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|  |  | **Your name** | **Please write your comments or suggestions here** |
|  |  | 1 | Increasing rapid charging points and standardising the apps needed within East Hants. Greater range of village shops which are within walking/cycling distance. Introducing cycle lanes which make it safer for children to be on the roads. |
|  |  | 2 | More cycle routes to make a comprehensive network around town. Pedestrianise the east and west sides of The Square (ie outside Fat Face and outside Post Office). Still allows cars to transit the High Street or St Peters Rd - Sheep St but would cut down on fumes around the Square and allow cafes / pubs to spill out onto cobbles creating a nicer vibe. |
|  |  | 3 | I don't have a car, but wouldn't advise it. I am delighted to have what would have been a local history course on zoom in September. But what would be lovely would be a hybrid of zoom content and maybe a social meeting with other attendees in a cafe locally. Buses are almost below viable. Maybe more on demand services and taxi sharing to be allowed and organised. Make it cool for young people with maybe vouchers and rewards and bus heroes. Keep car parking charges high and make it difficult. Buses to walking beauty spots on once off bases. Web site offering local delivered services, I have Milk & More with a bag and box and a neighbour has taken up the habit. Supermarkets already offer green spots, a good bit of nudge. Medical services to be in hubs and as local as possible, pleased with the upgrading of Petersfield hospital. Perhaps walking buddies and companions, to the shops or shorter social walks for seniors and people with small children. Leaflets updated frequently. |
|  |  | 4 | Make cycling more attractive by creating paved off road paths in towns and linking towns and villages. Safe for children and adults alike.  Yes to reducing speed limit to 50 on main roads |
|  |  | 5 | Transport:  My priority is to get cars off roads.  Improve infrastructure to enable walking and cycling.  Improve public transport.  All the above = 1 car per household at most and children adapt to alternatives to the car for all travel. Also better for long term mental health, physical health and prevents loneliness as we go through life.  EVs are not compatible with cyclists and pedestrians as they are so quiet.  Changing to EV = same number of cars on roads = extra lanes on roads, bypasses, car parks.  EV charging points must be 100% renewable energy. Priority for travel should be walk, cycle, public transport, taxi or car share. |
|  |  |  | Delivery vehicles: As many deliveries as possible to a hub on Industrial Estate and zedbikes deliver onwards to businesses and residents. |
|  |  |  | PTC and EHDC must pay for infrastructure to promote walking, cycling, electric buses and subsidised EV taxis. Councils could sell most of their property to pay for this. They must change mindset of making money from car parks and buying property. |
|  |  | 6 | Focus on access to services, leisure work. Etc and not transport per se. Mode shift to focus on travel as being a pleasure to be enjoyed and taken slowly not a means of rushing dangerously to a place to be equally unhappy. Recapture the delight of shared or public transport as a social experience not to regard yourself as a failure if you are not doing 90 in your own car |
|  |  | 7 | It depends how serious you are about decarbonising and how stringent your definitions of that and sustainability. Electric cars are not carbon neutral when their manufacturing is put into the equation. Then there is the question of establishing a charging network and powering it up. Will we ever have enough â€˜greenâ€™ energy to run it?  A combination of walking, cycling and public transport seem the most effective ways of reducing carbon emissions in private transport. But who is prepared to sacrifice their present conveniences for the sake of the planet? These issues are more about politics, unfortunately, than improving the quality of life on planet Earth. |
|  |  | 8 | Create a delivery point out of town for all mail order items and create a carbon neutral distribution system ie electric vehicles to stop multiple deliveries which currently are uncontrolled carbon emitting vehicles.  If we continue the trend of mail order shopping for shopper convenience, to help our high street retailers survive, promote the carbon neutral distribution service to them, to allow them to compete with the existing mail order distribution   To enable all retailers to participate, provide IT support to develop the systems to participate.  Encourage the use of such a service to the general public to reduce petrol/diesel shoppers vehicles in the town  Where can you go and do with an electric scooter? Can Petersfield have its own local laws to encourage the use as an alternative to the petrol/ diesel vehicles in the town  Cheam in Surrey has introduced a 20mph limit through the town centre, 2 main reasons, ease traffic flow and reduce emissions, not so much fuel used at lower speed and reduction in standing time with vehicles. It also creates a safer environment for pedestrians, cyclists and electric scooters |
|  |  | 9 | More electric points for cars. Improved cycle paths. Better road maintenance. Smaller more frequent electric/hybrid busses on more routes. |
|  |  | 10 | Bus and train transport needs to be cheaper and more frequent. Sadly it is cheaper and quicker to travel by car. |
|  |  | 11 | I agree we should definitely have a lower national speed limit . in towns and villages a blanket 20. In shopping centre ,town area an access all policy i.e. no paving , A mix of people on, off bikes supporting active travel,cars mixed in with appropriate street furniture. Petersfield to up the anti-for cyclists visiting by sorting out train link number of bikes on trains to get people into the Petersfield area then into the South Downs National Park. Change priority of Lavant Street and Charles Street crossroads . Lots of treeplanting in all particularly central carpark , this offering shade to cars and hopefully reducing some hideous noise from the jet wash , thatâ€™s so badly affecting local community . Encourage if not force all local schools to encourage active transport for young people. More and better secure cycling storage to actually encourage people to leave their bikes whilst shopping.! |
|  |  | 12 | Here are a few initial ideas: 1. Persuade EHDC/HCC to finish the East Hants Local Walking and cycling Infrastructure Plan (LCWIP). It stalled 18 months ago and is is full of gaping holes, making it more of a hinderance and lost opportunity, rather than an asset. 2. Set up a group in PECAN to review the active travel aspects of planning applications and planning policies. Recent local events show that PSoc's coverage has gaps and PTC's scrutiny is ineffective on this topic. It will be necessary to build up some knowledge /expertise. 3. Use PECAN's website/facebook page to educate people on transport matters and to influence councillors. Demonstrations of public support for active travel measures could help to counter the car lobby at a local level. 4. Evidence from elsewhere demonstrates that there is considerable potential to increase the percentage of the population that cycles. Most people do not like to cycle among heavy and fast traffic. There is potential for more off-road cycleways and footways in Petersfield, often on land owned by the Town and the District. Also to make the existing footpaths within the Town more usable by improved maintance. Working parties, lobbying, surveys, web articles etc could all help. 5. The ideas above are aimed at PECAN. If you are looking nationally, the most important things are to 1) re-allocate budgets towards active travel, which tends to be drip-fed on an ad-hoc basis, 2) reform the Highway Code and the laws around dangerous driving to provide more protection for active travel, 3) planning reform to discourage large scale building in locations / situatons which increase car dependancy. Also see the recent report by the IPPR.  I hope this helps. |
|  |  | 13 | All new developments should only be built if there is access to shops, doctors and schools within walking/cycling distance and within these developments good provision should be made for walking/cycling routes. More importantly, developers must be held to this provision of routes by the local planning authority. More resources should be given to planning departments for this regulation. Rural communities should be encouraged by subsidies, to run their own minibus services to the nearest town using an electric vehicle. Several villages in an area could have use of the minibus at least one day a week giving villagers the choice to shop without using their own car. This service could be run by private enterprise. |
|  |  | 14 | To encourage the use of private electric vehicles, I would like to see East Hants DC pilot how home electric parking could work in streets with onstreet parking only. Iâ€™d love bays to be created/ marked out (like disabled spaces) outside houses which have an electric cars so that charging is possible from the house. A definite push for electric car ownership if the home owner has a designated space! ( I live in Penns Road!).   Secondly, introducing cycle lanes within Petersfield and to neighbouring villages to make it safer for everyone cycling, especially families. Perhaps routes leading to schools to encourage safer cycling routes to school and thus reduced car use! |
|  |  | 15 | Give up/avoid flying, and only if absolutely unavoidable, take only direct flights (take off and landing use most fuel). Never take flights to save time (eg flying within the UK) instead take train or coach.  Avoid using the car for all journeys within or close to Peterfield, walk or bike. Before taking the car, check whether the journey can be done by train or bus. Shift to taking public transport as preferred option.  Car-sharing and Car pooling.  Avoid taking the car unless there are at least 2 people in the vehicle. Set up a app or a link e.g. Petersfield Pulse, to facilitate/promote car sharing. Look into  (i) sharing journeys; (ii) schemes to share ownership and /or use of a car. Set a scheme up in East Hants, in Petersfield? Many people need a car sometimes but not all the time? Car sharing programs provide access to a car when you need one. The membership fee covers fuel, maintenance and insurance. Many companies/schemes offer low emission or hybrid cars too! Car sharing can help reduce the number of cars manufactured â€“ which saves natural resources and energy â€“ and can also reduce land needed for parking. Carpooling is another way to save money, time, frustration and fuel... also carbon emissions. If daily commuters carpooled 20 days a month, it would reduce driving costs by 40-50 percent. If youâ€™re the driver, carpooling would save you money, and trading off with other drivers would reduce wear and tear on your car. Check out car pooling sites. Also people tend to drive more safely when others are on the car. |
|  |  | 16 | Re: the changeover to electric vehicles. One of the biggest issues as far as I can see is being able to charge the vehicle at home. Until electric charging points are provided within new developments, as standard (along with other sustainability measures!), there is no incentive for people to change from a petrol car. The planning system has had the opportunity to put this requirement in place for several years but has failed to do so and it will take many years of policy development at the local level once a National policy has been published. Unfortunately Local Authorities rarely have the courage to go beyond what is required at the National level, regardless of whether it is better for the environment or not! The Local Authority needs to be innovative, forward thinking, and work to future proof all decisions taken. I don't think I've ever known a Local Authority to do any of those things! |
|  |  | 17 | How to speed the changeover to electric vehicles - I do not agree with the emphasis the government is putting on converting us all to EVs. If we all simply convert from ICE to EV we do not address the congestion on our roads which deters potential active travellers from taking to the roads on their bikes. Nor do we address the drive to endlessly spend more money on improving our road network to accommodate an ever increasing number of vehicles. Most private vehicles are unused for more than 95% of the time - this is a huge waste of raw materials and space - we could reclaim all the space taken up with car parks and build new housing there instead of on farmland or wildlife habitats. It was proved back in the 80s that every new road built encourages more people to buy private cars and give up on public transport.  However in the short term (speaking as an EV owner) we badly need standardisation of the EV charging network. It should be possible to charge your car and pay by normal debit or credit card like any other contactless transaction instead of having to download endless different apps on our phones, some of which require us to join and preload our account with cash before we can use the charger. The chargers also need to be better maintained. When we first got our car the problem was finding charge points, now it is finding a charge point that is actually working and is not already occupied. In some parts of the country queueing for a charge point is a frequent occurrence. |
|  |  |  | How to make walking and cycling easier and more desirable? The main reason quoted for not cycling more is the feeling of vulnerability due to too many cars on the roads. The way to encourage people onto their bikes is to separate cyclists from cars with physical barriers rather than just lines painted on the roads. |
|  |  |  | How to improve bus and rail transport? Absolutely the first place to start. I recommend converting the massive road improvement budget to improving our public transport systems â€“ more frequent, more extensive, much cheaper (i.e. subsidised), clean fuel where possible. This in combination with community buses would allow many more people to feel they can trust the buses to turn up when timetabled (something that will also be much easier if there are less private cars on the roads). |
|  |  |  | What role for community buses? I see this as a very important facility â€“ again heavily subsidised or free to use. Frequent, reliable and with the assumption that, where reasonable, the driver will help people with their luggage and drop people at their front doors, when not out of the way. Some variation on Dial a Ride should also be considered to help those who are not on a regular route. Perhaps with a cost per journey, not per passenger to encourage people to share with their neighbours to save money. |
|  |  |  | How to make town and village centres more attractive for pedestrians? Pedestrianisation of High Streets has been proved to encourage people to linger and spend more time and money at the shops and cafes. We should also take the opportunity to green up our town centres to take advantage of natural shade and the property leaves have of cleaning pollution out of the air. |
|  |  |  | How to improve efficiency of deliveries to homes and businesses? Set up a hub in every small town which takes in deliveries for the area and sorts them and completes the last couple of miles to our homes using electric vans. This will have the knock on effect of reducing the amount of traffic in residential areas, making cycling and walking more appealing. |
|  |  |  | How to reduce the use of personal vehicles? Make public transport the easier, cheaper option (see my comments on an earlier question) increase taxes on fuel and private vehicles for everyone except the disabled and tradespeople, so that the price difference is sufficient to change people's habits. The bus back better initiative should be extended and acted on with subsidies to make real progress possible. |
|  |  | 18 | I have lots of ideas but my 2 fairly recent attempts to help EHDC improve have failed miserably. My conclusion is that I probably shouldn't be living Petersfield!  However, what I CAN do is research. Not only myself but I am, again, happy to gift resources from one of our companies to provide detailed information and analysis, and modelling - on any subject you are perhaps short of time to investigate yourself. Roads is easy - the strategy and programme that we built for EHDC was picked up by a City Council and has already delivered many of the benefits that you are seeking in a smaller footprint. And commercial work on a non-carbonisation distribution strategy for a S. American country to aid economic devekopment without environmental impact provides a rich source of current information on transportation and systems. So - that's why I don't think I am really suited to Petersfield but if I can help i shall. My idea would be to create a voluntary ULEZ. Easily and cheaply done. And down-scalable. |
|  |  | 19 | Introduce electric "wiggly/dial up busses" throughout the town to encourage use of public transport so that people do not take their cars into the centre. Introduce a co-ordinated delivery service (using bikes or electric vehicles to carry shopping home for people: people buy, goods collected ted by a central delivery group and then delivered at an agreed time). Reduce all in tone speed limits to 20mph. |
|  |  | 20 | I would support limiting the speed on main roads (single carriageway) to 50mph, the A339 Alton to Basingstoke has felt safer since lower limits were introduced.   Town centres - bikes on pavements and cycling the wrong way through the one way sections of Alton High Street are off-putting as a pedestrian. Making a cycle lane round Draymans Way would hopefully encourage cyclists to use that instead of cutting through the High Street. I don't find current traffic levels in Alton High Street off-putting, the traffic is slow enough that crossing roads is easy but pollution may be a problem.   There are still far too few electric charging points in public car parks in the country generally to make me consider buying an electric car.   Any measures to reduce traffic in the High Street must take into account those with disabilities or limited mobility due to age, the buses must continue to use High St bus stops and parking for those with blue badges on the High St should be maintained. Cheaper car parking or a free half hour in the car parks would stop so many cars entering the High Street in the hopes of finding one of the few free spaces, however removing free parking altogether would deter me from coming to town sometimes, I can't always carry everything I buy home on foot and often pop in with my car late in the afternoon on the way home from work using the free spaces.   I cannot use public transport for work as it would take 45 mins by bus as opposed to 15 mins by car and cost Â£6 compared to about Â£3 in petrol |
|  |  | 21 | Designate one carriageway of the A31 between Alton and Farnham as a cycle lane. More than half of its length is already painted out to exclude cars, why not make it for cyclists? There are lots of cyclists on this route and it is quite dangerous, particularly on the parts made back to single lane. This is a cheap proposal, good for the environment and safety. |
|  |  | 22 | Improving the charging network of electric cars throughout Alton as this is a huge obstacle for electric car owners - for example, introducing/advertising incentives for offices, supermarkets and school to install them in car parks as well as advertising personal charging stations which can be rented out and used by the public. |
|  |  | 23 | I've been driving electric for nearly 4 years now. Charging is the challenge. We need to encourage adoption of electric vehicles but it's not financially viable to go electric without access to charging at home. The big problem is those without off-street parking and therefore unable to install a charger. All council and association owned properties should aim to provide ev charge points in their car parks or on the road (eg lamp posts) for 60% of households. These can be 3-7kw destination chargers since people will be charging whilst at home so don't need the expense of rapid's. |
|  |  | 24 | There should be a universal speed limit of 20mph on all residential roads and throughout the towns. This simple measure has been proven to cut carbon emmisions and make it much safer for pedestrians, cyclists and all road users.   The charging infrastructure for electric vehicles needs to be sorted out. It is a mess, with many different providers requiring different apps for each one. EV drivers need to have confidence in the charging infrastructure. |
|  |  | 25 | Safe and attractive walking and cycling paths encourage people to use them. Cyclist and walkers ideally should be separated.  Investment should be made in Public safety campaigns to make walkers and cyclists feel safe using the roads. Most villages have very poor public transport links, improving these with community buses etc would help reduce use of cars. However if these are not regular or running at convenient times people will be reluctant to give up their cars. Most people move to villages expecting to use their cars and like the independence that they give. |
|  |  | 26 | How to speed the changeover to electric vehicles? This would require more and faster charging points. Investment in this technology if necessary. I believe there is or will be a shortage of the valuable minerals required for electric batteries and prices will increase. We need to recycle as efficiently as possible. Again investment in necessary technology.  â€¢ How to make walking and cycling easier and more desirable? Walking and cycling will become more desirable with the lessening of all traffic including electric cars. I mainly walk or cycle and can vouch for this!  â€¢ How to improve bus and rail transport? A regular and cheap service from town to rail station might encourage shoppers to use train. Buses would benefit from being fume free as waiting on high street near a bus bad for asthma. More people die from air pollution than covid proportionately. Buses seem to be being cut ie. I used to go from Alton to Petersfield by bus, but now the return journey involves going via Alresford and is much longer. Buses need to be more funded if this is the problem. Or perhaps they need to be smaller and cheaper to run. But well ventilated in current pandemic.  â€¢ What role for community buses? To assist shoppers. Alton situated in a valley means the walk in is easy for able bodied, but off putting for homeward journeys weighed down with shopping, especially food shopping. There is a community bus running from Wooteys but very infrequent and not well advertised. Not surprising as run by volunteers who have other jobs and lives to live. Also the return journey from Alton homewards has very erratic timing so you have to wait on the fumy high street for unknown amount of time.  â€¢ How to make town and village centres more attractive for pedestrians? Get rid of cars and polluting buses. Plant trees.  â€¢ Legality of electric scooters - where should they be permitted to run? Not on pavements. Easier on cycle lanes. Overtaking cyclists could be problematic but easier to signal and go around them than skirting round pedestrians where the pavement is finite and sometimes narrow, and often pedestrians will have children and/or dogs who can be unpredictable. There could be more accidents I think on pavements than roads. On pavements the pedestrian and child/dog is more at risk than scooter driver, whereas on road scooter driver more at risk from car drivers. Not an easy choice. There needs to be education of scooter users and perhaps more safety features on the scooter such as mirror to see what coming up behind to aid overtaking.  â€¢ How to reduce the use of personal vehicles? As above.  â€¢ How to improve efficiency of deliveries to homes and businesses? I am not aware of difficulties here so will not comment.  â€¢ Should we reduce speed limits on main roads to 50 mph? Personally I donâ€™t think it would always be appropriate, but where it is, obviously it should be reduced. Accident surveys might be useful. |
|  |  | 27 | Put up posters/signage encouraging people to turn off their vehicles while waiting - for example, outside schools, at long traffic lights, etc. I don't think people understand the harm they're doing. There must already be signage around this as it is covered in the Highway Code. I'd also be interested to know what the air quality is like around the schools in Alton - I think the more people know, the more like they are to act. |
|  |  | 28 | 1) Cars and vans - and lorries - all now so big that there is insufficient space for cyclists so it would be worth mapping public land alongside roads to see if off-road cycle routes could be created in this way 2) bus fares need drastically reduced- ideally to being completely free - and services need to be more frequent and to run later at night. And they need to be smaller, electric and to carry cycles. A bus revolution in fact! 3) electric cargo bikes very important for local deliveries - need to give tax breaks or subsidies or free parking to incentive rapid takeout 4) publicise how much each pothole takes to repair. Write it on the carriageway. All other measures will look very reasonable in comparison  5) Need to find a way for horse riders and cyclists to cohabit without scrapping. They need to work together to win against cars/vans/lorries 6) ask corporates to sponsor LCWIPs so that all of them can be completed speedily. To build momentum  7) get behind initiatives such as Alton cycling charter. Especially worth focusing on providing safe cycling routes so every 12 year old has option of cycling to secondary school. Make cycling to school a cool thing to do.  8) have to properly provide EV charging network. Give parish councils sufficient funding to install one per year. Get them used to planning for it. 9) speed cameras need to be frequently routinely consistently and actively used by police - or permission given to other groups to use and prosecute speeders and cars that are excessively noisy  10) 30mph on all roads through settlements and 40mph max through narrow roads in country areas. 11) publish names of everyone getting speeding tickets in local papers |
|  |  | 29 | 1)The government talk about active travel but this will never happen when i)cars continue to have priority on the roads ii)cycle lanes are on busy roads which are not wide enough for both cycling and 2 way traffic  iii)The roads are too fast in residential parts of town, cyclists and walkers are put off. Slow all roads down to 20mph 2)I know many people who will not the their children on the short cycle ride to school as they do not feel it is safe. They therefore use the car 3)If HCC remove lollipop staff on the busy roads that they manage (this is in current consultation), instead of children continuing an independent walk to school, I know many parents that wouldn't be happy for this to continuing without lollipop staff, parents may use the car for ease and time constraints. 4)Implement shared space and spine project in Petersfield  5)I think scooters should be allowed on pavements but at very slow speed |
|  |  | 30 | The dominance of public space by the expectations of motor vehicle users =====================================================  An evolved situation which has unfortunately entrenched a lot of expectations and privileges with the motor transport users. This is to the enduring detriment of users of people not using motorised transport.  Motor manufacturers continue to provide ever- : larger, heavier & more capable vehicles - isolating the passengers from the outside environment - lulling drivers into a false sense of safety. ( â€œRisk Compensationâ€ ) - pushing other road users off the roads. ( â€œPerception of dangerâ€ ) - Wearing out the road surfaces at an ever-increasing speed. - Smashing the unprotected road verges to pieces ( especially when wet ).  One might speculate that the future for (most) motorised transport is in ultra-light vehicles which can squeeze the maximum range / payload out of every precious joule of renewable energy. Hopefully, such concern for energy efficiency might lead to :- - Less motor traffic - Slower speeds - Less travel to merely satisfy a whim   And hopefully this is compatible with â€œRoad Safety as the prime concernâ€ for all vehicle users.       Cycling Facilities =============  We really should not need separate facilities built for cycling.  It should be possible for all users to share roadspace IF ( but only if ) safety is uppermost in the minds of all road users.  Existing Cycle Facilities in this area ------------------------------------------- A few are OK. Most are poor and provide no incentive to use them. A few are terrible / unusable .  e.g. Dismal Surface quality : Overgrown / impassable / neglected  The underlying message to users is â€“ â€œYou donâ€™t count for much, so we spend little or no effort on maintaining this facility.â€  If society wants people to travel by bicycle it must â€œReward people for choosing to Cycleâ€ And similarly for other benign forms of transport.  This will require a major shift in allocation of resources away from satisfying the insatiable expectations of motor vehicle users.  In this country, where a cycle facility crosses with a vehicle carriageway the motor vehicle flow is (nearly) always given the priority. This reinforces the message of de facto priority of the motor vehicle.    Electric Vehicles ============ Why are electric cars subsidised when other ( far more benign ) forms of transport are unsubsidised & pay VAT ? Bicycles : electrically-assisted bikes & scooters : etc.  Electric Scooters should be permitted on the roads.  Users of large vehicles need to be more accommodating to other, slow forms of transport. This is pretty much essential to tackle â€œperception of dangerâ€ for other road users.  It is these smaller, energy-efficient vehicles which need to be promoted & given priority.  General ======  The availability of fossil fuels have hideously distorted our perception of the amount of energy required to support our â€œmodern transport requirementsâ€. We have had about thirty years to plan for a less-energy-intense future.  However, it appears that nothing much has happened apart from locking into the same self-defeating model.  One might hope that those in leadership positions could demonstrate to the rest of us how to reduce our energy use by travelling less and travelling sustainably. |