. The nearest swimming pools are at Haslemere or Bordon. Hollycombe Steam Museum, 1.5 miles down the Midhurst Road, is a popular local attraction on summer weekends and the grounds of Foley Manor and Radford Park both offer public access. Hindhead Common, 4.0 miles away, is popular for recreational off-road cycling.

Anticipated new housing developments in the Liphook area include 35 dwellings at Lowsley Farm, 14 at Arundel Villas, a development at The Firs and an application for 144 on the King George's Hospital site. However, the King George's hospital site is currently identified for business development, as is the remaining Phase II section of the OSU site near the Railway Station.

LK1. Haslemere to Liss via Liphook

Central spine of Liphook cycle network, linking the village with the nearby town of Haslemere and providing a connection to Liss, which lies within the catchment area for Bohunt School.

Length:

Haslemere Station to Liphook Square:	4.6 miles
Liphook Square to Liss Village Centre:	6.5 miles
Total:	11.1 miles

a. Haslemere Station to Liphook Square

The first section of this route is within Surrey and, for the purposes of this study, will be identified via Lower Street, Wey Hill and Liphook Road to link with Critchmere Lane, Shottermill. From Critchmere Lane, the route goes via Border Road and Oak Tree Lane, along a short section of footpath to link with Hammer Lane and Hewshott Lane, then down London Road (B2171) into central Liphook.

Length: 4.6 miles

Amenities:

A link to the shopping. employment and leisure facilities of Haslemere

Current condition:

Lower Street, Wey Hill and Liphook Road are all busy urban roads. The junction from Liphook Road to Critchmere Road is adjacent to a railway bridge on a narrow section of road. Border Road and Oak Tree Lane are quiet residential streets. The footpath section has an earth surface. Hewshott Lane is a relatively quiet lane. London Road, Liphook is busy and traffic speeds tend to exceed 30mph. There is a short 20mph section near The Square.

Work required:

- Improvements in conditions for cyclists on Lower Street, Wey Hill and Liphook Road would need to be discussed with Surrey County Council.
- *Either* significant traffic calming at Liphook Road/Critchmere Lane junction *or* alternative route to Critchmere Lane via Hindhead Road *(Surrey County Council)*.
- Signing through Border Road, Oak Tree Lane *(Surrey County Council)*
- Upgrading, widening and resurfacing footpath from Oak Tree Lane to Hammer Lane *(0.2 miles) (Surrey County Council)*
- Traffic calming, warning signs at junction of footpath with Hammer Lane
- Signing, cycle route warnings along Hammer Lane and Hewshott Lane
- Shared-use cycle path along east side of London Road to opposite Tower Road junction *(0.2 miles)*
- Significant traffic calming, possibly remove white centre line, on-road cycle lanes from Tower Road junction to The Square *(0.3 miles)*

Additional Links:

i. Hewshott Lane to Malthouse Meadows

From North Lodge entrance to King George's Hospital site via old tracks to Radford Park and via footpath to Malthouse Meadows

Length: 0.5 miles

Amenities:

Link from Hewshott Lane to Haslemere Road, avoiding London Road and The Square

Current condition:

Tracks through hospital site have sealed surface but are overgrown. Paths through Radford Park to Malthouse Meadows have unsealed surfaces.

Work required:

- Obtain permission for cycle use of paths through hospital site and Radford Park
- Improve and widen some sections of path through hospital site
- Improve surface of path through Radford Park and up to Malthouse Meadows

ii. London Road to Malthouse Meadows

Similar to i, but entering Radford Park from London Road, south of Hewshott Lane junction.

Length: 0.3 miles

Work required:

- Obtain permission for cycle use of paths through Radford Park
- Improve surface of path through Radford Park and up to Malthouse Meadows

iii. London Road to Meadow Way

Similar to i and ii, but entering Radford Park at southern edge, with very short cyclepath along edge of Park to footpath to Meadow Way

Length: 0.05 miles

Current condition:

Path along edge of Radford Park has a sealed surface but is fairly narrow. Footpath to Meadow Way is quite narrow

Work required:

- Obtain permission for cycle use of path through Radford Park
- Widen short section of path along edge of Radford Park
- Widen and resurface short cutting from Radford Park to Meadow Way

b. Liphook Square to Liss Village Centre

Although not the most direct route from Liphook to Liss, the most achievable is via Longmoor Road, along the existing A3 cyclepath to the Greatham junction, then down Longmoor Road into Greatham, south through Greatham to Forest Road, then continuing to Liss via Forest Road and Mill Road.

Length: 6.5 miles

Amenities:

A link for pupils from Liss to cycle to Bohunt School; also access to sports facilities in Liphook for Liss residents.

Current condition:

Longmoor Road, Liphook has a short 20 mph section near The Square and subsequent 30mph and 40mph sections, becoming derestricted at the edge of the village. It is a moderately busy access route to the village for traffic from the A3 and at school times is very congested from The Avenue through to The Square. A footpath *(footpath 5)* is listed as running from Bohunt School to Westlands along the south side of Longmoor Road. However, it is currently obstructed in several places and difficult to locate on the ground. An existing cyclepath runs alongside the A3 from Longmoor Road to the Greatham exit, with signing across the bridge to the junction with Longmoor Road, Greatham. Contraflow cycling is permitted at the eastern end of Longmoor Road to allow cyclists to use this route to central Greatham. A cyclepath runs alongside Petersfield Road, Greatham from the Longmoor Road junction to Greatham School. Petersfield Road is traffic calmed and Forest Road is signed as a cycle route, although it is moderately busy and narrow and winding for a short stretch at the Greatham end. Mill Road is also moderately busy and signed as a cycle route.

Longmoor Road

Work required:

- Extend 20mph zone from The Square to include frontage of Bohunt School
- Toucan crossing adjacent to main entrance of school
- *Either:* Shared-use cyclepath along south side of Longmoor Road from Bohunt School to Westlands, along line of footpath 5, and around Westlands to start of existing footway on south side of Longmoor Road *(0.5 miles)*, with crossing point near The Avenue

Or: Cycle lanes from The Square to start of existing footway on south side of Longmoor Road *(0.7 miles)*, with adjacent crossing of Longmoor Road for eastbound cyclists, with warning signs

- Widen footway to shared-use cyclepath on south side of Longmoor Road to link with closed section of Longmoor Road *(0.5 miles)*
- Signing at junction to A3 cyclepath
- Upgrade link from A3 cyclepath to Longmoor Road, Greatham junction – raised parapets and shared-use path along west side of bridge
- Widen cycle bypasses at Greatham traffic calming buildouts
- Traffic calming through bends on Greatham end of Forest Road

Additional Links:

i. Liphook Square to Liss via B2070

From Liphook Square via B2070 to Rake, then via St Patrick's Lane and Rake Road to Liss Village Centre.

Length: 5.4 miles

Current condition:

B2070 has a short 20mph section and then 30mph from The Square to Links Hotel. Thereafter it is derestricted, with a dual carriageway section a short distance south of Milland Lane junction. St Patricks Lane is narrow and lightly trafficked. Rake Road is relatively quiet.

Work required:

- Cycle lanes from Liphook Square to opposite The Firs *(0.2 miles)*
- Shared-use cyclepath along east side of B2070 from opposite The Firs to start of dual carriageway *(2.0 miles) (Partly West Sussex)*
- Crossing of Station Road, Liphook
- Crossing of B2070 to St Patrick's Lane
- Signing to Liss Village Centre.

ii. Liphook Square to Liss via Weavers Down

A recreational, largely traffic free route via Longmoor Road, Weavers Down *(BOAT/bridleway)*, Langley, Reeds Lane, Warren Road and Rake Road

Length: 5.4 miles

Current condition:

Longmoor Road, Liphook has a short 20 mph section near The Square and subsequent 30mph and 40mph sections, becoming derestricted at the edge of the village. It is a moderately busy access route to the village for traffic from the A3 and at school times is very congested from The Avenue through to The Square. The road past the Deer's Hut public house is initially tarmac, followed by a firm stony track which deteriorates into a sandy track. At the Langley end there is a muddy section before

the route rejoins surfaced lanes for the remainder of the journey to Liss.

Work required:

- Extend 20mph zone from The Square to include frontage of Bohunt School
- *Either:* Shared-use cyclepath along south side of Longmoor Road from Bohunt School to Westlands, along line of public footpath, and around Westlands to start of existing footway on south side of Longmoor Road *(0.5 miles)*, with crossing point near The Avenue
- *Or:* Cycle lanes from The Square to start of existing footway on south side of Longmoor Road (0.7 miles), with adjacent crossing of Longmoor Road for eastbound cyclists with warning signs
- Widen footway to shared-use cyclepath on south side of Longmoor Road to Deer's Hut/Old Thorns access road *(0.3 miles)*
- Signing along surfaced section of BOAT
- Some upgrading with scalpings, repair of potholes on stony section of BOAT *(0.5 miles)*
- Resurfacing of sandy section of BOAT/bridleway with scalpings *(1.3 miles)*
- Signing from Langley to Liss Village Centre

BOAT across Weavers' Down

iii. Deer's Hut to Links Hotel

A recreational route linking Longmoor Road with Portsmouth Road via Foley Manor Estate

Length: 1.4 miles

Current condition:

A stony track from the Deer's Hut leads into a muddy path through woods, which connects to surfaced road through Foley Manor Estate. Road through Foley Manor is well surfaced but has three high speed-bumps which can catch the bottom bracket of a bicycle. Short section of stony track from Foley Manor gates to Links Hotel

Work required:

- Some upgrading of stony track from Deer's Hut *(0.2 miles)*
- Resurface muddy path with scalpings *(0.2 miles)*
- Reduce height of speed bumps on road through Foley Manor Estate
- Resurface stony track from Foley Manor gates to Links Hotel *(0.2 miles)*

iv. The Square to Forest Mere

A route via Portsmouth Road and bridleway to link with private road to Forest Mere

Length: 2.2 miles

Amenities:

Access to employment and leisure facilities at Forest Mere

Current condition:

Portsmouth Road is busy and unpleasant for cyclists. Bridleway from The Links to Forest Mere access road is stony and rough in places. Private road to Forest Mere is well surfaced.

Work required:

- Cycle lanes from The Square to The Firs
- Shared-use cycle path from opposite The Firs to The Links *(0.3 miles)*
- Crossing of Portsmouth Road
- Resurfacing of bridleway from The Links to Forest Mere access road *(0.6 miles)*

LK2. Liphook to Whitehill/Bordon

The route to Whitehill and Bordon will largely be decided by the availability of improvements in conditions for cyclists along one or other of a number of possible routes. *(For descriptions of routes see WB5. Whitehill/Bordon to Liphook.)* Options are as follows:

a. Condé Way Roundabout to Liphook Square via Passfield

Additional Links:

i. **Walldown Road to Passfield Green via Standford**
ii. **Passfield Green to Liphook Square via Conford**
iii. **Passfield Green to Liphook Square via Bramshott**
iv. **Passfield Green to Liphook Square via Waterside and Bramshott**
v. **Passfield Green to Liphook Square via Conford & Longmoor Road**
vi. **Condé Way Roundabout to Liphook Square via Standford & Bramshott**
vii. **Condé Way Roundabout to Liphook Square via Greatham**

LK3. Liphook to Lindford

A route from Liphook Square via Headley Road, Tunbridge Lane, Headley Lane, Liphook Road, Crabtree Lane, Mill Lane, Headley Road and Bluebell Road.

Length: 4.5 miles

Amenities:

Access to Liphook Station, Bohunt School and Liphook shops and businesses for residents of Lindford

Current condition:

Headley Road, Liphook is busy. Tunbridge Lane, Headley Lane and Liphook Road are relatively quiet lanes but Crabtree Lane, Mill Lane and Headley Road, Headley, are fairly busy with through traffic to Headley Down and Grayshott. Bluebell Road is a quiet residential road.

Work required:

- Wide cycle lanes, parking restrictions and remove centre white line on Headley Road (B3004) from The Square to Tunbridge Lane junction *(0.5 miles)*
- Signing along Tunbridge Lane, Headley Lane and Liphook Road
- Traffic calming and cycle route warning signs on Crabtree Lane
- Widen footway to shared-use cyclepath along north side of Mill Lane from village centre/junction with High Street to Mill Lane junction *(0.5 miles)*
- Crossing of B3002 just east of Mill Lane junction
- Short section of shared-use cyclepath along west side of Headley Road from Mill Lane junction to Bluebell Road
- Signing along Bluebell Road and Azalea Avenue and upgrading of short footpath through to Liphook Road
- Cycle lanes through Lindford along Liphook Road

Additional links:

i. **Liphook to Lindford via Passfield and B3004**
The most direct route to Lindford is via Passfield. There are a number of alternative routes from Liphook to Passfield. From Passfield Green the route could continue alongside the B3004 Standford Lane.

However, the stretch of the B3004 from Standford to Headley Mill is too narrow to accommodate a separate cyclepath and no alternative exists. From Headley Mill, cycle lanes could run through the village.

Length: 4.3 miles *(approx.)*

Current condition:

The B3004 is a narrow, busy, derestricted road which is unpleasant for cyclists. A narrow footway runs along the east side from Passfield to Standford. The section from Standford to Headley Mill is particularly narrow, with steep banks and two sharp bends.

Work required:

- For the Liphook to Passfield section see WB5.a. ii, iii, iv & v.
- Widen existing footway to shared-use cyclepath along east side of B3004 from Passfield Green to Robin Hood Green *(0.7 miles)*
- Widen bridge over River Wey ford to Tulls Lane
- Signing along short section of Tulls Lane to rejoin B3004
- As there is no space alongside B3004 from Tulls Lane junction to Headley Mill for a cyclepath, this section of road will need reduced traffic speed and significant traffic calming to be safe for cyclists.

ii. Passfield Green to Tulls Lane via Passfield Mill Business Park

A mainly traffic-free route via B3004, Passfield Mill Business Park and footpath to Tulls Lane

Length: 0.7 miles

Current condition:

B3004 is busy with an existing footway along the east side. Access road to Passfield Mill Business Park carries traffic for businesses located at the site. Traffic flow at northern end is confused. A bridge crosses river from Business Park to footpath. Footpath has a reasonably good unsealed surface with some muddy sections.

Work required:

- Shared-use cyclepath along east side of B3004 from Passfield Green to access road to Passfield Mill
- Clearly marked cycle route through Business Park
- Railings on existing concrete bridge over river
- Resurfacing of footpath to Tulls Lane with scalpings and upgrading to cyclepath *(0.3 miles)*

LK4. Liphook to Headley

Route via Headley Road, Tunbridge Lane, Headley Lane, Liphook Road and B3002

Length: 4.0 miles

Amenities:

Access to Liphook Station, Bohunt School and Liphook shops and businesses for residents of Headley

Current condition:

Headley Road, Liphook is busy. Most of the remainder of route is on quiet lanes but Crabtree Lane, Headley, is fairly busy with through traffic to Headley Down and Grayshott.

Work required:

- Wide cycle lanes, parking restrictions and remove centre white line on Headley Road (B3004) from The Square to Tunbridge Lane junction *(0.5 miles)*
- Signing along Tunbridge Lane, Headley Lane and Liphook Road
- Traffic calming and cycle route warning signs on Crabtree Lane

LK5. Liphook to Hindhead

Via London Road (B2171) and A3

Length: 4.3 miles

Amenities:

Access to Hindhead Common and northwards towards Milford.

Current condition:

London Road is relatively busy and A3 is a very busy dual carriageway trunk road.

Work required:

- Traffic calming on London Road to Tower Road junction
- Cycle lanes to section of old A3 *(south of Hewshott Lane junction)*
- Crossing point south of Hewshott Lane junction *(for connection with Haslemere route and Radford Park)*
- Upgrade existing footway on west side of London Road to shared-use cyclepath *(0.4 miles)*
- Upgrade existing footway from Bramshott slip road, alongside A3 to Rectory Lane to shared-use cyclepath *(1.0 mile)*
- New shared-use cyclepath from Rectory Lane alongside A3 to Hindhead crossroads *(2.6 miles)*
- Underpass crossing new A3 to Knockhundred Lane

Additional links:

i. Rectory Lane to Spaniard junction

A mainly traffic free route which could link the Hindhead/Grayshott area to Bramshott and connect with routes to Bordon

Length: 0.8 miles

Current condition:

Bridleway 71 from Rectory Lane is mainly a military road with a good, sealed surface. A short stretch near the A3 is unsealed and there are steps to the A3 carriageway.

Work required:

- Signing along surfaced section of bridleway 71 *(0.5 miles)*
- Cycle bypass of barrier east of car park on bridleway 71

- Upgrade unsurfaced section of bridleway to link with A3 *(0.3 miles)*
- Cycle underpass of new A3 to Knockhundred Lane

LK6. Liphook to Midhurst

Liphook Square via Haslemere Road, Midhurst Road, Linch Road, Brambling Lane and A272.

Length: 7.7 miles

Amenities:

Access to market town of Midhurst

Current condition:

Route through Liphook Square and Haslemere Road is busy but fairly slow traffic speeds. Midhurst Road, Liphook is fairly busy but becomes quieter after leaving the village. Linch Road and Brambling Lane are fairly quiet but attract traffic taking a short-cut to Midhurst. A272 Midhurst is busy but is a 30mph zone shortly after Brambling Lane junction.

Work required:

- Narrow accesses to roundabouts in Liphook Square to reduce speeds
- *Either:*
  - Cycle lanes along Midhurst Road to railway bridge *(0.4 miles)*
  - Cycle lanes, traffic calming and remove central white line across railway bridge and to just south of Gunns Farm *(0.2 miles)*

  Or:
  - Cycle lanes along Midhurst Road to Canada Way
  - Widen footway to shared-use cyclepath along east side of Midhurst Road to Chiltley Way via rail footbridge *(0.3 miles)*
- Crossing of Midhurst Road just south of Gunns Farm
- Shared-use cyclepath along west side of Midhurst Road from Gunns Farm to Highfield Lane *(0.3 miles)*
- Courtesy crossings of Midhurst Road at Chiltley Way, Chiltley Lane, Churcher's Junior School and Highfield Lane
- Signing along lanes to Midhurst *(West Sussex County Council)*

LK7. Liphook to Petersfield

A route along Portsmouth Road (B2070), Pulens Lane, Love Lane, Tor Way, Dragon Street and High Street, Petersfield

Length: 8.2 miles

Amenities:

Access to the market town of Petersfield, also swimming pools, Festival Hall and Council offices

Current condition:

Portsmouth Road is busy and narrow at the northern end and generally inhospitable to cyclists.

Work required:

- Cycle lanes from Liphook Square to The Firs junction *(0.2 miles)*
- Shared-use cyclepath on east side of Portsmouth Road from The Firs to start of dual carriageway section *(2.0 miles)*
- Cycle lanes from northern end of dual carriageway to Pulens Lane junction *(5.2 miles)*
- Cycle lanes along Pulens Lane to Love Lane junction *(0.2 miles)*
- Crossing to Love Lane and signing through to Tor Way
- Convert footway on east side of Tor Way to shared-use cyclepath
- Crossing of Moggs Mead a few yards east of junction
- Replace strips of rough cobbles adjacent to Red Lion with cycle friendly surface
- Replace strip of rough cobbles in High Street with cycle friendly surface
- Cyclists travelling north from the High Street can turn into service road on College Street to access toucan crossing. Approach to toucan crossing should be widened to accommodate this manoeuvre.

LK8. Routes within Liphook Village

a. Manor Fields to Bohunt School

Via Huron Drive, Canada Way, Midhurst Road, Fletchers Field, Portsmouth Road, The Firs, Victoria Way

Length: 1.2 miles

Amenities:

Access from east side of village and from Station to Bohunt School and Longmoor Road

Current condition:

Cyclepath in place from Manor Fields to Canada Way/Midhurst Road junction. Midhurst Road is a fairly busy road to cross. Unsigned cyclepath along short section of Midhurst Road to Fletchers Field. No cycle path through Fletchers Field. Portsmouth Road is a busy through route. Cyclepath in place from The Firs to Bohunt School.

Work required:

- Signing of cyclepath from Manor Fields to Midhurst Road
- Crossing of Midhurst Road
- Access route through Fletchers Field
- Shared-use cyclepath along east side of Portsmouth Road from Fletchers Field to The Firs
- Crossing of Portsmouth Road to The Firs
- Signing of cycle route through Victoria Way to Bohunt School and Longmoor Road

Canada Way cyclepath

Additional Links:

i. **Canada Way to Sainsburys**
A shortcut through Montreal Walk
Current condition:
Wide footpath from Canada Way to Ontario Way. No cycle route through car parks to supermarket cycle parking
Work required:
- Crossing of Canada Way to Montreal Walk
- Redesignation of Montreal Walk as shared-use cyclepath
- Cycle route through Sainsburys car park to front of store

ii. **Canada Way to Railway Station**
This route, avoiding Midhurst Road, is dependent on future development of the OSU Phase II site, otherwise known as Beaver Industrial Estate.
Current condition:
There is currently no access from Canada Way into Beaver Industrial Estate, but a connection exists from the Industrial Estate, under the Midhurst Road railway bridge, to the Station forecourt.
Work required:
- Construction of a cycle link from Canada Way to Station car park as part of future development of Beaver Industrial Estate

Iii. **Midhurst Road/Fletchers Field to Railway Station**
A route via Midhurst Road and Newtown Road, allowing cyclists from Bohunt School and area north of Station to access Railway and Station Road shops

Current condition:

Section of Midhurst Road adjacent to Fletcher's Field is quiet but main Midhurst Road is fairly busy. Newtown Road is a quiet residential street.

Work required:

- Very short section of shared-use path across corner of western side of Midhurst Road junction to connect with Newtown Road.
- Crossing of Station Road at end of Newtown Road

b. Liphook Square to Devil's Lane via Haslemere Road

A route along Haslemere Road from central Liphook to residential areas on the eastern side of the village

Length: 0.7 miles

Current condition:

Haslemere Road, as its name suggests, is a link road to Haslemere and, although a 30 mph zone is busy with fairly high traffic speeds. A significant number of residential streets lead off this road.

Work required:

- Cycle lanes and some traffic calming along Haslemere Road from Midhurst Road junction to Devil's Lane
- Traffic calming buildouts with cycle bypasses just east of Devil's lane, at entrance to village

Additional Links:

i. Haslemere Road to Library

Upgrade footpath from Haslemere Road to Library to allow cycle access from Haslemere Road to London Road, avoiding The Square.

ii. Haslemere Road to Midhurst Road via Chiltlee Manor

A shortcut through corner of Chiltlee Manor Estate and Midhurst Road car park, avoiding congested roundabout at Haslemere Road/Midhurst Road junction

Current condition:

Haslemere Road and Midhurst Road are both busy and junction is frequently congested. Chiltlee Manor Estate is quiet.

Work required:

- Crossing of Haslemere Road at Chiltlee Manor junction
- Upgrading of cutting from car park to Chiltlee Manor Estate
- Cycle lane through car park
- Crossing of Midhurst Road at entrance to car park

c. Chestnut Close to Chiltley Lane

Allow shared-use of footpath from Chestnut Close to Chiltley Lane to allow cycle access from easterly direction to Chiltley Way estate.

d) Liss (LS)

Liss, with an estimated population of 6,166, is one of the largest villages in East Hampshire, and the largest in the central area of the District. Besides the main village centre there are two outlying areas to the north and west: Liss Forest and West Liss. Hill Brow, on the old Portsmouth Road (B2070) also forms part of Liss.

The village has a range of local shops and services and a railway station on the main line from Portsmouth to London. The presence of the railway enables many residents of Liss to commute elsewhere for work. However, there are a number of small industrial units scattered through the village. There are primary schools in Liss and Greatham and many of the older children from the village attend Bohunt Community School in Liphook. The nearest Sixth Form College is in Alton.

For a wider range of shops and services residents of Liss are within easy reach of Petersfield, 4.0 miles away and, for leisure cycle rides, there are attractive routes on country lanes around Hawkley and Milland. Within Liss itself off-road cycling is permitted on the Riverside Railway Path which runs from the Station to Forest Road.

Possible sites for future housing development include Cumbers, Andlers Ash Road, Hadley Wood, and Wyld Green Farm.

LS1. Whitehill to Petersfield via Liss

Central spine of Liss cycle network, linking village with nearby towns of Whitehill/Bordon and Petersfield. This also represents part of Sustrans NCN Route 22, a long distance north-south route from Farnham through Petersfield and Horndean to Portsmouth. The route follows the A325 from Whitehill to Greatham and continues through Greatham village, turning left into Forest Road, then through Liss Forest and via Mill Road to central Liss. From the centre of Liss it continues along Hill Brow Road, Andlers Ash Road and Farnham Road to the A3 cyclepath to Sheet. From Sheet it follows Pulens Lane, Love Lane and Tor Way to Petersfield High Street.

Length:	Whitehill Police Station to Greatham School	2.6 miles
	Greatham School to Liss Village Centre	2.6 miles
	Liss Village Centre to Petersfield Square	4.2 miles
	Total:	9.4 miles

a. Whitehill Police Station to Greatham School

Continuation of existing cyclepath from Whitehill Police Station to Liphook Road Roundabout, either along east or west side of A325, leading into Petersfield Road, Greatham. *(See WB1.d.)*

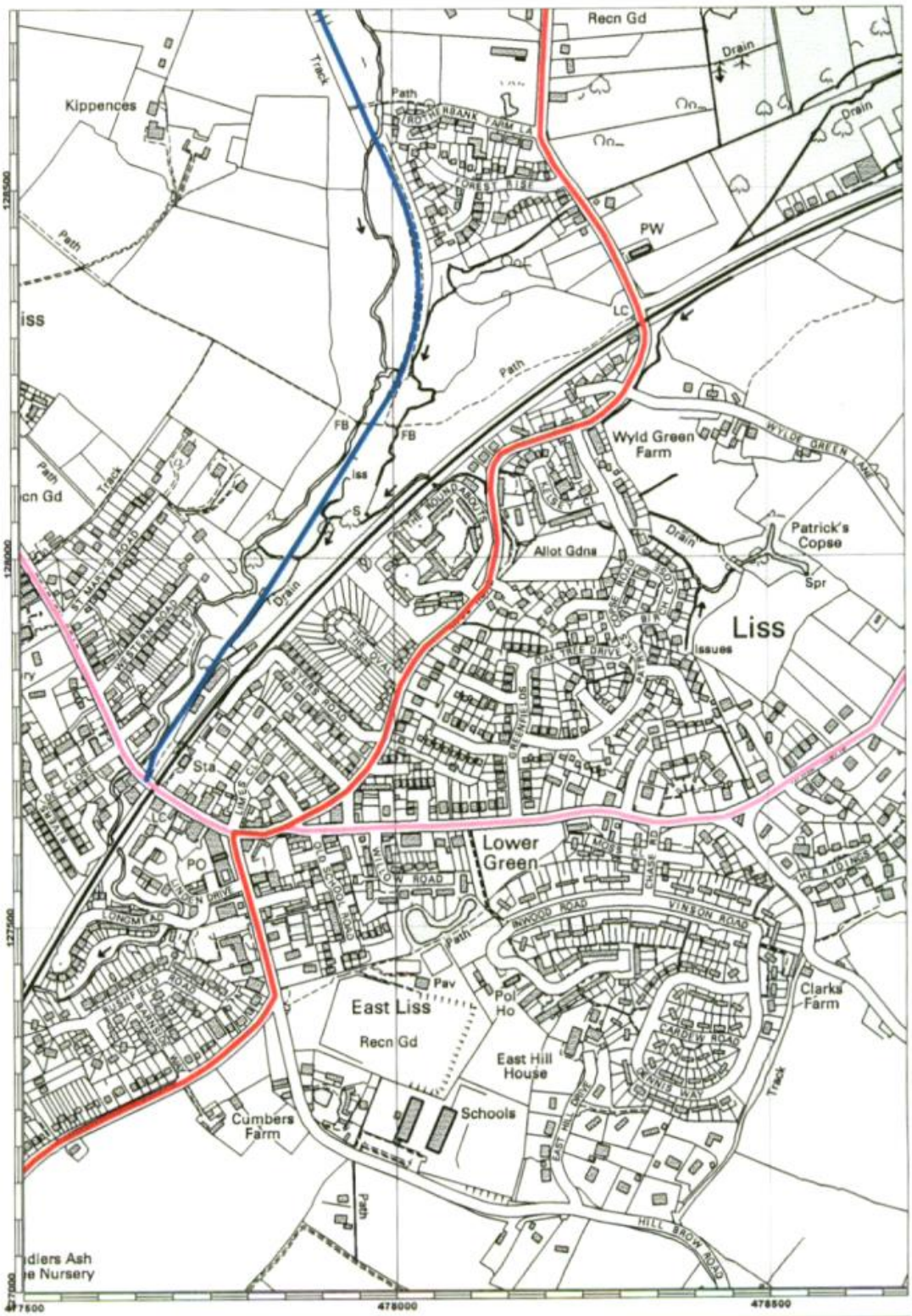
Length: 2.6 miles

Amenities:

Part of important link for residents of Whitehill and Bordon to Liss Station. Also provides cycle access to Greatham School and access for residents of Greatham and Liss to amenities of Bordon, including industrial estates, Community Hospital, schools, supermarkets and shopping centre.

East Hampshire Cycle Plan 2004

Figure 4: Cycle routes in the Liss area



Scale 1: 7500

Date: 25/11/04

Key

- Existing On Road
- Existing Off Road Sealed
- Existing Recreational Unsealed
- Proposed On Road
- Proposed Off Road Sealed
- Proposed Recreational Unsealed

b. Greatham School to Liss Village Centre

From Petersfield Road, Greatham, the route can either go via Forest Road, through Liss Forest, continuing along Mill Road to Station Road, or continue southwards along Petersfield Road to Ham Barn Roundabout, from where a new cyclepath leads to Hawkley Road, then over the A3 bridge to join Farnham Road and Station Road. *(For details of routes see WB1. Farnham to Liss via Bordon, Section e.)*

Length: 2.6 miles

Amenities:

Link for residents of Greatham to Liss Village shops, doctors, dentists, restaurants and Railway Station. Also link for schools in Greatham and Liss.

Additional Links:

i. Greatham School to Petersfield Square via West Liss

A more direct route from Greatham to Petersfield, avoiding Liss village centre. The route continues southwards along Petersfield Road, Greatham, to Ham Barn Roundabout, from where a new cyclepath leads to Hawkley Road, then over the A3 bridge to join Farnham Road, continuing south, through the Flexcombe Roundabout, to join the southern section of the proposed route from central Liss to Petersfield via Sheet. *(See LS1.c. Liss Village Centre to Petersfield Square.)*

Length 3.0 miles

Amenities:

An opportunity for cyclists from Greatham and further north to travel to Petersfield more directly and without negotiating the complexities and congestion in Liss village centre.

Current condition:

Petersfield Road, Greatham, is traffic calmed and reasonably quiet. At the southern end of Greatham the route joins the busy B3006 from Selborne. Just north of Ham Barn Roundabout there is a crossing point to a cycleway along west side of A3, connecting with Hawkley Road bridge over the A3. Hawkley Road is fairly quiet but has a very narrow, blind corner shortly before junction with Farnham Road. Farnham Road, West Liss, is a 30mph zone with fairly light traffic levels, but at southern end of village it is derestricted. Traffic levels remain moderate to light but speeds can be high on section from West Liss to A3 Flexcombe junction. Route through Flexcombe junction involves fairly quiet roundabout and section of approach road to A3 northbound junction. Continuation of route from Flexcombe junction will be discussed in more detail below in *LS1.c.*

Work required:

- Upgrading of footway along east side of B3006 from south of Greatham to crossing point north of Ham Barn Roundabout.

- Signing from junction of A3 cyclepath and Hawkley Road
- Traffic calming/warning signs at sharp bend on Hawkley Road
- Speed restrictions/warning signs on Farnham Road from West Liss to Flexcombe Roundabout and through junctions to continuation of Farnham Road
- For remainder of route see *LS1.c. Liss Village Centre to Petersfield Square*

c. Liss Village Centre to Petersfield Square

The route continues along Hill Brow Road, turning right into Andlers Ash Road, then along Farnham Road and A3 cyclepath to Sheet. From Sheet, along Inmans Lane, crossing B2070 to Pulens Lane, then right into Love Lane. At the end of Love Lane, turn left along Tor Way continue past cycle/pedestrian access to open air pool, Town Hall and Festival Hall, rejoining carriageway in College Street, just south of toucan crossing, and then following the High Street to The Square. *(See PF1.a. Liss Village Centre to Petersfield Square.)*

Length: 4.2 miles

Amenities:

Petersfield, less than five miles away, with its shopping centre, schools, sports facilities and industrial sites is a very popular destination for the residents of Liss. The route described avoids a climb over Ramshill and passes Herne Junior School and Churchers College, sports grounds and Petersfield Community Centre as well as offering connections to the Town and District Council Offices, Taro Centre, Festival Hall, open-air pool and Community Centre.

Current condition:

The centre of Liss is busy with large numbers of parked cars and, although traffic speeds are generally low, vehicles gain speed as soon as they are clear of the centre, particularly along Hill Brow Road. Andlers Ash Road, although primarily a residential road, is a popular local route out of the village to the south. Speeds are frequently in excess of the 30mph limit. Farnham Road is fairly quiet, leading onto the cyclepath alongside the A3 to Sheet. Roads in Sheet carry local traffic and vehicles cutting through to Steep, particularly to Bedales School, so traffic levels can be significantly affected at busy times of day. The junction from Inmans Lane to Pulens Lane across the A272 is busy and Pulens Lane is moderately busy. Love Lane is quiet, being closed to through traffic. Tor Way is a busy one-way section of the main route into Petersfield from the north. College Street is relatively busy but traffic is slow moving. There are three strips of rough cobblestones in College Street, which are hazardous to cyclists, also a similar strip in the High Street. The High Street and Square are within the town centre 20mph zone.

Liss to Sheet cyclepath

Work required:

- Traffic calming on Hill Brow Road, particularly at junction with Andlers Ash Road
- Crossing of Tankerdale Lane on A3 cyclepath moved further away from A3 junction
- Bollard at Sheet end of A3 cyclepath needs highlighting to enhance visibility at night
- Signing through Sheet, along Inmans Lane
- Footway on east side of Inmans Lane converted to shared-use around corner to the A272 crossing point; toucan crossing at existing refuge on north side of Inmans Lane/A272 junction; upgrade footway on south side of the A272 to shared-use path around corner into Pulens Lane, with crossing for northbound cyclists slightly south of Old Mill Lane
- Cycle lanes along Pulens Lane to Love Lane junction *(0.2 miles)*
- Crossing to Love Lane and signing through to Tor Way
- Convert footway on east side of Tor Way to shared-use cyclepath
- Replace strips of rough cobbles adjacent to Red Lion with cycle friendly surface
- Replace strip of rough cobbles in High Street with cycle friendly surface
- Cyclists travelling north from the High Street can turn into service road on College Street to access toucan crossing. Approach to toucan crossing should be widened to accommodate this manoeuvre

Additional links:

These are described in detail under *Petersfield PF1.a*.

i. **Sheet to Petersfield Square via Ramshill**
ii. **Ramshill/Tor Way/Station Road/Grenehurst Way junction**
iii. **Sheet to Ramshill via New Estate**
iv. **Love Lane to Moggs Mead via Long Down**
v. **Love Lane to Moggs Mead via Upper Heyshott**
vi. **Tor Way to Railway Station via Central Car Park**

LS2. Liss to Selborne & Alton

A route via West Liss, Hawkley and East Tisted Road to Selborne, or continuing via Newton Valence and Farringdon to Alton.

Length: Liss village centre to Selborne 6.0 miles
Liss village centre to Alton town centre 9.5 miles

Amenities:

Access to Liss railway station for residents of Selborne and Hawkley. Access to countryside around Selborne for residents of Liss. A route to the market town of Alton for residents of Liss and surrounding villages.

Current condition:

Station Road, Liss is moderately busy. There is a blind bend at the West Liss end of the Hawkley Road. The route through Hawkley to East Tisted Road is on quiet lanes. East Tisted Road is fairly quiet but is used as a short cut by local motorists. The B3006 through Selborne is moderately busy but has a 30mph speed restriction. For the continuation to Alton the route through Newton Valence is on quiet lanes and the disused railway path to Farringdon is well away from the roads, with a fairly good unsealed surface. However, it is not currently open to cyclists. From Farringdon to Alton the route follows the A32 via Chawton *(See AL5).*

Work required:

- Some traffic calming and parking restrictions on Station Road
- Warning signs on blind corner at West Liss end of Hawkley Road
- Warning signs and possibly some traffic calming at Selborne end of East Tisted Road
- Opening of old railway track from East Tisted to Farringdon to cycles, with access point from Newton Valence road – some upgrading of surface, with significant improvement of access paths at both ends.
- Section from Farringdon to Alton, *see AL5.*

Additional links:

i. **Greatham to Selborne**
A route along the B3006 with possible diversion either via Church Lane, Empshott or via Le Court to avoid Stairs Hill.
Length: 3.0 miles

Current condition:

B3006 is a busy link road via Selborne to Alton. The section through Empshott, up Stairs Hill, is particularly difficult for cyclists, being a steep hill with a number of sharp bends. B3006 from Empshott to Selborne is moderately busy with fast traffic but has good width and visibility.

Work required:

- Lower traffic speeds and traffic calming or segregated cyclepath along B3006 from Greatham to Le Court drive or to Church Lane junction, Empshott *(0.8 miles)*.
- Traffic calmed crossing at Mill Lane/B3006/Bradshott Lane junction
- Warning signs on B3006 from Empshott to Selborne.

LS3. Liss to Liphook

Routes from Liphook to Liss are described in detail in the Liphook section under *LK1.* Although not the most direct route from Liphook to Liss, the most achievable is via Longmoor Road, along the existing A3 cyclepath to the Greatham junction, then down Longmoor Road into Greatham, south through Greatham to Forest Road, and continuing to Liss via Forest Road and Mill Road.

Length: 6.5 miles

Amenities:

A link for pupils from Liss to cycle to Bohunt School; also access to sports facilities in Liphook for Liss residents.

Additional Links:

i. **Liphook Square to Liss via B2070**
From Liphook Square via B2070 to Rake, then via St Patrick's Lane and Rake Road to Liss Village Centre. *(See LK1.b.i)*
Length: 5.4 miles

ii. **Liphook Square to Liss via Weavers Down**
A recreational, largely traffic free route via Longmoor Road, Weavers Down *(BOAT/bridleway)*, Langley, Reeds Lane, Warren Road and Rake Road. *(See LK1.b.ii)*
Length: 5.4 miles

LS4. Liss to Milland

A route on existing lanes from the village centre via Rake Road, St Patrick's Lane, across B2070 to Canhouse Lane and continuing into Milland village.

Length: 5.0 miles

Amenities:

A route into the West Sussex countryside for residents of Liss. Access to railway station, shops and schools in Liss for residents of Milland.

Current condition:

Mainly on quiet lanes, apart from crossing of moderately busy B2070 at Rake. Section of route on east side of B2070 is in West Sussex.

Work required:

- Signing and crossing point at junction of St Patrick's Lane/B2070/Canhouse Lane.

e) Petersfield (PF)

Petersfield, although not the largest town in East Hampshire, having an estimated population of 13,977, is often seen as the principal town of the District. The District Council offices are located here, as is the area office for the County Council Highways Department.

Petersfield is a traditional market town, focussed round a central Square. It lies in the centre of East Hampshire and adjacent to the main A3(T) London to Portsmouth trunk road. Thanks to a bypass built some years ago, the town is able to enjoy the benefits of an excellent road system without the negative impact of a main highway passing through the town itself.

For those wishing to use public transport, Petersfield is a primary station on the London to Portsmouth rail service and bus services run to Portsmouth, Winchester and London, in addition to more local services.

The attractive town centre, good selection of shops and restaurants and easy access make Petersfield a popular destination for residents of the surrounding villages of East Hampshire. A market takes place in The Square twice a week and there are occasional Farmers Markets and French Markets. Other local facilities include a Community Hospital and District Council Offices

The town offers two secondary schools, one of which is private, and a number of primary schools and in nearby Steep, Bedales School provides private junior and secondary education. There are a number of business and employment opportunities in the locality, both in the town centre and in the Business Park on the western side of town.

Leisure attractions include the Taro Leisure Centre and Swimming Pool, an open-air pool, the Festival Hall, the Flora Twort Gallery, the Heath and Pond and two golf courses. Just south of the town lie the South Downs, where visitors can enjoy spectacular countryside, including Queen Elizabeth Country Park, with acres of woodlands and off-road cycle trails, Butser Hill and an Iron Age Farm at Chalton. Unfortunately, however, most of the roads out of Petersfield are heavily trafficked and act as a deterrent to cycle trips outside the town centre.

PF1. Liss to Horndean via Petersfield

Central spine of Petersfield cycle network, forming part of a long distance north-south route from Farnham to Portsmouth.

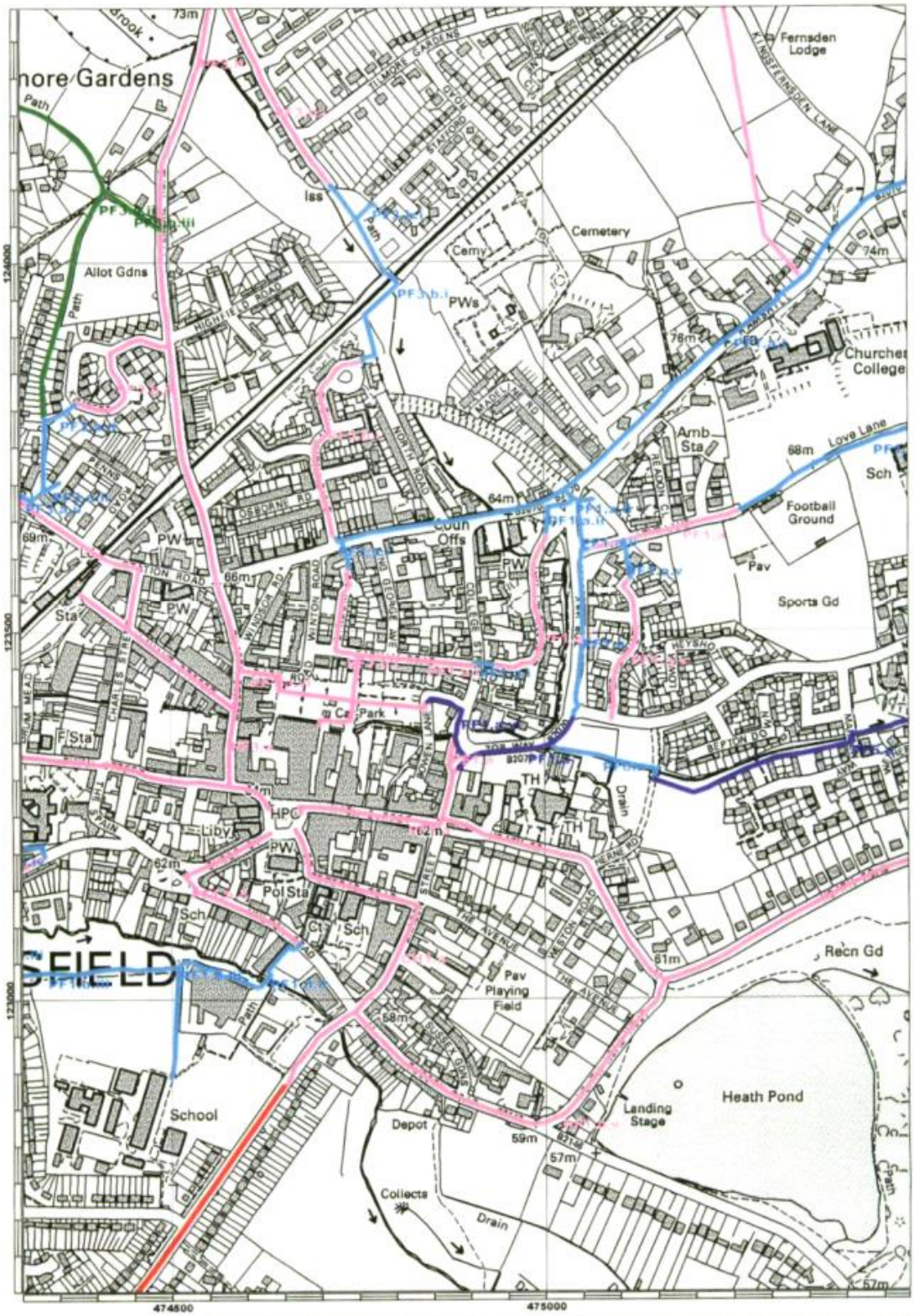
Length:	Liss to Petersfield Square	4.2 miles
	Petersfield Square to QE Country Park	3.7 miles
	QE Country Park to Horndean village centre	3.5 miles
	Total:	11.4 miles

a. Liss Village Centre to Petersfield Square

From Liss village centre, along Hill Brow Road, turning right into Andlers Ash Road, then along Farnham Road and A3 cyclepath to Sheet. From Sheet, along Inmans Lane, crossing B2070 to Pulens Lane, then right into Love Lane. At the end of Love Lane, turn left along Tor Way, continue

East Hampshire Cycle Plan 2004

Figure 5: Cycle Routes in Petersfield



Scale 1: 7500

Date: 25/11/04

Key

- Existing On Road
- Existing Off Road Sealed
- Existing Recreational Unsealed
- Proposed On Road
- Proposed Off Road Sealed
- Proposed Recreational Unsealed

past cycle/pedestrian access to open air pool, Town Hall and Festival Hall, rejoining carriageway in College Street, just south of toucan crossing, and then following the High Street to The Square. *(See Liss LS1.c. Liss Village Centre to Petersfield Square.)*

Length: 4.2 miles

Amenities:

Petersfield, with its shopping centre, schools, sports facilities and industrial sites is a very popular destination for the residents of Liss. The route described avoids climbing over Ramshill and passes Herne Junior School, Churchers College, sports grounds and Petersfield Community Centre as well as offering connections to the Town and District Council Offices, Taro Centre, Festival Hall, open-air pool and Community Centre.

Current condition:

The centre of Liss is busy with large numbers of parked cars and, although traffic speeds are generally low, vehicles gain speed as soon as they are clear of the centre, particularly along Hill Brow Road. Andlers Ash Road, although primarily a residential road, is a popular local route out of the village to the south. Speeds are frequently in excess of the 30mph limit. Farnham Road is fairly quiet, leading onto the cyclepath alongside the A3 to Sheet. Roads in Sheet carry local traffic and vehicles cutting through to Steep, particularly to Bedales School, so traffic levels can be significantly affected at busy times of day. The junction from Inmans Lane to Pulens Lane across the A272 is busy and Pulens Lane is moderately busy. Love Lane is quiet, being closed to through traffic. Tor Way is a busy one-way section of the main route into Petersfield from the north. College Street is relatively busy but traffic is slow moving. There are three strips of rough cobblestones in College Street, which are hazardous to cyclists, also a similar strip in the High Street. The High Street and Square are within the town centre 20mph zone.

Crossing of A272 from Inmans Lane to Pulens Lane

Work required:

- Traffic calming on Hill Brow Road, particularly at junction with Andlers Ash Road
- Crossing of Tankerdale Lane on A3 cyclepath moved further away from A3 junction
- Bollard at Sheet end of A3 cyclepath needs highlighting to enhance visibility at night
- Signing through Sheet, along Inmans Lane
- Footway on east side of Inmans Lane converted to shared-use around corner to the A272 crossing point; toucan crossing at existing refuge on north side of Inmans Lane/A272 junction; upgrade footway on south side of the A272 to shared-use path around corner into Pulens Lane, with crossing for northbound cyclists slightly south of Old Mill Lane
- Cycle lanes along Pulens Lane to Love Lane junction *(0.2 miles)*
- Crossing to Love Lane and signing through to Tor Way
- Convert footway on east side of Tor Way to shared-use cyclepath
- Replace strips of rough cobbles adjacent to Red Lion with cycle friendly surface
- Replace strip of rough cobbles in High Street with cycle friendly surface
- Cyclists travelling north from the High Street can turn into service road on College Street to access toucan crossing. Approach to toucan crossing should be widened to accommodate this manoeuvre

Crossing of Moggs Mead at Tor Way junction

Additional links:

i. Sheet to Petersfield Square via Ramshill

A route from Sheet via Town Lane, crossing A272 north of roundabout and then via Ramshill *either* to link up with cyclepath alongside Tor Way, *or* via Grenehurst Way, Barham Road, Winton Road and Central Car Park to Rams Walk.

Length: 1.1 miles

Amenities:

A link to town centre for residents in the Ramshill area, including the large new development between Ramshill and Kingsfernden Lane.

Current condition:

A footpath links Town Lane with the A272 roundabout, where there is a refuge for pedestrians crossing. A footway runs down the west side of Ramshill. The junction at the southern end of Ramshill, with Tor Way, Station Road and Grenehurst Way is very busy but has a large triangular grassy island separating traffic flows.

Work required:

- Dropped kerb at southern end of Town Lane, Sheet onto footpath
- Widen and upgrade footpath to cyclepath and redesign bottom corner to gentler angle, suitable for cycles
- Toucan crossing of northern arm of A272 roundabout
- Widen and upgrade footway down north side of Ramshill to cyclepath, with priority crossing of side roads, to traffic lights west of North Road *(0.5 miles)*
- Convert pelican crossing at traffic lights west of North Road to toucan crossing and upgrade footpath through Gloucester Court to cyclepath to allow access via Lyndum Close to Central Car Park
- Links to Town Centre routes via central island at Ramshill/Tor Way/Station Road/Grenehurst Way junction, as described under ii, below
- Upgrading of footpath from Grenehurst Way to College Street courtesy crossing
- Link for cyclists around corner from courtesy crossing into Barham Road
- Signing through car park one-way system to Waitrose/Rams Walk

ii. Ramshill/Tor Way/Station Road/Grenehurst Way junction

This is an important junction on the north side of Petersfield, which is currently hostile for cyclists, with one-way motor traffic changing lanes at speed. In order to facilitate a variety of manoeuvres, a number of cycle crossing points are needed at this junction:

Work required:

- Crossing of Ramshill/Station Road eastbound lane to central island
- Crossing of Ramshill/Tor Way westbound lane from central island to east side of Tor Way
- Short cyclepath from east side of Tor Way through to Community Centre and Love Lane
- Cyclepath along east side of Tor Way to link with cyclepath from Moggs Mead to Dragon Street toucan crossing
- Crossing of Station Road/Tor Way southbound lane from central island to west side of Grenehurst Way
- Short cyclepath along west verge of Grenehurst Way to southern end of slip roads from Tor Way
- Dropped kerb on eastbound section of Station Road to allow eastbound cyclists to move from carriageway onto Ramshill cyclepath

iii. Sheet to Ramshill via New Estate

A route via School Lane, Long Road, Kingsfernden Road and through new estate to Ramshill

Current condition:

Turning into School Lane is very sharp and steep; first section of School Lane is narrow, with numerous parked cars; high hedge between Kingsfernden Road and new housing estate.

Work required:

- Access from Kingsfernden Lane into new estate and down Ramshill

iv. Love Lane to Moggs Mead via Long Down

A link from Love Lane to the eastern end of Moggs Mead.

Length: 0.1 miles

Amenities:

A link between the eastern side of Petersfield and rear entrance to Churcher's College

Current condition:

A short section of footpath links Love Lane to Long Down, which is a quiet residential street.

Work required:

- Upgrade footpath to cyclepath

v. Love Lane to Moggs Mead via Upper Heyshott

A link from Love Lane to the western end of Moggs Mead.

Length: 0.1 miles

Amenities:

A link from Love Lane to Moggs Mead avoiding Tor Way

Current condition:

A short section of footpath, with metal barriers at either end, links Love Lane to Upper Heyshott, which is a quiet residential street.

Work required:

- Replace metal barriers with bollards and upgrade footpath to shared-use cyclepath
- Dropped kerbs at either end of path

vi. Tor Way to Railway Station via Central Car Park

A route via College Street, Central Car Park, Park Road, Chapel Street and Lavant Street. *(This forms part of the original Penns Place to Railway Station route.)*

Length: 0.5 miles

Amenities:

Avoids the High Street and The Square, allowing more direct access to Lavant Street and The Station and also to Waitrose and Rams Walk.

Current condition:

A cyclepath has recently been constructed from the College Street toucan crossing via the car park exit into the Central Car Park. The car park is usually busy and operates a one-way system. Park Road is a one-way access road to car park. Chapel Street and Lavant Street are fairly busy town centre streets with low traffic speeds. Lavant Street is intersected by Charles Street, which is a wide and moderately busy road bypassing the shopping centre.

Work required:

- Signing for cyclists to follow one way system through car park to Park Road
- Contraflow cycle lane for westbound cyclists in Park Road
- Signing along Chapel Street and Lavant Street
- Traffic calming and possible narrowing at junction of Lavant Street and Charles Street

b. Petersfield Square to QE Country Park

From The Square via St Peter's Road to Dragon Street, then south along The Causeway to Buriton Roundabout and via proposed cyclepath on east side of A3 to QE Country Park. *(See CH1.a. Petersfield Square to QE Country Park.)*

Length: 3.7 miles

Amenities:

Access to QE Park and the south for residents of Petersfield and providing a route to the north of the Downs for residents of Horndean, Clanfield and western side of Havant. Part of a longer north-south route through eastern Hampshire.

Current condition:

St Peter's Road is fairly quiet, with low traffic speeds but has uneven cobbled strip at junction with Dragon Street. Dragon Street is fairly busy and decorative guttering at road edges is difficult for cyclists. Cycle lanes on northern end of the Causeway are narrow and badly

worn, then no provision for cyclists as traffic speeds increase. No provision at Buriton Roundabout and cyclists then obliged to ride on A3 dual carriageway. Only alternative is longer, hilly route via Buriton, giving access to back entrance of Park, but route through Park is only suitable for mountain bikes.

Work required:

- Remove cobbled strip at junction of St Peter's Road and Dragon Street
- Replace decorative guttering with cycle lanes along Dragon Street
- Refurbish and widen faded cycle lanes along Causeway to Jolly Sailor Roundabout
- Widen footway to shared-use cyclepath along west side of The Causeway from Jolly Sailor Roundabout to Buriton Roundabout, making use of existing service roads along the route
- Crossing points at Buriton Roundabout
- Shared-use cyclepath from Buriton Roundabout along east side of southbound slip road to A3
- Two way cyclepath along eastern side of A3 to QE Park

Additional links:

i. Petersfield Square to Buriton

Following route described in *PF1.b (above)* via St Peter's Road, Dragon Street and The Causeway, turning into Petersfield Road, Buriton.

Length: 2.2 miles

Amenities:

Link to Petersfield town facilities for the villagers of Buriton and to rural lanes around Buriton for Petersfield residents.

Current condition:

Route from The Square to The Causeway is described above. At junction with Petersfield Road the Causeway is wide, with high traffic speeds. Petersfield Road, Buriton is quiet but quite hilly.

Work required:

- For work required on section from The Square to The Causeway see *PF1.b (above)*
- Crossing from cyclepath on west side of The Causeway to Petersfield Road

ii. Petersfield Square to Tesco

The 'unofficial' route currently used by cyclists to travel between The Square and Tesco is via St Peter's Road and the footpath past The Petersfield Museum to Hylton Road. However, this footpath is narrow and unlikely to be adopted as an official cycle route. The best alternative to avoid Dragon Street is via Sheep Street and Hylton Road, then using the pedestrian walkway from Hylton Road through Tesco car park to the front of store.

Amenities:

A link from the town centre to Tesco supermarket, also an alternative route from The Square to The Causeway, avoiding Dragon Street.

Current condition:

Sheep Street is relatively quiet, with slow traffic speeds. Hylton Road is traffic calmed. There is a raised courtesy crossing adjacent to the pedestrian entrance to Tesco car park from Hylton Road. Metal half-barriers at start of path from Hylton Road into Tesco car park.

Work required:

- Replace metal barriers with bollards and upgrade footpath from Hylton Road to Tesco car park to shared-use cyclepath
- Signed cycle route through Tesco car park to front of store
- Dropped kerb at front of store, adjacent to cycle stands

iii. Tesco to The Petersfield School, Grange Road and Borough Road

Traffic free routes across undeveloped land behind Tesco supermarket, providing links to The Petersfield School and residential areas in south and west of Petersfield.

Current condition:

Behind the Tesco supermarket there is an area of undeveloped land crossed by unsealed paths which lead to the back of Petersfield School, Grange Road and, via a wooden footbridge with steps on either side, to Alderfield and Borough Road

Footbridge from Borough Road to paths behind Tesco

Work required:

- Dropped kerb at beginning of path on north side of supermarket, adjacent to cycle parking
- Upgrading to cyclepath of existing path behind supermarket into The Petersfield School
- Upgrading of paths to Grange Road and Alderfield to cyclepaths, preferably with sealed surfaces.

- Replacement of footbridge to Alderfield with bridge suitable for cyclists

iv. Borough Road to Borough Hill and Bedford Road

Continuation of route iii *(above)* to Borough Road, with links via existing footpath, adjacent to Drum Court, to Borough Hill and via The Mead to Bedford Road Industrial Estate

Path through bridge from The Mead to Bedford Road

Current condition:

Footpath adjacent to Drum Court, from Borough Road to Borough Hill, has a sealed surface but is fairly narrow. Path under railway bridge from The Mead to Bedford Road is unsealed and muddy.

Work required:

- Crossing of Borough Road adjacent to Alderfield
- Cycle lanes along Borough Road
- Widen and upgrade footpath from Drum Court to Borough Hill
- Drain and resurface short footpath under railway bridge from The Mead to Bedford Road
- Cycle lanes along Bedford Road

v. Dragon Street to Petersfield Pond and Heath Road via Sussex Road

A route from Dragon Street/Hylton Road/Sussex Road junction to Petersfield Pond and Heath Road via Sussex Road and Heath Road West.

Current condition:

Strips of rough cobbles across Hylton Road and Sussex Road at junction with Dragon Street. Sussex Road moderately busy

with traffic heading for South Harting and Chichester. Heath Road West is narrow and fairly quiet.

Work required:

- Replace cobbled strips across Hylton Road and Sussex Road with cycle friendly surface
- Cycle lanes along Sussex Road to junction with Heath Road West

vi. The Causeway to Borough Road via Kennet Road

A route from the Jolly Sailor Roundabout on the Causeway via Kennet Road and Orwell Road to Borough Road

Current condition:

Kennet Road and Orwell Road are quiet residential roads. There are a couple of rumble strips on Orwell Road which are particularly unpleasant for cyclists. A pedestrian cutting links Orwell Road to Borough Road

Work required:

- Replace unpleasant rumble strips in Orwell Road with cycle friendly version
- Dropped kerbs at pedestrian cutting from Orwell Road to Borough Road to allow cycle use

vii. Petersfield Square to East Meon via Buriton Roundabout

Route via St Peter's Road, Dragon Street, The Causeway, Buriton Roundabout and lanes to Frogmore and East Meon

Length: 5.7 miles

Amenities:

A link via the Causeway for residents of East Meon and Weston to the facilities of Petersfield. Also a link for residents of Petersfield to lanes to the south and west of the town, including quiet routes to the south coast.

Current condition:

For details of route from Petersfield Square to Buriton Roundabout see route *PF1.b (above)*. From Buriton Roundabout the westbound road is a slip road to and from the A3 trunk road. West of the underpass under the A3 the route joins quiet lanes to East Meon, with a short spur to Weston.

Work required:

- For details of route from Petersfield Square to Buriton Roundabout see route *PF1.b (above)*
- Continue cyclepath from west side of The Causeway at Buriton Roundabout by widening footway along north side of slip road under A3 to Weston junction
- Signing along lanes to East Meon with spur to Weston

viii. Buriton to Rowlands Castle

Existing recreational route on rural lanes via Kiln Lane, Newbarn Road, Finchdean, Dean Lane and Finchdean Road

c. QE Country Park to Horndean Village Centre

New cycle path from QE Park to Gravel Hill. Continue alongside A3 past Chalton Roundabout; cycle crossing at Chalton Lane (west); new cyclepath along section of Highways Agency land at Hill Brow to provide link to London Road. Cycle lanes along London Road to Horndean. *(See CH1.d. QE Park to Horndean Village Square Roundabout.)*

Length: 3.5 miles

Amenities:

Direct route from Petersfield and QE Park to the south without going down hill into Clanfield

Current condition:

Cycle path in place from QE Park to Chalton Lane but section of old A3 covered over, preventing access to continuation of London Road to Horndean; closed section of London Road is quiet but road becomes busy as it approaches Horndean.

Work required:

- Crossing of A3 exit slip road onto Chalton Lane
- Installation of cycle track alongside A3 from Chalton Lane slip road to closed end of London Road
- Cycle lanes or shared-use path along London Road from Drift Road junction to Horndean Village Square Roundabout.

Additional Links:

i. London Road, across Meadow Croft to Green Lane

If Meadow Croft site is developed there would be potential for a cycle route from the reopened section of London Road down to central Clanfield across the site.

PF2. Petersfield to The Stroud & East Meon

This is an important route, linking the villages of The Stroud *(population 368)* and East Meon *(population 1,193)* with the facilities of Petersfield.

Length:		
	Petersfield Square to The Stroud	1.7 miles
	The Stroud to East Meon	3.6 miles
	Total	5.3 miles

a. Petersfield Square to The Stroud

A route via Swan Street, Frenchmans Road, Rushes Road, Noreuil Road, Princes Road and Winchester Road, passing Petersfield Hospital, Bedford Road Industrial Estate and the Railway Station.

Length: 1.7 miles

Current condition:

Swan Street is a one way street for westbound traffic; crossing of Charles Street can be busy, with poor visibility to the south; west of the Charles Street junction Swan Street is moderately busy with traffic to the Hospital and Bedford Road Industrial Estate; Frenchmans

Road, Rushes Road, Noreuil Road and Princes Road are all fairly quiet, with slow traffic speeds; the eastern section of Winchester Road has a shared-use cyclepath from the Princes Road junction to junction with Bedford Road; there is a footway around the south side of the Winchester Road/A3 roundabout and a very narrow footway alongside the Winchester Road/A272 from the roundabout to the junction with Ramsdean Road, Stroud

A272 to The Stroud

Work required:

- Contraflow cycling and parking restrictions in Swan Street to allow eastbound cyclists direct access to town centre
- Traffic calming at Swan Street/Charles Street crossroads
- Improvement of access from Princes Road onto Winchester Road cyclepath
- Cyclepath around south side of Winchester Road/A3 roundabout
- Significant widening and resurfacing of footway along south side of Winchester Road/A272 from roundabout to The Stroud and upgrading to shared-use cyclepath *(0.7 miles)*
- 30mph speed limit through The Stroud with traffic calming

Additional links:

i. Noreuil Road to Bedford Road Industrial Estate

A route via Gloucester Close, Buckingham Road, York Close and footpath to Bedford Road, emerging adjacent to DBC Depot.

Amenities:

Short-cut from Railway Station, rear entrance, to Industrial Estate

Work required:

- Upgrade footpath to cyclepath, with dropped kerbs and sealed surface, from York Close to Bedford Road

b. The Stroud to East Meon

A route along quiet lanes, via Ramsdean Road and at Ramsdean bearing southwest to enter East Meon via Frogmore Lane

Length: 3.6 miles

Current condition:

These lanes are quiet and pleasant for cycling although in winter some sections can become muddy

Work required:

- Signing

PF3. Petersfield to Steep

Steep, with a population of 1086, and Bell Hill are very close to Petersfield town and residents of these areas are wholly dependent on Petersfield for transport, education, employment and retail facilities. In addition, Steep is the home of Dunhurst and Bedales, private junior and secondary schools on a combined campus stretching from Bell Hill to Church Road, Steep. Two routes are listed below from Petersfield Square to Church Road, Steep.

a. Petersfield Square to Steep via Bell Hill

Route via Chapel Street, Lavant Street, Charles Street, Station Road, Bell Hill and Church Road

Length: 1.8 miles

Amenities:

This is the most direct route from The Square to Steep, but also the busiest and some sections would be difficult to improve for cyclists. It passes the Railway Station, provides a link for residential areas along Bell Hill and provides direct access into Dunhurst School, from where pupils could cycle on private roads through the campus to Bedales.

Current condition:

Chapel Street and Lavant Street are fairly busy shopping streets but traffic speeds are low; Charles Street is wide and is used as a route around the town centre; Station Road is busy, being the main road out of town towards Winchester, with a level crossing adjacent to the Station; Bell Hill is fairly busy, steep and narrow and not attractive for cyclists.

Work required:

- Cycle lanes on Charles Street and Station Road and around Winchester Road Roundabout
- 30mph and traffic calming on Bell Hill
- Signed route for school access from Bell Hill through Dunhurst campus to Bedales

Additional Links:

i. **Petersfield Square to Bell Hill (south) avoiding Station Road**
Via Swan Street, Frenchmans Road, across Station Road and via service road to Bell Hill

Amenities:

Enables cyclists to reach Bell Hill without having to ride along Station Road or cross level crossing; passes Hospital, Bedford Road Industrial Estate and rear entrance to Railway Station

Current condition:

Swan Street is a one way street for westbound traffic; crossing of Charles Street can be busy, with poor visibility to the south; west of the Charles Street junction Swan Street is moderately busy with traffic to the Hospital and Bedford Road Industrial Estate; Frenchmans Road is sometimes moderately busy but speeds are low; Only westbound traffic may turn into or out of Frenchmans Road/Station Road junction; Station Road is busy; a quiet service road runs adjacent to north side of Station Road from Oaklands Road to Bell Hill

Work required:

- Contraflow cycling and some parking restrictions in Swan Street to allow eastbound cyclists direct access to town centre
- Traffic calming at Swan Street/Charles Street crossroads
- Short shared-use path from northern end of Frenchmans Road around west side of Station Road junction
- Crossing of Station Road to Oaklands Road/service road
- Crossing of Bell Hill from service road
- Dropped kerb to allow southbound cyclists on Bell Hill to turn into service road

ii. **Petersfield Square to Bell Hill (north) via Bell Hill Ridge**
Via Swan Street, Frenchmans Road, across Station Road to Hangers Way footpath, past Garage Cottages and Tilmore allotments to Bell Hill Ridge

Amenities:

Enables cyclists to reach Bell Hill without having to ride along Station Road or the southern section of Bell Hill; passes Hospital, Bedford Road Industrial Estate, rear entrance to Railway Station and Tilmore allotments and could be extended north along Bell Hill to provide access to Dunhurst and Bedales Schools.

Current condition:

Swan Street is a one way street for westbound traffic; crossing of Charles Street can be busy, with poor visibility to the south; west of the Charles Street junction Swan Street is moderately busy with traffic to the Hospital and Bedford Road Industrial Estate; Frenchmans Road is sometimes moderately busy but

speeds are low; Only westbound traffic may turn into or out of Frenchmans Road/Station Road junction; Station Road is busy; Hangers Way footpath has a sealed surface past Garage Cottages and is then a fairly steep, stony path with some muddy sections, with links into Penns Road and Kimbers; a connecting footpath leads from the Hangers Way to Bell Hill Ridge; Bell Hill is a fairly busy route from Petersfield to Steep, Froxfield and the A32.

Work required:

- Contraflow cycling and some parking restrictions in Swan Street to allow eastbound cyclists direct access to town centre
- Traffic calming at Swan Street/Charles Street crossroads
- Short shared-use path from northern end of Frenchmans Road around west side of Station Road junction
- Crossing of Station Road to Oaklands Road
- Shared-use cyclepath along north side of Station Road to Hangers Way path, adjacent White Rose Garage
- Upgrade section of Hangers Way to cyclepath to junction with footpath to Bell Hill Ridge
- Dropped kerb to allow access to Penns Road
- Upgrade link to Kimbers to cyclepath
- Upgrade unsealed section of footpath with scalpings
- Upgrade short link from junction of Hangers Way/Bell Hill Ridge footpaths to Tilmore Road
- Shared-use cyclepath alongside Bell Hill from Bell Hill Ridge to entrance to Dunhurst School:
  - *Either,* on west side of Bell Hill, avoiding crossing Bell Hill, but would require land acquisition from Nos 78 & 79 Bell Hill
  - *Or,* on *east* side of Bell Hill with crossings near Bell Hill Ridge and Dunhurst entrance

b. Petersfield Square to Steep via Tilmore Road

A route via Chapel Street, across Station Road to Tilmore Road, Harrow Lane and Church Road

Length: 2.0 miles

Amenities:

A route to Steep avoiding traffic on Bell Hill

Current condition:

Chapel Street is fairly busy but traffic speeds are low; Station Road is busy and can be difficult to cross; Tilmore road is steep and fairly quiet but traffic speeds can be high and visibility is not good over railway bridge; Harrow Lane is steep and bridleway bridge over A3 has sharp turns, not designed for cycles; Church Road, Steep is narrow and generally fairly quiet, although busy at school times

Work required:

- Crossing of Station Road from Chapel Street to Tilmore Road
- 20mph and traffic calming over Tilmore Road railway bridge

Additional links:

i. **Central Car Park to Tilmore Road via Sandringham Road**
Exit Central Car Park via cutting to minivan parking, continue either via Lyndum Close and Gloucester Court or via King George Avenue to crossing of Station Road, up Sandringham Road to footpath across Woods Meadows to Tilmore Gardens, with additional spurs via Osborne Road to lower section of Tilmore Road and via Park to Stafford Road. An additional footpath leads from Woods Meadows to Highfield Road but this is probably too narrow to be upgraded for cycles. Tilmore Gardens leads up to the northern end of Tilmore Road.

Amenities:

A series of short cuts on quiet streets and traffic free paths connecting Town Centre, Sandringham Road, North Road, southern and northern ends of Tilmore Road and residential streets in the vicinity of Tilmore Road

Current condition:

No right of way for cycles through Gloucester Court; crossing of Station Road is a pelican; Sandringham Road is quiet but has a couple of unpleasant rumble strips; path from Osborne Road to Tilmore Road is a footpath, as is path across Woods Meadows to Tilmore Gardens and Stafford Road; a cutting links the northern ends of Sandringham Road and North Road but is currently unsuitable for cycles

Work required:

- *Either,* cyclepath through Lyndum Close and Gloucester Court to Station Road; *or* shared-use path along south side of Station Road from King George Avenue to crossing point on Station Road
- Upgrade Station Road crossing from pelican to toucan
- Shared-use cyclepath along north side of Station Road to Sandringham Road. *(This could be western end of Ramshill cyclepath – See PF1.a.i)*
- Replace rumble strips in Sandringham Road with cycle-friendly version
- Upgrade short footpath from Osborne Road to Tilmore Road
- Upgrade cutting from top of Sandringham Road to North Road
- Widen and upgrade footpath from Sandringham Road/North Road under railway bridge and across Woods Meadows to Tilmore Gardens, with branch to Stafford Road

ii. Tilmore Road to Frenchmans Road via Kimbers

A route via Kimbers and footpath past Garage Cottages to Station Road and Frenchmans Road

Current condition:

Kimbers is a quiet residential cul de sac on a very steep slope; on the southern side of the close a footpath connects with the surfaced section of Hangers Way, near Garage Cottages; Station Road is busy and can be difficult to cross

Work required:

- Upgrade footpath from Kimbers to Station Road to cyclepath
- Shared-use path along Station Road to crossing point to Frenchmans Road *(See PF3.a.ii above)*

iii. Tilmore Road to Bell Hill Ridge

A route via footpath from Tilmore Cottage to Bell Hill Ridge, providing a link to Bell Hill

Current condition:

Footpath from Tilmore Road to Bell Hill Ridge is unsurfaced and muddy in a couple of places

Work required:

- Traffic calming adjacent to access to footpath, beside Tilmore Cottage
- Upgrade footpath through to Bell Hill Ridge to cyclepath with scalpings surface

PF4. Petersfield to Alton

A route from The Square via Tor Way, Love Lane, Pulens Lane and Inmans Lane to Sheet *(See PF1.a).* Continuing along Farnham Road to Steep Marsh, up Wheatham Hill and through Oakshott to Colemore, East Tisted and Farringdon *(See AL5.iv)*. From Farringdon to Alton via Chawton *(See AL5).* Please see cross-references for detailed description of work required.

Length:	Petersfield to East Tisted	8.0 miles
	East Tisted to Farringdon	2.2 miles
	Farringdon to Chawton	1.2 miles
	Chawton to Alton	1.7 miles
	Total	13.1 miles

Amenities:

A link between two of the main towns in East Hampshire, incorporating some of the most attractive rural lanes in the area. Possible line of a Sustrans NCN Route linking the two towns.

PF5. Petersfield to Rogate

The preferred route from Petersfield to Rogate would follow the proposed route from Petersfield to Durford Lane *(Described below in PF6)* and complete the

journey along the A272. In the absence of the route to Durford Lane, it will be necessary to go via Tor Way, Love Lane, Pulens Lane, London Road and A272.

Length: 4.5 miles

Amenities:

A route out of Petersfield to the East, enabling cycle access to and from villages of West Sussex, with possibility of continuation to the town of Midhurst.

Current condition:

For description of route from The Square to Pulens Lane, see PF1.a. London Road/A272 is busy, with vehicle speeds often in excess of the 40mph limit. There is a wide junction with vehicle refuge at the turning to Rogate/A272. The A272 to Rogate is a moderately busy arterial road to Midhurst with high vehicle speeds.

Work required:

- For section from The Square to Pulens Lane see *PF1.a*
- Crossing of Pulens Lane just south of Old Mill Lane
- Shared-use cyclepath on east side of Pulens Lane from crossing around corner to London Road
- Shared-use cyclepath along east side of London Road to Rogate turning *(0.5 miles)*
- Shared-use cyclepath alongside A272 to Rogate *(0.7 miles Hampshire; 2.0 miles West Sussex)*

Additional links:

i. Petersfield to Rake & Liphook

Cycle lanes along London Road/A272/B2070 from Pulens Lane junction to Rake. For more detailed description of route along B2070 to Liphook see *Liphook to Petersfield LK7.*

PF6. Petersfield to Nyewood and South Harting

A route via High Street, Tor Way, and riverside cyclepath to Penns Place, then approximately following course of old railway line to Nyewood, with a spur along existing footpath to Durford Mill. This route is based on a report prepared by Brian Griggs of Sustrans in 1998 as part of the plans for the National Cycle Network. The longest section of the route lies within West Sussex.

Length:

The Square to Penns Place	1.5 miles
Penns Place to Durford Lane	1.0 mile
Durford Lane to Nyewood	1.1 miles
Total	3.6 miles

Amenities:

At present there is no safe route for cyclists travelling eastwards from Petersfield. This route would provide a link to the lanes of West Sussex, allowing cyclists to reach the villages of Rogate and South Harting and the town of Midhurst. It would also enable cyclists from West Sussex to

reach the shops, businesses, railway station and other amenities of Petersfield.

a. The Square to Penns Place

From The Square, via the High Street and northwards on College Street, crossing at the toucan crossing to Tor Way, via cyclepath through new development at corner of Tor Way/Moggs Mead to Herne Road, then via Tilmore Brook cyclepath to Holt Down, along Hanger Way and Lower Mead to pedestrian cutting to Pulens Lane. South along Pulens Lane to Barnfield Road, then via Heathfield Road and existing cyclepath to Penns Place. *(This forms part of the original Penns Place to Railway Station route.)*

Length: 1.5 miles

Amenities:

A link from the Town Centre to the Taro Leisure Centre, Sports Fields and District Council Offices, passing Open Air Pool, Festival Hall, Town Hall, Herne Farm Community Centre.

Current condition:

The High Street is part of the town centre 20mph zone. Junction with Dragon Street is fairly busy, although traffic speeds are low. There are uneven cobbled strips, which unbalance cyclists, across all approaches to High Street/Dragon Street/Heath Road junction. College Street is crossed by a toucan crossing at Tor Way junction. A shared-use cyclepath runs alongside Tor Way from College Street to Moggs Mead. Site at corner of Moggs Mead is not yet developed. Cyclepath is in place from Herne Road to Holt Down. Holt Down, Hanger Way and Lower Mead are quiet residential roads. The walkway from Lower Mead to Pulens Lane is designed for pedestrians with a metal barrier at the Lower Mead end. Pulens Lane is a moderately busy road bypassing the eastern side of Petersfield. A cycle route already exists through Barnfield Road, Heathfield Road and along the edge of the park to Penns Place.

Work required:

- Replace strips of rough cobbles in High Street and adjacent to Red Lion, College Street, with cycle friendly surface
- Cyclists travelling north from the High Street can turn into service road on College Street to access toucan crossing. Approach to toucan crossing should be widened to accommodate this manoeuvre
- Continuation of Tor Way cyclepath through new development at corner of Moggs Mead/Tor Way
- Dropped kerb and remove railings where cyclepath joins Holt Down
- Signing through Holt Down, Hanger Way and Lower Mead
- Dropped kerb, remove railings and upgrading of pedestrian cutting from Lower Mead to Pulens Lane for cycle use
- Toucan crossing on Pulens Lane

- Construction of shared-use cyclepath along east side of Pulens Lane from crossing point to Barnfield Road junction

Riverside Walk

Additional Links:

i. **The Square to Penns Place via Heath Road and Durford Road**

There is no direct access to the Pulens Lane to Penns Place cyclepath for residents of Durford Road and adjoining residential areas. A route is therefore needed direct from the High Street, across Dragon Street to Heath Road, crossing Pulens Lane to Durford Road

Length: 1.0 mile

Amenities:

Access to Petersfield Pond and link between town centre and residential areas around Durford Road

Current condition:

The High Street is part of the town centre 20mph zone. Junction with Dragon Street is fairly busy, although traffic speeds are low. There are uneven cobbled strips, which unbalance cyclists, across all approaches to High Street/Dragon Street/Heath Road junction. Heath Road and Durford Road are moderately busy but traffic speeds are fairly low.

Work required:

- Replace strips of rough cobbles in High Street and at Heath Road/Dragon Street junctions with cycle friendly surface

- Some narrowing of Dragon Street/High Street/Heath Road junction to reduce traffic speeds and facilitate crossing/turning manoeuvres
- Cycle lanes and improved surfacing along Heath Road
- Cycle lanes along Durford Road
- Cyclepath from closed Durford Road/Penns Place junction to start of existing cyclepath alongside park to Taro Centre

Ii. Holt Down to Herne Junior School via Hoadlands

A route from riverside cyclepath to Herne Junior School, Hoadlands entrance, for residents of Moggs Mead and adjoining residential areas

Work required:

- Crossing of Moggs Mead
- Sections of cyclepath to connect crossing with Holt Down and Hoadlands

b. Penns Place to Durford Lane

An off-road route into West Sussex along the line of the dismantled railway.

Length: 1.0 mile

Amenities:

This section is crucial to enable access to West Sussex without having to cycle on the particularly narrow and winding stretch of the B2146 at Nursted and avoids the difficult B2070/A272 junction and a large part of the A272 to Rogate.

Current condition:

Although following the line of the old railway, the route is primarily along the edge of green fields, with short stretches coinciding with the footpath to Durford Mill.

Work required:

- Obtain agreement of landowners for new right of way
- New cyclepath *(scalpings surface)*, beginning adjacent to north side of old railway, continuing along north side of former railway fencing on level ground above course of River Rother
- Crossing of feeder into River Rother via new bridge *(County boundary)*
- Continue around perimeter of arable field and then north of former railway embankment to Durford Lane *(West Sussex)*
- Maximum 1 in 20 slope to existing road with appropriate barrier to ensure path users give way to traffic *(West Sussex)*

Additional Links:

i. Spur to Durford Mill *(West Sussex)*

Length: (Penns Place to Durford Mill) 1.1 miles

Amenities:

Durford Mill is a the site of a significant local employer, many of whose staff live in Petersfield. This would also provide an alternative link to Durford Lane.

Current condition:

Existing footpath to Durford Mill from line of old railway 0.2 miles west of Durford Lane, linking to public road from Durford Mill to Durford Lane

Work required:

- Upgrade surface of footpath and redesignate as cyclepath *(0.2 miles)*

c. Durford Lane to Nyewood

Continuing off-road, along the line of the dismantled railway. This section is entirely in West Sussex.

Length: 1.1 miles

Amenities:

Link to extensive network of West Sussex lanes, allowing access to South Harting, Rogate and Trotton

Current condition:

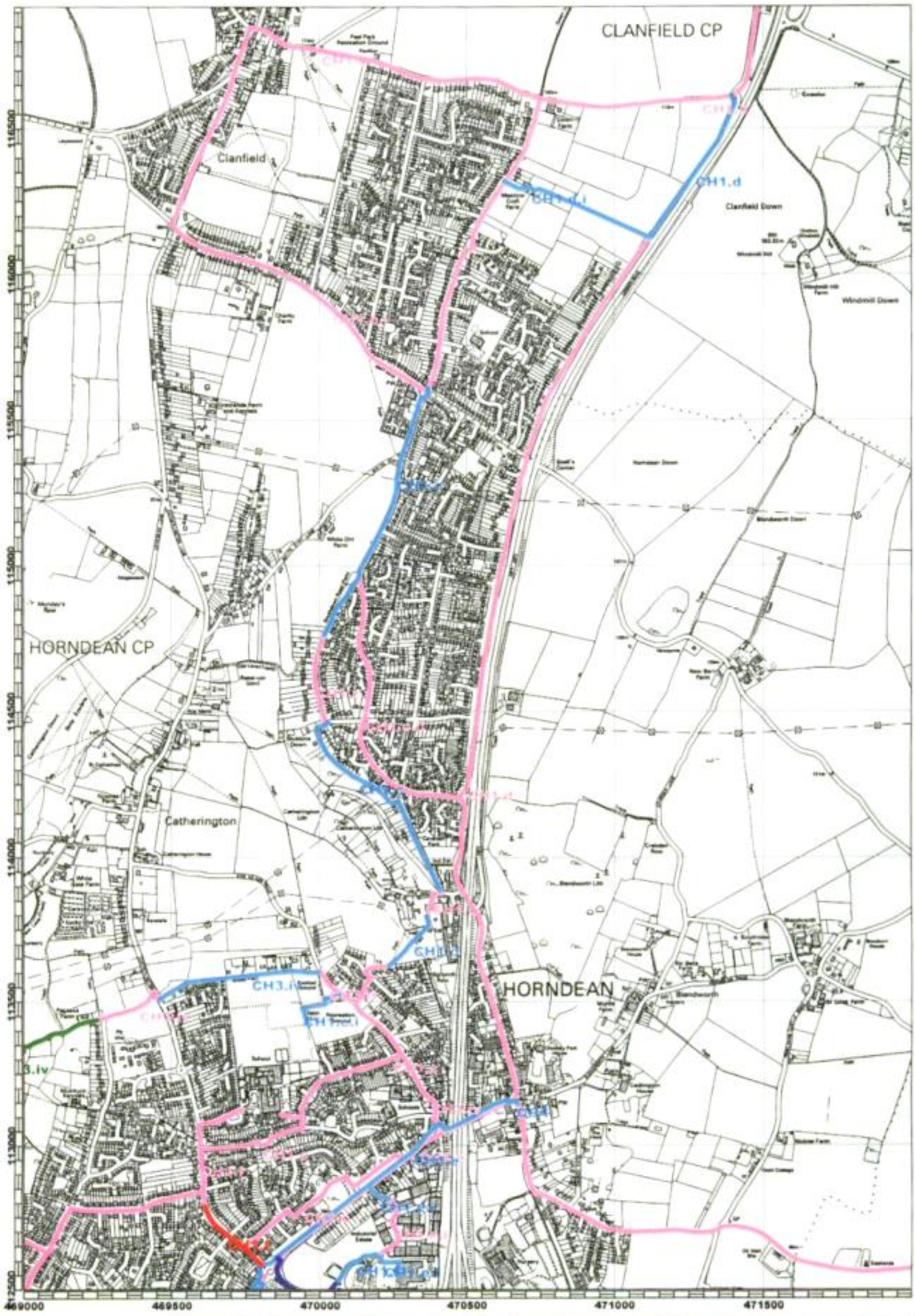
Short section on existing track to Wenham Cottage, then new cyclepath along line of old railway.

Work required:

- Upgrading of footpath and construction of new cyclepath *(scalpings surface)* along line of old railway
- Obtain agreement of landowners for new right of way along remaining section of old railway to Nyewood
- Construction of scalpings cyclepath along remainder of route to Nyewood
- New bridge over River Rother
- Clear final section of existing path to Nyewood village
- Continue in cutting under bridge to east side of Nyewood Road
- Construct ramp from cutting to service road linking with Nyewood Road

East Hampshire Cycle Plan 2004

Figure 6: Cycle Routes in Horndean and Clanfield



Scale 1: 19000
Date: 25/11/04

Key

- Existing On Road
- Existing Off Road Sealed
- Existing Recreational Unsealed
- Proposed On Road
- Proposed Off Road Sealed
- Proposed Recreational Unsealed

f) Clanfield, Horndean & Rowlands Castle (CH)

The southern area of East Hampshire includes the settlements of Clanfield, Horndean and Rowlands Castle. This part of the District is somewhat separated from other areas by the South Downs and these towns tend to look southwards towards Havant, Waterlooville and Portsmouth for employment, education, shopping and leisure facilities.

Clanfield is an extensive area of housing, with a population of 4,529 and limited local amenities, situated within the chalk downlands. Residents have to travel out of the village for most of their daily requirements. To the south of Clanfield is the larger settlement of Horndean, with a population of 13,215. Southwards from Horndean, beyond the boundary of East Hampshire, is an area of almost continuous residential development through Cowplain, Waterlooville, Purbrook and Cosham to Portsmouth. Rowlands Castle, with a population of 2,949, lies southwest of Horndean on the way to Havant. It still retains much of its village character and boasts a village green, local shops and a railway station.

Within the next few years several large housing developments are anticipated in this part of East Hampshire. Proposed sites include Green Lane in Clanfield (400), Woodcroft Lane in Lovedean (250), Havant Road in Horndean (60), Coldhill Lane in Horndean (70) and Five Heads Road in Horndean (30). In addition, an enormous development of 3000 houses is planned for West Waterlooville. All these will inevitably bring more people and more traffic into the area, so the need to encourage alternatives such as cycling is all the more pressing.

Local primary schools exist in each of the settlements but for secondary education pupils must travel to Horndean Technology College or further afield to Petersfield, Havant, Waterlooville or Portsmouth. Sixth form and further education students generally attend Havant College, South Downs College in Purbrook or Highbury College in Cosham. The first two of these are within a reasonable cycling distance for students from Horndean.

Horndean contains a number of industrial developments offering local employment, including the old established Gales Brewery in the village centre, and the extensive urban area stretching through to Havant and Portsmouth encompasses numerous commercial enterprises, many within cycling distance of Clanfield and Horndean.

All three settlements have a selection of village shops and, for general household shopping, Safeway's in Horndean is a large supermarket, accessible by bicycle. A range of town centre shops are available in Waterlooville. The nearest railway stations are Rowlands Castle, Petersfield or Havant, all on the London to Portsmouth line. Cycle parking facilities at Rowlands Castle Station are poor and need to be improved to encourage more travellers to come to the Station by bike.

Leisure attractions in this part of East Hampshire include Queen Elizabeth Country Park, between Clanfield and Petersfield, Butser Ancient Farm, near Chalton, Stansted Park in Rowlands Castle, and Staunton Park and Gardens in Havant. There are sports fields at Horndean Technology College. Away from the main settlements there are also numerous country lanes, which offer very attractive routes for recreational cycle rides.

CH1. Petersfield to Havant

Central route through Clanfield and Horndean, providing links to settlements of Petersfield, Clanfield, Horndean and Havant. Also allowing access to QE Country Park.

Length:

Petersfield Square to QE Park:	3.7 miles
QE Park to Clanfield	2.5 miles
Clanfield to Horndean Technology College:	2.3 miles
QE Park to Horndean (bypassing Clanfield):	3.5 miles
Horndean Technology College to Havant College:	4.5 miles

a. Petersfield Square to QE Country Park

From The Square via St Peter's Road to Dragon Street, then south along The Causeway to Buriton Roundabout and via proposed cyclepath on east side of A3 to QE Country Park. *(See PF1.b. Petersfield Square to QE Country Park.)*

Length: 3.7 miles

Amenities:

Access to QE Country Park for residents of Petersfield and providing a route to the north of the Downs for residents of Horndean, Clanfield and western side of Havant. Part of a longer north-south route through eastern Hampshire.

Current condition:

St Peter's Road is fairly quiet, with low traffic speeds but has uneven cobbled strip at junction with Dragon Street. Dragon Street is fairly busy and decorative guttering at road edges is difficult for cyclists. Cycle lanes on northern end of the Causeway are narrow and badly worn, then no provision for cyclists as traffic speeds increase. No provision at Buriton Roundabout and cyclists then obliged to ride on A3 dual carriageway. Only alternative is longer, hilly route via Buriton, giving access to back entrance of Park, but route through Park is only suitable for mountain bikes.

Work required:

- Remove cobbled strip at junction of St Peter's Road and Dragon Street
- Replace decorative guttering with cycle lanes along Dragon Street
- Refurbish and widen cycle lanes along Causeway to Jolly Sailor Roundabout
- Widen footway to shared-use cyclepath along west side of The Causeway from Jolly Sailor Roundabout to Buriton Roundabout, making use of existing service roads along the route
- Crossing points at Buriton Roundabout
- Shared-use cyclepath from Buriton Roundabout along east side of southbound slip road to A3
- Two way cyclepath along eastern side of A3 to QE Park

Additional Links:

i. Petersfield Square to Buriton

Following route described in *CH1.a (above)* via St Peter's Road, Dragon Street and The Causeway, turning into Petersfield Road, Buriton.

Length: 2.2 miles

Amenities:

Link to Petersfield town facilities for the villagers of Buriton and to rural lanes around Buriton for Petersfield residents.

Current condition:

Route from The Square to The Causeway is described above. At junction with Petersfield Road the Causeway is wide, with high traffic speeds. Petersfield Road, Buriton is quiet but quite hilly.

Work required:

- For work required on section from The Square to The Causeway see *CH1.a (above)*
- Crossing from cyclepath on west side of The Causeway to Petersfield Road

ii. Buriton to Rowlands Castle

Existing recreational route on rural lanes via Kiln Lane, Newbarn Road, Finchdean, Dean Lane and Finchdean Road

b. QE Country Park to Clanfield

Up Gravel Hill to Chalton Lane, continuing past A3 exit slip and down hill, turning left at bottom into Green Lane. Continue along Green Lane to Drift Road Roundabout.

Length: 2.5 miles

Amenities:

Continuation of link between Clanfield and Petersfield. Access to QE Park for residents of Clanfield and Horndean.

Current condition:

New cycle path from QE Park to Gravel Hill and signed cycle route up to Chalton Lane Roundabout. Chalton Lane narrow, with poor visibility and fairly busy at peak times.

Work required:

- Signing on cycle route from QE Park to Chalton Lane Roundabout
- Improve speed humps in Green Lane to be more cycle friendly, eg. smoother surface – remove cobbles on humps, or install narrower humps with cycle bypasses.
- Improve junction of Green Lane/Drift Road for cyclists. Most cyclists will cross on road but could also include off-road crossing point with appropriate links, on east side of roundabout.

Additional Links:

i. **Clanfield to Clanfield Village.**

Via Green Lane and Chalton Lane or Drift Road.

Amenities:

Connecting the two sections of Clanfield

Current condition:

Chalton Lane and Drift Road moderately busy

Work required:

- Warning signs for traffic on Chalton Lane and Drift Road
- Improved junction Drift Road/South Lane

c. Clanfield to Horndean Technology College

Install cycle path on west side of Southdown Road and 100m cycle path to southern section of Southdown Road; continue along Down Road, widening and upgrading old right of way, to Catherington Lith; cross Lith Avenue to track across field to Chalk Hill Road, Durlands Road, Five Heads Road, Queens Crescent and through Bowes Lyon Court into Horndean Technology College.

Length: 2.3 miles

Amenities:

Access to Horndean, especially to Technology College and Safeway's, for residents of Clanfield; and traffic free route north from Horndean.

Current condition:

Suggested route is rough, slow to cycle and difficult to find. Alternative on-road routes are longer and involve narrow roads with heavy traffic, particularly in mornings and evenings.

Down Road

Work required:

- Construction of cycle path along west side of White Dirt Lane/Southdown Road
- Crossing of White Dirt Lane junction
- Upgrading of footpath to southern section of Southdown Road
- Upgrading of short section at northern end of southern section of Southdown Road
- Upgrading of Down Road from Southdown Road to Catherington Lith *(0.4 m)*
- Well signed crossing of Lith Avenue
- Cycle friendly access to cyclepath across field to Chalk Hill Road
- Construction of cyclepath around or across field from Lith Avenue to Chalk Hill Road *(scalpings)*
- Upgrade surface of Chalk Hill Road
- Signing along Durlands Road, Five Heads Road, Queens Crescent and Bowes Lyon Court to Horndean Technology College
- Parking restrictions in Queens Crescent

Access to Horndean Technology School from Queens Crescent

Additional Links:

i. **Alternative route to Horndean Technology College from Five Heads Road across Recreation Ground**
   Work required:
   - Construction of access point and cycletrack around playing fields into College.

ii. **Drift Road to Horndean Village Square Roundabout**
   Drift Road, White Dirt Lane, Southdown Road, Tarn Rise, Hawthorn Road, Downwood Way, London Road
   Amenities:
   Access from Clanfield to centre of Horndean

Current condition:

A popular route for motor traffic. Vehicles travelling fairly fast, particularly in London Road, and London Road/Downwood Way junction is busy access roundabout for A3

Work required:

- Construction of cycle path along west side of White Dirt Lane/Southdown Road
- Courtesy crossing of White Dirt Lane junction
- Traffic calming and wide cycle lanes or shared-use path on London Road from Downwood Way to start of village
- 20 mph zone and significant traffic calming on section of London Road through Horndean Village.

d. QE Park to Horndean Village Square Roundabout

New cycle path from QE Park to Gravel Hill. Continue alongside A3 past Chalton Roundabout; cycle crossing at Chalton Lane *(west)*; install new cyclepath along section of Highways Agency land at Hill Brow to provide link to London Road. Cycle lanes along London Road to Horndean.

Length: 3.5 miles

Amenities:

Direct route between QE Park and Horndean without going down hill into Clanfield. Important section of long distance north-south route through eastern Hampshire.

Current condition:

Cycle path in place from QE Park to Chalton Lane, but section of old A3 covered over, preventing access to continuation of London Road to Horndean.

Work required:

- Signing on path from QE Park to Chalton Lane
- Crossing of A3 exit slip road onto Chalton Lane
- Installation of cycle track alongside A3 from Chalton Lane slip road to closed end of London Road
- Cycle lanes or shared-use path along London Road from Drift Road junction to Horndean Village Square Roundabout

Additional Links:

i. London Road, across Meadow Croft to Green Lane

If Meadow Croft site is developed there should be a planning condition that a cycle route is installed from the reopened section of London Road down to central Clanfield across the site, thus avoiding Chalton Lane.

e. Horndean Village Square to Causeway Roundabout.

Significant reduction in traffic speeds in centre of Horndean. Provision of cycle lanes and/or wide shared-use cyclepath along Portsmouth Road with priority crossings at side road junctions.

Length: 0.6 miles

Amenities:

Linking Horndean village centre with routes to Horndean Junior School, Library, Football Club, Safeway supermarket, Napier Hall, Merchistoun Hall, Horndean Technology College, Havant and Waterlooville

Current condition:

Very busy, wide main road with difficult roundabouts to negotiate.

Causeway roundabout

Work required:

- 20 mph through Horndean village
- Measures to discourage through traffic from A3 to Havant and Waterlooville coming through the village.
- Traffic calming and contrasting road surfacing at Village Square Roundabout
- Wide cycle lanes along Portsmouth Road *and/or* wide shared-use cyclepath alongside Portsmouth Road from west of Village Square Roundabout with priority crossings of side roads. *(Shared-use option is likely to be much more attractive to novice cyclists. If this is installed it should still be remembered that more experienced cyclists are likely to continue riding on the carriageway)*. Shared-use option would entail:
  - Crossing point on west side of Village Square Roundabout
  - *Either:* cyclepath along north side of Portsmouth Road to Causeway Roundabout
  - *Or* cyclepath along north side of Portsmouth Road to Napier Road, then continuing parallel to Portsmouth Road:
    - Obtain permission from Merchistoun Hall trustees for cycle route through site

    - signing along Napier Road and through Merchistoun Hall grounds
    - Replace tight railings with cycle-friendly access from Merchistoun Hall grounds to Rookes Close
    - Signing along Murray Road to Catherington Lane
- 20mph zone along south section of Five Heads Road to include Merchistoun Road junction, Infant and Junior schools and Library.
- Crossing of Portsmouth Road to access cyclepath to Safeway through Lakesmere Road *(see e.i, below)*
- For on-road cyclists, tighten entrances to Causeway Roundabout to slow traffic and lower height of centre of roundabout to improve visibility.
- For off-road cyclists, speed up response times at Causeway Roundabout toucan crossings.
- Provide dropped kerbs for cyclists on carriageway to turn off and use toucan crossings

Additional Links:

i. Napier Road/Portsmouth Road to Lakesmere Industrial Estate and Safeway

Toucan crossing of Portsmouth Road from Napier Road to Footpath 23 (beside cycle shop); follow path to Lakesmere Road Industrial Estate and continue through Industrial Estate to Safeway supermarket.

Length: 0.3 miles (to Safeway)

Amenities:

Linking Horndean village centre and Technology College with Industrial Estate and supermarket.

Current condition:

Crossing of busy Portsmouth Road. Unsurfaced footpath. Industrial Estate confusing and not cycle friendly. No clear access route to Safeway.

Work required:

- Access from Napier Road to toucan crossing point
- Toucan crossing over Portsmouth Road
- Upgrade footpath and resurface with tarmac
- Clear route on cycle lanes through Industrial Estate
- Crossing of Lakesmere Road before joining Safeway Roundabout
- Shared-use cyclepath along south side of delivery access road to Safeway
- Replace steps down to front of store with a ramp.

f. Horndean (Catherington Lane) to Havant

From Horndean Technology College south along Catherington Lane to Causeway Roundabout. Cross Portsmouth Road to Hazleton Way. Down

Hazleton Way to Padnell Road, Cherry Tree Avenue, Park Lane and Grassmere Way. Bridleway across A3 via Dunsbury Hill Bridge and continuation of Park Lane into Havant. *(South of Hazleton Way lies within boundary of Havant Borough Council, forming part of their route P3).*

Length: Causeway Roundabout to Dunsbury bridge 2.1 miles
Causeway Roundabout to Havant College 4.5 miles

Amenities:

Link to Havant College for students from Horndean and Clanfield. Access to Havant railway station and shops.

Current condition:

Catherington Lane busy and lacks toucan crossing by Causeway Roundabout. Hazleton Way fairly busy at peak times and some traffic travelling at speed. Park Lane busy. Bridleway to A3 has loose, stony surface. Bridge has low barriers over which cycles have to be lifted. Continuation of Park Lane needs upgrading.

Work required:

- Reduced speed limits and parking restrictions in Catherington Lane – suggest 30mph from White Dirt Lane to Stonechat Road Roundabout and 20mph from Stonechat Road Roundabout to Causeway Roundabout.
- Toucan crossing on Catherington Lane arm of Causeway Roundabout.
- All toucan crossings at Causeway Roundabout quicker to respond to cyclists and pedestrians.
- Cycle lanes down Hazleton Way
- Cycle route markings along Padnell Road and Cherry Tree Avenue
- Toucan crossing from Cherry Tree Avenue to south side of Park Lane
- Shared-use cyclepath along Park Lane to Grassmere Way junction
- Crossing to Grassmere Way
- Upgrading of bridleway to A3 bridge
- Removal of barriers at bridge. If a barrier is needed to prevent motorcycle use of path this should not require cyclists to lift their cycles over it and should not make the path inaccessible to wheelchair users.
- Upgrading of Park Lane on Havant side of A3

Additional Links:

i. Catherington Lane to Safeway supermarket

Shared-use cyclepath to Safeway Roundabout. Cyclepath or cycle lanes from roundabout to front of store.

Length: 0.2 miles

Current condition:

Shared-use cyclepath from Causeway Roundabout to Safeway Roundabout. Then unclear where cyclists should go to reach

superstore. No clear signs or cycle lanes leading to front of store.

Work required:

- Continue cyclepath to Lakesmere Road
- Crossing of Lakesmere Road exit from roundabout
- Cyclepath along south side of Safeway delivery road
- Replace steps to front of store with a ramp

CH2. Causeway Roundabout to Cowplain

From Horndean southwards, a link to the existing cycle route to Cowplain and Waterlooville. The existing cyclepath from Cowplain to Waterlooville is regarded as dangerous because of the frequent crossings of side roads where motor traffic has priority and poor sight lines from premises on London Road. *(South of Thistledown junction this route comes within the boundary of Havant Borough Council)*.

Length: 2.1 miles

Amenities:

Continuation of north-south link towards Portsmouth

Current condition:

Portsmouth Road/London Road is a wide and busy access route to Waterlooville, Cosham and Portsmouth.

Work required:

- Wide cycle lanes, possibly combined with new bus lanes, and/or shared-use cyclepath from Causeway Roundabout to Hulbert Road Roundabout. Adequate road width for either option.
- Links to existing cyclepath which runs from slightly north of Queens Road, Cowplain, to Waterlooville
- Upgrading of existing cyclepath to give priority to cyclists at side road junctions. Suggest clearly marked raised crossings.

CH3. Horndean Technology College to Woodcroft Farm, Lovedean & Denmead

Route via Victory Avenue, Frogmore Lane, Yoells Lane, Lovedean Lane, Day Lane, Broadway Lane, Anmore Lane, Anmore Road. *(West of Anmore, routes to Denmead come within the boundary of Winchester Rural Parishes and south of Yoells Lane they are within Havant Borough)*

Length: 3.7 miles

Amenities:

Link to Horndean Technology College, schools and shops for residents of new Woodcroft Farm Estate and Denmead. Access to rural lanes for residents of Horndean.

Current condition:

Victory Avenue is fairly quiet with road humps which have no cycle bypasses; Lovedean Lane is quite busy; traffic speeds are quite high on Anmore Lane. Otherwise route is on fairly quiet residential roads and lanes.

Work required:

- Cycle bypasses at road humps on Victory Avenue
- Cycle lanes on Lovedean Lane.
- Reduced traffic speeds on Anmore Lane.

Additional Links:

i. Lovedean Lane to Waterlooville.

Route continuing along Lovedean Lane and Milton Road to Waterlooville. *(This lies within Havant Borough Council boundary.)*

Current condition:

Both Lovedean Lane and Milton Road are fairly busy with a difficult junction where they meet.

Work required:

- Cycle lanes on Lovedean Lane.
- Junction at Lovedean Lane/Milton Road needs significant traffic calming to allow cyclists to cross safely.

ii. Lovedean Lane to Denmead via Eastland Gate

From Lovedean Lane via James Copse Road, along BOAT to Eastland Gate, then down Anmore Lane and Anmore Road to Denmead. Also providing access to lanes to Forest Gate and Anthill Common.

Length: 2.1 miles

Current condition:

Poor access to bridleway from James Copse Road. BOAT in very poor condition, appears to be used by 4x4 vehicles.

Work required:

- improved access to bridleway from James Copse Road.
- Upgrade section of BOAT to allow use by cycles *(0.5 m)*. Suggest scalpings surface, leaving adjacent untreated surface for horseriders
- Restrict access by motor vehicles
- Signing to Denmead

iii. Lovedean Lane to Denmead via Woodcroft Lane

From Lovedean Lane via Woodcroft Lane to wide and fairly well surfaced, unsealed track *(part of Hampshire cycleway)* to link with tarmac footpaths running north of Linnet Close and Partridge Gardens, with short section of bridleway to Clarendon Farm road, Anmore Lane, Anmore Road and Denmead. *(This route lies within the boundary of Havant Borough Council)*

Length: 2.0 miles

Current condition:

Good access to track at end of Woodcroft Lane. Narrow but lightly used tarmac footpath behind Linnet Close and Partridge Gardens. Bridleway section damaged by motor vehicles at start, then fairly firm earth track. Some potholes in Clarendon Farm road.

Work required:

- Repair potholes along track from Woodcroft Lane to Linnet Close *(0.3 miles)*
- Tidy up around footpath behind Linnet Close and Partridge Gardens *(0.2 miles)*
- Remove burnt out cars from start of bridleway
- Upgrade bridleway with firm scalpings surface *(0.2 m)*
- Repair potholes in Clarendon Farm road.
- Signing to Denmead

iv. Horndean Village Square to Denmead via Coldhill Lane

From Horndean Village Square south along Portsmouth Road to Five Heads Road; up Five Heads Road, past the Football Ground, then left into Bridle Way. Along Bridle Way to Catherington Lane; right and then left into Crouch Lane. Along Crouch Lane and Coldhill Lane BOAT to Coldhill Lane; right up Lovedean Lane and left into Day Lane, continuing through Broadway Lane and Anmore Lane to Denmead.

Length: 4.0 miles

Amenities:

A useful east-west route avoiding busy roads.

Current condition:

Busy main road from Horndean Square Roundabout to Five Heads Road. Five Heads Road relatively quiet. Bridle Way passable but surface could be improved. Catherington Lane fairly busy. Crouch Lane tarmac to junction with Frogmore Lane, then damaged, unsealed surface, particularly bad near junction with Coldhill Lane BOAT. BOAT quite narrow and surface could be upgraded, then leads into tarmac road. Lovedean Lane fairly busy. Day Lane, Broadway Lane and Anmore Lane relatively quiet.

Work required:

- Install shared-use cyclepath along Portsmouth Road from Horndean Village Square to Five Heads Road *(0.2 miles)*
- Access from cyclepath to Five Heads Road
- 20mph in Five Heads Road past schools and Library
- Upgrading/repairing potholes in Bridle Way *(0.3 miles)*
- Warning signs and contrasting road surface colour from junction of Bridle Way with Catherington Lane to junction with Crouch Lane
- Upgrade/improve drainage in Crouch Lane from junction with Frogmore Lane to Coldhill Lane/Tagdell Lane junction *(0.2 miles)*

- Upgrade and widen Coldhill Lane BOAT section to start of tarmac road *(0.2 miles)*
- Warning signs, reduced speed limit and contrasting road surface colour from junction of Coldhill Lane with Lovedean Lane to junction with Day Lane
- Signing to Denmead

CH4. Horndean Village Square to Rowlands Castle

Route on lanes via Rowlands Castle Road; Treadwheel Road, Woodhouse Lane, Bowes Hill or Links Lane

Length: 3.0 miles

Amenities:

Linking the village of Rowlands Castle to shops and schools in Horndean. Also providing access to Rowlands Castle Railway Station for residents of Horndean.

Current condition:

Horndean Village Square Roundabout is busy, as is Havant Road. Lanes to Rowlands Castle fairly quiet, although section from Havant Road to Pyle Lane junction has fairly fast traffic and some blind corners.

Work required:

- Off-road cyclepath around corner from Portsmouth Road to Havant Road.
- Crossing point on Havant Road south of roundabout
- Traffic calming/cycle lanes on Havant Road to Rowlands Castle junction *(0.2 miles)*
- Crossing point opposite Rowlands Castle Road
- Extend 30 mph limit to east of Pyle Lane crossroads *(0.7 miles)*
- 20mph zone in Rowlands Castle from north side of Bowes Hill/Station Approach junction to east side of railway bridge and west end of The Green.

Additional Links:

i. Rowlands Castle to Havant cyclepath via Durrants Road

Link via Redhill Road to cyclepath along B2149 to Havant *(South of Durrants Bend this route comes within the boundary of Havant Borough Council.)*

Length: 1.0 mile

Amenities:

Enabling residents of Rowlands Castle to cycle to the shops, workplaces and schools of Havant. Also providing access to Havant via Rowlands Castle for residents of Horndean Village.

Current condition:

Finchdean Road busy with traffic and parked cars. Easier route along north side of the Green. Redhill Road moderate traffic and

numerous parked cars. Double roundabout to cross at B2149 junction. B2149 Durrants Road very busy. Havant Borough Council cyclepath starts slightly north of Durrants Bend.

Durrants Road

Work required:

- Courtesy crossing of Finchdean Road at Bowes Hill junction
- Off-road route past roundabouts at Redhill Road/B2149 junction.
- Link from roundabouts to start of Havant cyclepath *(NB: Traffic volume and road width make this is a difficult stretch of road on which to provide for cyclists but the link, though short, is of particular importance to complete the connection between Rowlands Castle and Havant)*:
  - *Either* widen footway along east side of Durrants Road to meet Havant cyclepath *(problem with narrow footway and accesses to petrol station)*
  - *Or* new cyclepath behind trees along west side of Durrants Road, then crossing point just north of Durrants Bend to connect with Havant cyclepath.

ii. Rowlands Castle to Havant (Wakefords Way) via bridleway and Prospect Lane

Upgrading of bridleway from The Green, Rowlands Castle, crossing Whichers Gate Road to Prospect Lane. This would probably be more useful as a recreational route rather than for utility journeys.

Length: 1.2 miles

Amenities:

Enabling residents of Rowlands Castle to cycle to the shops, workplaces and schools of Havant. Also providing access to Havant via Rowlands Castle for residents of Horndean Village.

Current condition:

Main section of bridleway is uneven and muddy in wet weather. Poor sightlines at crossing of Whichers Gate Road, which is a very busy road with fast traffic. Prospect Lane is quiet.

Work required:

- Upgrade/drain route along bridleway with scalpings surface
- Continue cyclepath alongside Whichers Gate Road to a crossing point opposite Prospect Lane junction
- Warnings on Whichers Gate Road of cyclepath crossing – signing, changed road colouring.

iii. Rowlands Castle to Westbourne

Signed route along Woodberry Lane to connect with South Coast Cycle Way. *(Most of this ro*ute comes within the boundary of Chichester District Council).

iv. Rowlands Castle to Stansted Park

A traffic free route through Stansted Park, bringing cyclists east without having to ride along Woodberry Lane. This would need to be negotiated with the Stansted Trustees. The preferred route would be along the main approach from Rowlands Castle to Stansted House.

8. PRIORITY ROUTES

Following consultation with local cyclists and the four Area Community Committees, the following priority routes have been suggested. The key routes are listed in descending order according to their importance:

i) North West Area (Alton)

a) Holybourne to Four Marks (AL1)
b) Alton to Beech (AL3)
c) Alton to Farringdon (AL5)

ii) North East Area (Whitehill & Bordon)

a) A325 Bordon to Greatham (WB1.c. & d.)
b) Mill Chase to Lindford via Washford Lane (WB4.a.)
c) Bordon to Kingsley (WB3)
d) Bordon to Oakhanger (WB2)

iii) North East Area (Liphook)

a) Longmoor Road to A3, especially Bohunt to footpath to Junior School (LK1.b)
b) Haslemere Road, especially Devil's Lane to Manor Fields (LK8.b)
c) Liphook to Hindhead, including underpass at Rectory Lane (LK5)

iv) Central

a) Sheet to Petersfield Town Centre (PF1.a)
b) Petersfield to QE Park (PF1.b)
c) Petersfield to The Stroud (PF2)
d) Petersfield to Steep (PF3)
e) Penns Place to Nyewood (PF6)

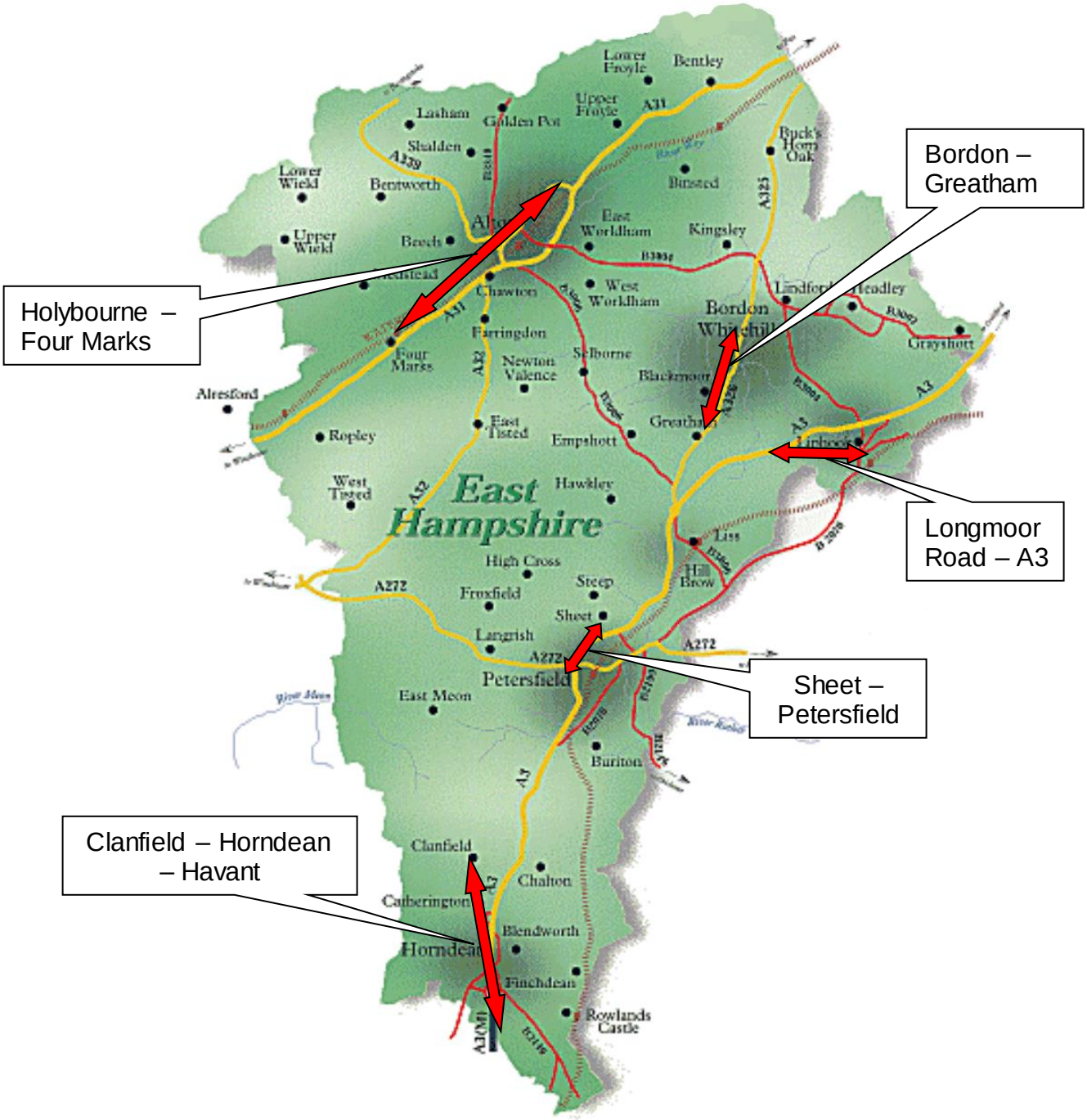
v) South

a) Petersfield to Havant via Clanfield (CH1)
b) Woodcroft Farm, Lovedean (250 houses) to Horndean Technology College (CH3)

In general, in each area there are 'spine' routes, usually along busy road corridors, leading into and through settlements, from which other routes could, in time, branch out. These are currently often also the roads which present the most significant barriers to would-be cyclists and until they are made cycle-friendly, no significant increase in utility cycling can be expected.

It should also be understood that no single route will dramatically increase cycle use. People need to see a network of routes which they can use to cycle safely and directly where they want to go and to feel that the whole road system is more conducive to cycling. Real advances towards meeting the target of trebling cycle use by 2010 will only be achieved through a significant increased commitment of time and money and a continuous process of local consultation.

Priority Routes in East Hampshire



9. CALCULATION OF CONSTRUCTION COSTS

It is difficult to set an exact figure on the cost of building any of the routes outlined in this plan. However the following grid, devised by engineers working for Hampshire County Council *(September 2004)*, gives an approximate estimation of cost. These figures will have to be updated at regular intervals in line with inflation, varying costs of materials etc.

Material	Cost per square metre
Rural Routes	
Limestone scalpings with concrete sub-base	£50
Road Routes	
Tarmac surface; footway on virgin land	£60 includes lighting
Kerb for above	£16 linear metre
Edging	£14 linear metre
Tarmac surface: road	£80 includes lighting
Anti-skid surfacing on existing road	£20
Toucan Crossing (depends on location)	£30,000 – £60,000
Monitoring device: cycle counter	£1,000

10. REVIEW/MONITORING OF CYCLE PLAN

It is vital for the Cycle Plan to be reviewed at regular intervals. It should be seen as a dynamic document, reflecting the changes taking place at national, regional and local level.

This will include working with EHDC's four Area Community Committees so that local cycling issues and concerns can be identified.

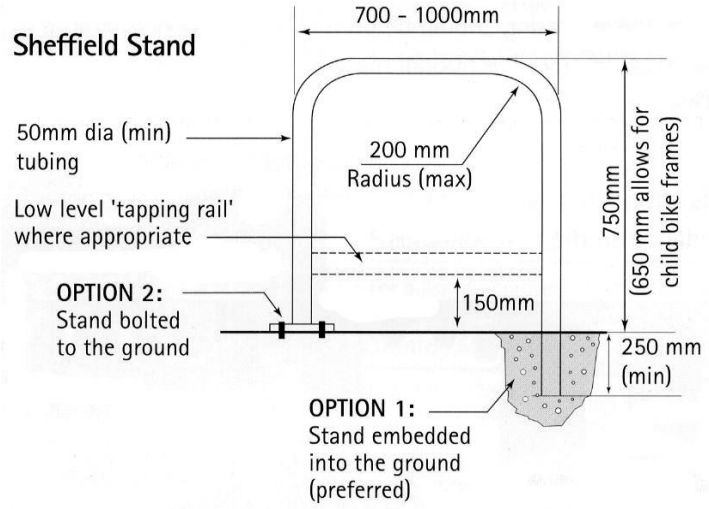
Liaison with town and parish councils is equally important. Hopefully they will feel that they have been integral to the process of writing up the plan and will continue to review and monitor the routes that have been identified.

The link between this Cycle Plan and Hampshire County Council's Local Transport Plan is also critical. It is encouraging that the draft of this plan has already been used by HCC on routes that they intend to develop in the present Local Transport Plan.

11. CYCLE PARKING

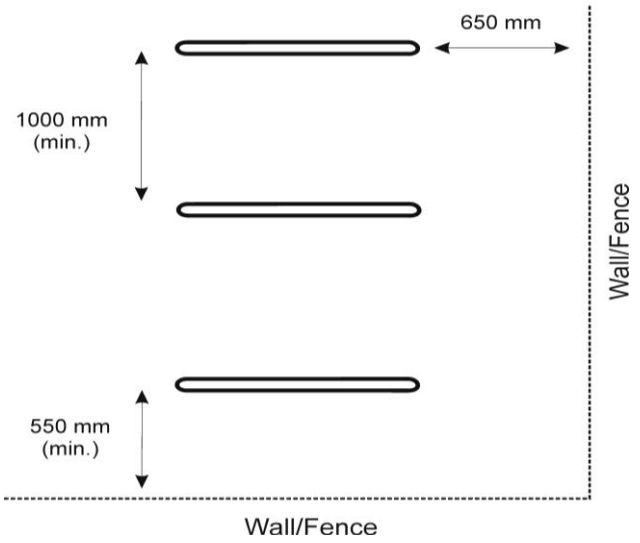
Cycle parking should be provided at all locations where there is a need or potential need, just as car parking is already provided. It should be secure, convenient, protected from the weather and adequate for likely demand. Generally, locations where cycles are in regular view of local shops or passers-by are preferred. Cyclists will only be prepared to park more than a short walk from their destination if there is a significant gain in security.

We recommend that any new cycle stands should be of a type which provides support for cycles and allows locking of frame and both wheels. A good example of this is the Sheffield Stand, basically an upturned 'U' shaped metal tube, usually between 37mm and 80mm in diameter. Stands should be concreted in place to a depth that leaves the horizontal bar 750-800mm above the ground. A lower crossbar can provide support for children's bikes. Stands should be 900-1200mm long to support the bike at or near axle centres.



(Diagram: Sustrans www.Sustrans.org.uk)

Sheffield Stand layout



For long term parking needs, for example at rail stations, cycle lockers are needed for extra security.

Schools are not listed individually in this section as they should all offer good quality, secure cycle parking for pupils and staff. Lack of safe cycle parking is a significant deterrent to those who might otherwise consider cycling to school.

All village halls and community centres should also offer secure cycle parking, so these are not listed separately below. Other locations where cycle parking should be provided as a matter of course include industrial and business centres and village shops. Again, these are not listed individually.

Likewise, all railways stations should have a combination of sheltered Sheffield stands, protected by CCTV, and cycle lockers. It should also be noted that, at locations where stands and lockers are currently provided, such as Petersfield Station, these are already oversubscribed and there is a need for increased provision.

Cycle stands at Petersfield Station

Cycle lockers at Petersfield Staton

Recommended Cycle Parking Locations:

i) Alton & Surrounding Villages

- High Street: outside Philips store; opposite Market Street; outside Alton Camera shop; opposite Somerfields; near the banks; outside Post Office
- Alton Health Centre forecourt
- Ladyplace Car Park, adjacent to Market Square
- Normandy Street, near Little Green Dragon bookshop
- Shopping Parade, Winchester Road, Four Marks
- Sports fields, Brislands Lane, Four Marks
- Gilbert White Museum, Selborne
- Church Green, Selborne
- Chawton Car Park, adjacent to café

ii) Whitehill & Bordon

- Forest Shopping Centre *(both entrances)*
- Chase Hospital
- Doctors' surgeries
- One-Stop
- Chalet Hill shops *(top and bottom of hill)*
- Phoenix Theatre
- Headley village centre, near Holly Bush pub
- Grayshott Square

iii) Liphook

- Station Road
- The Square

iv) Liss

- Village centre shopping parade

v) Petersfield

- The Square
- Rams Walk *(near Waitrose)*
- The Pond
- Folly Wine Bar
- Lavant Street
- Taro Centre

vi) Clanfield, Horndean & Rowlands Castle

- Safeway
- Horndean village centre
- Clanfield Co-op & Green Lane shops
- Rowlands Castle village centre

12. DESIGN CRITERIA

Introduction:

The key criteria for a cycle route to be popular with cyclists (and effective in increasing cycle use) are often summarised as five core principles:

- **Coherence:** Forming a coherent and continuous whole, linking all trip origins and destinations
- **Directness:** Offering as direct a route as possible. Cyclists on their way to and from work, shops and places of education hardly ever choose a detour
- **Attractiveness:** Pleasant and easy to use
- **Safety:** Minimising actual and perceived danger for cyclists and other road users
- **Comfort**: Enabling a quick and comfortable flow of bicycle traffic, with good quality, well maintained surfaces and gentle gradients

Conversely, the Cambridgeshire Cycle Strategy recently identified key barriers to increased cycling. These included: road danger; route discontinuity; poor quality facilities; poor maintenance; poor enforcement of traffic regulations; and lack of facilities at destinations. At a recent National Cycling Strategy seminar the comment was made that, traditionally, safety for cyclists and pedestrians has been provided through measures that impede their progress, for example: barriers, 'Cyclists Dismount' signs, staggered and indirect crossings and lengthy detours. These all tend to make cycling appear difficult and inconvenient.

In order to significantly increase the number of cyclists in East Hampshire there is a need for routes which utility cyclists (shoppers, workers, schoolchildren) or family groups perceive as safe, direct and easy to use. If the criteria for a good cycle route are not met, cycling is unlikely to be advantageous over other modes and there will be no incentive for people to take it up.

Sustrans suggest that we need to take the needs of the novice rider as the yardstick in determining our design standard. *'The family group, the adult starting to ride after a long break, the elderly cyclist, the unaccompanied child – all these are at risk on today's busy roads and all these will have to be catered for if cycling is to flourish'*.

Determining the type of facilities to be provided

As it is plainly impractical to create a whole separate network of special paths of sufficient extent to serve every house and activity, it follows that most cycling will continue to take place on existing roads. So the principal task of any cycling programme is to tackle the way roads are used and to reduce the volume and the speed of the traffic using them, so that cyclists, pedestrians and residents can all use

these roads with equal confidence. Consideration of cyclists' needs should be integrated into the design of all traffic management and highway improvement schemes.

The following is a widely accepted hierarchy of measures which should be considered before the design solution is chosen for a particular location:

1. **Traffic reduction:** can traffic volumes be reduced sufficiently to achieve the desired improvements in attractiveness and safety?
2. **Traffic calming:** can speeds be reduced and driver behaviour modified to achieve the desired improvements?
3. **Junction treatment and traffic management:** can the problems that cyclists encounter, particularly accident locations, be solved by specific junction treatment or other measures such as contra-flow cycle lanes?
4. **Redistribution of the carriageway:** can the carriageway be redistributed to give more space to cyclists?
5. **Cycle lanes and tracks:** what specific cycle lanes or tracks are necessary for cyclists to safely travel along this route?

A network of routes that are safe and convenient for cycling is needed. This will usually only involve full segregation from motor vehicles in limited cases, typically where speed limits are 40mph or above or where traffic volumes are high.

Cycle routes in urban areas should preferably use road-based solutions. Traffic management features which can assist cyclists include: advanced stop lines for cyclists at traffic signals; making one-way streets two-way for cyclists; priority for primary cycle routes over minor roads; and exemption for cyclists from road closures and banned turns. Where segregated cycle facilities are required, these should normally be provided by reallocating road space from motor vehicles to cycles, rather than at the expense of pedestrians. However, sometimes the only continuous and safe provision may be to make use of a pavement or footpath for a short length to negotiate a busy section of road.

Rural roads are of particular concern because this is where the Countryside Commission has forecast the greatest increase in motoring over the next few years. At present the most lightly trafficked residential and country roads are generally very suitable for family cycling. A further group of roads could be made so by traffic calming, a technique which can have a considerable effect on reducing accidents and lowering speeds. In addition, techniques such as village gateways and closure of roads to through traffic can be employed on rural areas. However, a particular problem for cyclists in rural areas such as East Hampshire is the network of primary A and B roads where traffic speeds and volumes are high. Good quality long-distance cycle paths, segregated from motor vehicles, are needed to link settlements and overcome the severance problems caused by these roads.

The Danish Road Directorate gives some helpful guidelines to determining the type of cycle provision appropriate to a particular location: *'On cycle routes where cyclists and*

cars use the same traffic area, a desired speed for cars of up to 40kph is suitable. If motor traffic is travelling at speeds higher than 40 kph one should consider reducing the speed level or separating cyclists from the motor traffic. Cyclists on busy roads often experience a perceived risk even where speeds are low. Here, too, visual or physical separation is a good idea if the road is part of a cycle route. With speeds of 50 kph and less and moderate traffic volumes, cycle lanes may be a solution. At low car speeds and low volumes of motor vehicles, separation rarely results in safety benefits for cyclists. In fact, separation on roads with many junctions will often result in more bicycle accidents. Also, a number of studies have pointed out that narrow cycle lanes are less safe than mixed traffic.

The many traffic destinations at the centre of town make it important to be able to cycle in both directions in all streets. If the street is sufficiently wide, two-way bicycle traffic can function in one-way streets without causing traffic flow or safety problems.

Cycle routes that are visible from the road – indeed, human activity of all sorts – improve the sense of social safety. When cycle routes are hidden away from other road users, there is an increased fear of assault.'

A high standard of maintenance is essential for a successful cycle network. When designing a cycle facility, maintenance costs should be included in the assessment of scheme options. Good design can also help to reduce these costs.

On-Road Provision for Cyclists

i) Advanced Stop Lines

Advanced Stop Lines are provided to enable cyclists to bypass stationary traffic and position themselves more visibly at the head of the queue. Not only do they improve safety for cyclists, but moving the stop line for motor vehicles further back from the junction also improves the safety of pedestrians crossing.

Cyclists often find it difficult to turn right at traffic signals where many motor vehicles are going straight ahead or turning left. Even going straight ahead can be difficult when many vehicles are turning left.

Advanced Stop Line, Tesco, Bordon

Advanced stop lines provide a waiting area for cyclists. A cycle lane, usually on the left, allows cyclists to bypass the traffic queue and reach the waiting area. In some cases it is better to position the approach cycle lane between or to the right of the general traffic lanes, or to have more than one cycle lane. The choice depends on the signal timings and the main cycle and motor vehicle movements at the junction. In all cases, careful consideration must be given to the safety of cyclists using the cycle lane if the lights turn green before they reach the reservoir. When the lights change, the cyclists are then able to turn or go ahead safely.

Where possible the feeder lane should be 1.5m wide. However in some situations a substandard cycle lane may be better than no lane at all and a width as narrow as 1m can still be effective for most cyclists. Central feeder lanes should not be less than 1.5m as cyclists may be exposed to moving traffic on both sides. The reservoir at an Advanced Stop Line should be between 4m and 5m long and will normally extend the full width of the main traffic lane. A contrasting coloured surface should normally be applied to the reservoir and the approach lanes to highlight the facility and discourage encroachment by motor vehicles.

ii) Roundabouts

Roundabouts, particularly large unsignalled roundabouts and gyratories, which allow high-speed entry and exit for motor traffic, present significant dangers to cyclists, just as slip roads create dangers on major roads. The adverse effects are increased where segregated left turn lanes force lane changes and feed traffic through the roundabout at high speeds.

Special measures for cyclists at roundabouts are rarely satisfactory where high-speed flow is still possible. Off-road cycle paths around roundabouts, requiring users to cross each approach lane on foot, are often slow and hazardous to negotiate, unless toucan crossings are provided to allow cyclists to cross the carriageways.

Recently, many large roundabouts and gyratories have been signalised. This has usually been done to increase capacity at peak times. A side effect of this is to reduce the danger to cyclists, as vehicles should no longer enter when traffic is circulating in front of them. Signal-control is now seen as the best technique for making large roundabouts safer for cyclists.

The most successful style of roundabout from the point of view of cyclist safety is the 'Continental' design, which features arms that are perpendicular rather than tangential to the roundabout; single narrow approach lanes (4-5m), minimal flare on entry; a relatively small outside diameter (18-32m), a central island ranging in diameter from 5 to 18m, and a circulating carriageway narrow enough to discourage drivers from overtaking cyclists (5-7m). These have the effect of reducing the speed of motor vehicles on entering and negotiating the roundabout, and improving the visibility of cyclists. They are adequate for entry flows of up to 2500 vehicles per hour.

A series of Continental style roundabouts at junctions along an arterial road can have a significant effect on overall traffic speeds and thereby improve the safety of vulnerable road users.

iii) Cycle Gaps in Road Closures

Roads are sometimes physically closed off to stop cars taking shortcuts through residential areas on unsuitable roads. As these closures are normally for environmental and safety reasons, there is rarely a need to stop cyclists using them. Gaps for cyclists in road closures cost very little if included in the original scheme. The key features of a successful cycle gap are measures to prevent parked vehicles from blocking the gap and sufficient width for cyclists to conveniently pass through in both directions. A minimum width of 1m in each direction is normally necessary. If bollards are used to prevent cars using wider gaps, they should be clearly visible at night.

iv) Two-Way Streets for Cyclists

Cyclists need routes that are direct and usable in both directions. One-way streets are a double disadvantage as they are often introduced to speed up traffic and may force cyclists to use lengthy and dangerous alternatives. An effective solution to this problem can be provision of a contraflow cycle lane to allow cyclists to travel in both directions.

LTN 1/04 *'Policy, Planning and Design for Walking and Cycling'*, recommends, *'If a street is to be converted to one-way, consideration should always be given to providing a contraflow facility for cyclists at the same time. In addition, it is strongly recommended that existing one-way streets are studied with a view to modifying them to accommodate contraflow cycling where practicable'.*

A mandatory contraflow cycle lane, marked with a solid white line, provides space for cyclists at all times and highlights to motorists the need to anticipate cyclists travelling in a contraflow direction. The recommended width for this type of cycle lane is 2m. It should be backed by a traffic regulation order banning loading and waiting at all times at the kerbside that borders the contra-flow lane. Entry into the lane is permitted via a cycle slip – a gap of approximately 1m between a bollard and the kerb at the 'No Entry' junction.

Contraflow cycle lane,
Cobden Street, Bristol
(Photo: Department for Transport Traffic Advisory Leaflet 12/97)

Advisory contraflow cycle lanes might have to be considered where vehicles occasionally need to encroach into the cycle lane to pass parked vehicles; or occasional loading, unloading or waiting needs to be allowed within the lane. This should only be permitted where traffic speeds are less than 25mph and vehicle flows are less than 1000 vehicles per day. Where parking is to be retained, consideration should be given to providing an advisory cycle lane on the outside of the parking bay.

Another option is a false one-way street, retaining two-way operation for all vehicles but restrictions prohibiting motor vehicles from entering at one end of the street. Cycles can be exempted from this restriction and enabled to bypass the no-entry signs via a segregated 'cycle-gap'. This option may be more appropriate than an advisory cycle lane where there is a need to retain kerbside parking.

If is sometimes possible to allow contraflow cycling without the provision of a cycle lane, but this only applies where vehicle speeds are less than 25mph and flows are below 1000 vehicles per day. In general it is preferable to provide a cycle lane wherever practical.

Contraflow cycling, St Marks Road, Bristol
(Photo: Department for Transport Traffic Advisory Leaflet 12/97)

In some cases it may be a good idea to combine some form of traffic calming with a contraflow cycle scheme to reduce vehicle speed.

v) Exempting Cyclists from Banned Turns

At sites with safety, congestion or environmental problems, traffic may be prohibited from making certain turns by traffic regulation orders. As with physical road closures, there is usually no reason to include cyclists in the order and they should be exempted except when there are overriding safety considerations.

When exempting cyclists from banned straight ahead or right turn manoeuvres, protector islands with bollards, road markings and signs may be necessary to allow cyclists to wait safely in the centre of the road.

vi) Traffic Calming

The range of techniques used in UK traffic calming is growing fast, but we have still to catch up with Continental practice. Common techniques include: speed humps, road narrowings, raised crossings, mini-roundabouts and surface treatments. These are being integrated with 20mph speed restrictions in a number of areas. In general, vertical measures tend to be more effective in reducing speed than horizontal ones, and measures need to be repeated at frequent intervals, generally less than 100m apart, to maintain low speeds.

Traffic calming often provides the opportunity to give priority to cyclists as well as generally benefiting them through speed reduction. Cyclists can benefit from the following measures but they can also find themselves at a disadvantage if care is not taken to ensure that carriageway widths and surfaces are appropriate:

Road Narrowings: These may involve building out from the road edges with traffic passing through a central gap, or a centre island with narrow lanes either side, or a chicane, formed by two or more staggered build-outs on alternate sides of the road.

Centre islands flanked by narrow traffic lanes cause much discomfort to cyclists if drivers try to pass at the narrow point. Build-outs allow cyclists more choice as to how to approach the narrowing.

According to UK guidelines lane widths of 4m or more should allow sufficient space for a cyclist to be overtaken safely by cars. Where HGVs are present, this width must be at least 4.25m. If the lane width is 3m or less, most drivers perceive this to be too narrow to overtake a cyclist and should not usually attempt to do so. The critical width to avoid, therefore, to prevent cyclists being ‘squeezed, is considered to be 3.1m to 3.9 m.

However on busy roads the calming effect will be weakened due to traffic pressure and cyclists can find spaces of less than 3.1m very intimidating. Likewise the minimum carriageway widths of 4.0m or 4.25m are considered too narrow elsewhere in Europe, where recommended widths vary between 4.5m and 5.15m. These widths will not, however, have much effect on traffic speeds.

Build-outs may be bypassed by cycle paths but these need to be built to a high standard, minimum 1.5m wide with direct entry and exit and kept free of debris and parked cars. Where a centre island is used, provision for cyclists is more difficult. However, the marking of an advisory cycle lane at least 1.5m wide through the gap can encourage motorists to give way and this can be augmented by the installation of additional traffic islands protecting the cycle lane at the approaches to the refuge.

Where road width does not allow for both a central refuge and a cycle lane and there is a need to assist pedestrians to cross, a zebra crossing may be a better solution for all parties.

Speed humps: these have been proven to be one of the most effective ways of keeping vehicle speeds down. However, they can also cause considerable discomfort to cyclists. Wherever possible, bypasses should be provided to improve conditions for cyclists. Generally these should be at least 1.2m wide, although 1.5m is preferred, with a direct and unobstructed entry and exit and clear of drainage gullies.

Where bypasses cannot be provided, a sinusoidal curve profile, as is standard in the Netherlands, provides a smooth transition from the road surface onto the hump. This design has also been successfully implemented in some parts of the UK. It is also important that construction is of a high standard, with no upstands or slippery or uneven surfaces. Generally, ramp gradients should not exceed 10% and the ramp height 75mm for humps and 100mm for raised junctions.

Sinusoidal road hump.
(Photo: D. Kemp/Sustrans www.sustrans.org.uk)

Speed cushions: are effective in slowing vehicles whilst allowing buses and emergency vehicles to straddle them and cyclists to bypass them. Although not as effective in slowing vehicles as conventional speed humps, they are proving popular in traffic calming schemes that might otherwise attract opposition from bus operators and the emergency services. Cushions are normally 1.6m-1.9m wide and 75mm high. They are constructed in a variety of materials including tarmac, block paving and pre-cast rubber blocks made from old tyres.

However, some schemes have been found to create problems for cyclists, mainly through inadequate bypass gaps, the location of gullies or manhole covers and parked cars. As with speed humps, the gap between the cushion and the kerb should be between 1.2m and 1.5m, and cushions should not be located adjacent to drainage gullies or manhole covers. Parking should be prohibited at the cushion and on the approaches to it, enabling cyclists to pass unobstructed between the cushion and the kerb.

Cycle bypasses: these should be incorporated into the design of features such as speed humps, narrowings, chicanes and road closures. It is important that

cyclists are not squeezed by motor vehicles and bypasses avoid this problem and give cyclists priority. However it is essential that bypasses are of an adequate width, 1.2m to 1.5m, with a straight approach and good quality, level surface. Regular maintenance is essential as debris tends to accumulate in bypasses.

Surface Treatments: raised cobbles and other rough surfaces are often used to denote entry to an area that is calmed, or simply to slow traffic turning into a side road. These surfaces can be difficult and dangerous for cyclists to negotiate safely. Providing paths in smoother materials through these areas gives priority and safety to cyclists without affecting the efficiency of the scheme.

Rumble strips, while having little effect on vehicle speeds, are very uncomfortable and sometimes dangerous to a cyclist. Where these are used there should be a clear passage of 1.5m alongside.

Gateways: creating 'gateways' to residential areas, villages and local centres helps to establish a sense of place and to reduce traffic speeds. Small roundabouts with tight radii, placed at village gateways, can be very effective at reducing vehicle speeds on straight-through roads. There does not need to be any junction to create the roundabout.

Removal of Road Markings: the removal of visual guides such as central white lines or priority at junctions has been found to reduce traffic speeds by making drivers more cautious and more aware of other road users.

vii) Cycle Lanes

Whilst it is generally accepted that a marked cycle lane on the road promotes a strong positive message that cyclists should be given space within the highway network, it must be done properly.

A particular concern is narrow cycle lanes. Department for Transport guidelines recommend a normal width of 2m, with a minimum of 1.5m, but commonly lanes of 1m or less are being introduced. Any lane less than 2m wide reduces the space available for cycling compared with no facility at all and increases the likelihood of cyclists being squeezed by passing motor vehicles. As traffic speeds increase, cycle lanes need to be wider to allow greater protection for cyclists from passing traffic.

Where mandatory cycle lanes are provided, these should always be of the recommended width, even if some minor carriageway widening is required to leave sufficient space for other traffic. Parking, unloading and loading should always be banned, at least during peak hours and preferably during the working day.

In the Netherlands, in some situations, the carriageway has been narrowed to only 3.3m to make way for cycle lanes on either side. This has significantly lowered traffic speeds, making the routes less attractive to through traffic.

Advisory cycle lanes can indicate the full space cyclists need, even if the road is so narrow that vehicles must normally drive partly within the cycle lane. Because the encroachment is allowed, there is no need to have the usual 3m plus outside the cycle lane for general traffic. The effect on drivers is to indicate that there is insufficient space to overtake until they can pull out beyond the cycle lane. This has been proved to work in the Netherlands, where it is now standard practice, and in a growing number of places in the UK.

Cycle lanes on a narrow road
Great Oakley, Essex
(Photo: Sustrans www.sustrans.org.uk)

Cycle lane continuity across a junction
Portsmouth, Hampshire
(Photo: Sustrans www.sustrans.org.uk)

viii) Bus/Cycle Lanes

In town centres and on urban main roads, bus/cycle lanes can greatly improve safety and convenience for cyclists. They give access to areas closed to general traffic and physically distance cyclists from cars and lorries. 3m is the minimum width for a bus lane. However, this does not permit a bus (2.5 m maximum width) to overtake a cyclist without leaving the lane. Therefore, where the carriageway is wide enough, a 4m lane should be provided.

Off-road Provision for Cyclists

i) Segregated and Shared Use Paths

In a number of European studies it is recommended that separate cycle tracks should be built on road links when the volume of motorised traffic is high and speeds are also high. It has also been concluded that the safest option is to build two one-way tracks, one on each side of the road, so that cyclists can merge with car traffic before the stop line at a junction. However it is generally recognised as being cheaper to build one bi-directional track.

Shared use routes are those that are used by pedestrians and cyclists together. They may be segregated, where the different users are clearly separated from each other, or unsegregated, where the full space is used by both pedestrians and cyclists. Segregation can range from a physical kerb or verge to a tactile or painted line, but in all cases there is clear demarcation showing which area should be used by pedestrians and which by cyclists.

Where an existing pavement or footpath is to be converted to shared use it will normally require significant upgrading with surface improvements and widening. Failure to do this leads to dissatisfaction for all users and conflicts between cyclists and pedestrians. In addition, if there is little distinction between a poorly designed shared use route and an ordinary pavement, cyclists may gain the impression that it is acceptable to ride on all pavements.

It is important in all *'shared use'* settings that walkers and cyclists get on with each other. On well-used unsegregated shared use paths the recommended minimum width is 3m. For lightly used shared-use routes, a minimum width of 2m with adequate verges may be acceptable. However, as advised in the recently published Department for Transport document LTN 2/04 *'Adjacent and Shared Use Facilities for Pedestrians and Cyclists'*, *'Practitioners should not regard minimum widths as design targets.'*

Shared-use path, Northern Ireland
(Photo: L. Doherty, Sustrans www.sustrans.org.uk)

On the Continent, there is a long tradition of shared use on paths and as a result little conflict between walkers and cyclists. In this country, antagonism by walkers towards cyclists often derives from the fact that cyclists are not expected on the path. On tarmac paths in urban areas it is crucial that both walkers and cyclists know that the path is for shared and equal use.

Where segregation is provided, an overall width of 5m is preferred. A minimum of 3m may be acceptable on a lightly used route clear on both sides, with a raised profile white line or kerb delineator, minimum height 25mm, to separate differing user groups.

To maintain a given effective width for a footway or cyclepath, the actual width may need to be greater. The width increase, which can be up to 500mm, will depend on the type of edge constraint.

LTN 2/04 *'Adjacent and Shared Use Facilities for Pedestrians and Cyclists' recommends that, w*here a cycle path runs alongside a carriageway, a margin strip should be provided between the path and the carriageway. This can be as narrow as 500mm but should be considerably wider alongside busy or high-speed roads.

ii) Dropped Kerbs

Dropped kerbs are often badly designed and constructed, to the annoyance and danger of cyclists, wheelchair-users and pram-pushers alike. Cyclists should not be expected to dismount at kerbs, nor should they have to bump down (or up) at dropped kerbs. Dropped kerbs with an upstand are neither acceptable nor necessary. Paths should not cross joins between differing surfaces at anything other than 90º.

iii) Priority for Cycle Paths Crossing Minor Road Junctions

Cycle paths alongside main roads should normally have priority at side road junctions. This can be achieved by placing the cycle path on a raised flattopped crossing, with priority clearly indicated. In some locations, such as paths adjacent to busy main roads, it may be a good idea to lead the cycle track 5-7m away from the major road, thus making it easier for road users entering and exiting the side road to assess potential conflicts with cyclists and still gain a good overview of the junction.

Priority cycle path crossing of minor road
(Photo: J. Bayne/Sustrans www.sustrans.org.uk)

iv) Turning Curves and Sight Lines

Cyclists cannot turn on the spot but need an amount of space that depends on their speed and the surface of the path. The UK standard for minimum curve radius is only 6m, which equates to a cycling speed of less than 10 mph. Other countries insist upon minimum radii of 15m to 60m.

Visibility should be sufficient to see the fastest approaching vehicle in sufficient time to assess its progress and react accordingly. Cyclists should not have to look through more than 90^{o} for conflicting traffic, except when overtaking or changing lanes. Novice cyclists should not be expected to look backwards or change lanes frequently just to go ahead.

v) Obstructions

Cycle paths should be free of obstructions such as lampposts, bus stops, litter bins, telegraph poles or road signs.

The recommended horizontal clearance alongside cycle paths in the UK is 0.5m. Almost all other countries stipulate a minimum clearance of 1m. This should be free of all solid objects, including lampposts. Inadequate clearances effectively reduce the width of the path as cyclists are forced to keep well clear of the edge. Foliage should be pruned well back to allow for subsequent growth without intruding into the clearance zone.

vi) Access Controls

There should be a presumption against the use of access barriers on a shared use path because of the difficulties they can cause users. Where controls are found to be necessary to discourage access by motor vehicles, bollards should be the first choice.

If motorcycles are a problem, then more restrictive barriers may be considered. However, it has generally been found that the problem of motorcyclists on cycle paths has been overstated and, where a problem does exist, barriers make little difference to the ability of motorcyclists to gain access to a path if that is their intention. Whatever form of barriers are used, they should be easily visible to all users, especially at night, and should not prevent access by tandems, trikes or wheelchairs.

vii) Uncontrolled Cycle Crossings

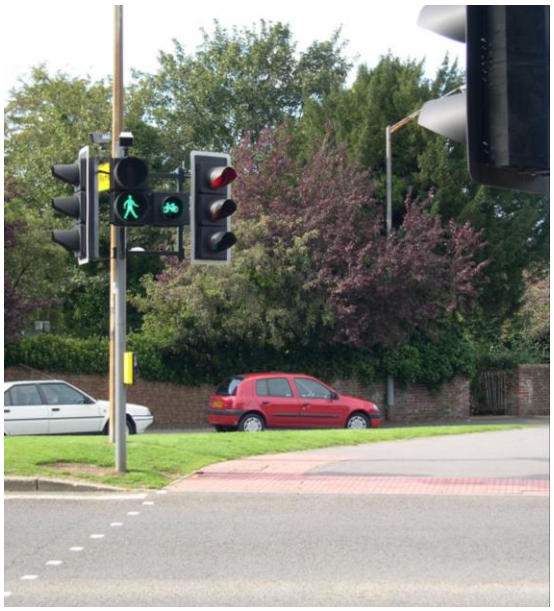
Where cycle flows and traffic speeds are fairly low a road crossing can be indicated by a combination of warning signs and contrasting road surfacing. On wider roads central refuge islands are beneficial. These must be at least 2m wide. Cyclists using the main road should not be squeezed by the crossing layout.

viii) 'Toucan' Unsegregated Cycle/Pedestrian Crossing

The 'Toucan' (two can cross) is effectively a Pelican for cyclists and pedestrians and comprises the following basic features: tactile surfaces on both approaches for the visually impaired; push buttons in each of the 4 corners; unsegregated approaches; a crossing 4m wide (3m minimum); vehicle detection on all approaches; 3 signal aspects to control cyclists and pedestrians; 3 aspects to control main road traffic (red, amber and green, but not flashing amber).

One of the main causes of frustration for cyclists and pedestrians using toucan crossings is when there is a long time delay before the green 'cross' signal appears. If this is found to be unreasonably long it can deter possible users of the crossing.

It is now possible to install sensors on toucan crossings which can detect an approaching cyclist and remove the necessity of manoeuvring to press a button. These detectors can also help to speed up the response time from arrival at the crossing point.



Toucan crossing,
Tor Way, Petersfield

ix) Pedestrianised areas

Many town centres have pedestrian areas where vehicles are excluded for all or part of the day. Prohibiting cyclists from such areas can force them onto long, busy, unpleasant and dangerous routes, whilst undermining the inherent convenience of cycling as a mode of transport.

Research by the Transport Research Laboratory has indicated that there are no real factors to justify excluding cyclists from pedestrianised areas. Many concerns can be satisfied by the provision of a physically segregated route for cyclists through the zone.

LTN 2/04 *'Adjacent and Shared Use Facilities for Pedestrians and Cyclists'* advises that, *'for any new pedestrianisation scheme, there should be a presumption that cycling will be allowed unless an assessment of the overall risks dictates otherwise. In conducting this assessment the risk to cyclists using alternative on-road routes should be taken into account.'*

It is much easier to retain cycle access at the time that pedestrian priority is introduced than to subsequently reintroduce cyclists into a pedestrian only area. Where cycling has already been banned, remodelling of areas may allow these restrictions to be renegotiated.

Cycle access to a pedestrianised area
(Photo: J. Grimshaw/Sustrans www.Sustrans.org.uk)

x) Subways and Bridges

LTN 2/04 *'Adjacent and Shared Use Facilities for Pedestrians and Cyclists'* recommends *'a minimum width of subway…indicates a 2m footpath, a 2.5m cyclepath and a raised 0.5m margin against the subway wall.*

Gradients on ramps to subways or bridges should be kept below 3% and should not normally exceed 5%.

The UK standard for vertical clearance in subways is 2.4m if the subway is under 23m long, otherwise 2.7m. Other countries specify 2.5m minimum at all times.

The minimum height of a parapet on a bridge carryng cyclists is given as 1.4m in BC 52/93 *'General Requirements for Highway Bridge Parapets.'*

Surfacing on Cycle Paths

i) Sealed Surfaces

If it is a goal that at least 80% of cyclists should be satisfied with pavement quality on main routes, these must be asphalted and without noteworthy patches, cracks or other obstructions.

Sustrans describe their preferred material for quality cycle routes as a machine laid dense bitumen macadam basecourse, usually consisting of a 60mm layer of bituminous material with a nominal stone size of 14 or 20mm. Commonly referred to as either 'blacktop' or 'Bitmac', normally this material is used as a base layer and overlain with a wearing course material. The advantages of this surfacing include a sealed surface with low maintenance costs; smooth, comfortable riding surface; sympathetic surface dressing can be overlaid in environmentally sensitive areas; not easily eroded; naturally fades from black to light grey within 6 months.

ii) Unsealed Surfaces

For recreational routes within the rural environment, the recommended width of an unsealed cyclepath is normally 2m, which will accommodate modest levels of both cyclists and pedestrians. Verges either side may provide additional space for passing. However, the path needs to be increased by at least 2m if it is also to function as a bridleway.

Paths should have a firm foundation layer and be well drained. Any gravel or stone dressing should be finely graded for better bonding, well compacted and preferably graded to dust (scalpings).

It is important to consider the surrounding landscape character when choosing a surface material. For example, within a chalk landscape, a chalk or limestone aggregate would be appropriate, particularly if it is visible within the wider landscape; within the lowlands and heath landscapes, crushed stone or sealed gravel would be visually most appropriate. If the cycle route is likely to be used by 'utility' cyclists, a higher proportion of 'fines' within the mix is desirable, which achieves a smoother and cleaner surface. It should be noted, however, that all these unsealed surfaces have maintenance implications in terms of durability which a harder surface such as macadam does not.

Surface Dressing can be applied using a bituminous spray to apply a layer of stone chippings onto a foundation layer. The spray acts as an adhesive, holding the chippings in place. The chippings are normally washed gravel. Quality and durability of surface depend on the nature of the foundation layer.

Sources:
'Adjacent and Shared Use Facilities for Pedestrians and Cyclists', DfT, LTN 2/04
'Policy, Planning and Design for Walking and Cycling', DfT, LTN 1/04
'A Study of Cycling in East Hampshire', Sustrans, 1994
'Traffic Signs Regulations and General Directions 2002', HMSO
'Cycle Digest', Nos. 29, 32, 33, 34, 35, Cyclists' Touring Club
'CCN News', Nos. 50, 51, 52, 53, 55, Cycle Campaign Network
'Network News', Nos. 17, 18, 19, Sustrans
'Shared Use Routes', Sustrans Information Sheet FF04
'Cyclists and Roundabouts', Cyclists' Touring Club, 1993
'Cyclists at Roundabouts: Continental Design Geometry', DETR TAL 9/97
'Contraflow Cycling', DETR TAL 6/98
'Cycle Parking: Examples of Good Practice', DETR TAL 6/99
'Key Elements of Cycle Parking Provision', DETR TAL 5/02
'Ruimte voor de fiets', Ministry of Transport, Public Works & Water Management, Netherlands, 1994
'Safety of Vulnerable Road Users', OECD, 1998
'Collection of Cycle Concepts', Road Directorate Denmark, 2000

13. EXISTING RECREATIONAL ROUTES

East Hampshire offers the following recreational cycle routes. Details and maps can be found on Hampshire County Council's Cycling website on **www.hants.gov.uk/cycling/** and leaflets can be obtained from local Tourist Offices.

On-road Routes

- **Lindford & Alice Holt** *(6.5 linear route from Lindford to the Alice Holt Woodland Park).* A pleasant on-road route from Lindford to the Alice Holt Woodland Park along narrow country lanes. Some hills but suitable for families with older children.

- **Discover the East Hampshire AONB by Bike** *(22 circular on-road route starting and finishing in Petersfield)*. Discover the East Hampshire Area of Outstanding Natural Beauty by bike – rolling hills, peaceful woodland, sunken lanes and charming villages such as Steep, Hawkley, East Meon and Buriton.

Off-Road Cycle Trails

- **Horndean** *(14 miles, 7 of which are off-road. Short cut trail total 9 miles)* A 'town and country' trail which joins Denmead, Cowplain, Horndean, Catherington and Clanfield with the surrounding countryside.

- **Petersfield** *(15 miles, 7 of which are off-road)* One of the hardest trails! It explores the countryside to the north of Petersfield, including Stoner Hill, Little Switzerland and Hawkley village. The climbs are very challenging, but reveal some spectacular scenery. The return section uses the quiet lanes around Froxfield to link back to Stoner and Petersfield.

- **Queen Elizabeth Country Park** *(10 miles, 8 of which are off-road Short cut trail, total 6 miles)* A pleasant family ride over dramatic downland and through the rich and beautiful scenery of this part of the South Downs. The ride is centred within the country park. The short cut trail is ideal for families with small children.

- **Alton** *(10 miles, 7 of which are off-road)* This trail is easily accessible from Alton or Four Marks. It uses tracks through Chawton Park Wood and continues mainly off-road to Bentworth village. Undulating tracks lead the trail through Wivelrod, Beech, Ackender Wood and the outskirts of Alton, before heading back to the start.

- **Ellisfield** *(13 miles, 9 of which are off-road)* This trail is largely off-road, using tracks through woods and fields of mid-Hampshire. There are a couple of gentle climbs, but overall it is not too demanding.

- **Liphook** *(9 miles, 6 of which are off-road)*. A circular trail around Liphook which explores the woods at Ludshott Common and Woolmer Forest, as well as the villages of Bramshott and Conford. The return section passes by the picturesque lakes at Bohunt Manor Gardens before winding back to the centre of Liphook.

- **Meon Valley** *(10 miles, 7 of which are off-road)*. A challenging trail following the Downs of Hampshire. Stunning views from Butser Hill.

14. SETTLEMENTS OF EAST HAMPSHIRE AND THEIR POPULATIONS *(Estimated 2002)*

North West Area

Alton	16,613
Four Marks	3,710
Medstead	1,963
Binsted	1,751
Ropley	1,657
Selborne	1,526
Bentley	1,073
Kingsley	699
Farringdon	633
Froyle	608
Bentworth	573
Beech	537
Shalden	430
Chawton	368
Worldham	328
Wield	251
Newton Valence	230
East Tisted	222
West Tisted	202
Lasham	192
Total	**33,554**

North East Area

Whitehill	14,453
Bramshott & Liphook	8,291
Headley	5,606
Grayshott	2,466
Lindford	2,362
Total	**33,178**

Central Area

Petersfield	13,977
Liss	6,166
East Meon	1,193
Steep	1,086
Froxfield	965
Greatham	872
Hawkley	505
Stroud	368
Langrish	280
Colemore & Priors Dean	131
Total	**25,543**

South Area

Horndean	13,215
Clanfield	4,529
Rowlands Castle	2,969
Buriton	749
Total	**21.462**

15. INDEX