

# Response to the Consultation on the Draft East Hampshire Local Cycling and Walking Infrastructure Plan (LCWIP) with a Petersfield Focus

## Summary

This report is the response of Petersfield Climate Action Network (PeCAN) to Hampshire County Council's consultation on the Local Cycling and Walking Infrastructure Plan (LCWIP) for East Hampshire District. PeCAN trustees and volunteers have reviewed in detail the cycling and walking network maps for Petersfield, and the routes outlined in the plan. This page provides a summary of the main findings which are described in greater depth in the following pages. PeCAN hopes that this detailed review of the Petersfield parts of the Plan, will help with refining the LCWIP. PeCAN is grateful for the opportunity to provide feedback on the draft plan.

The significant issues identified are as follows:

1. **Gaps in School Travel Routes:** While some walking and cycling routes to schools are adequately identified and evaluated, others are neglected or completely left out. For example, travel routes to Herne Junior School, Petersfield Infants School (via Hylton Road), and Sheet Primary School lack sufficient infrastructure to promote safe and accessible walking and cycling for children and accompanying adults.
2. **Incompleteness of Proposed Cycling and Walking Improvements:** the numerous improvements identified in the LCWIP are only described in a superficial manner, hence these schemes need further development but the next steps (feasibility, design, and implementation) are not clearly defined in terms of timescale or scope.
3. **Lack of Plans for Secondary Routes:** Only Primary cycling routes have been audited in detail. Secondary routes are marked on a map, with no specific improvement plans to ensure network connectivity. (The poor quality of the maps hindered our understanding of routes and sites and hence our evaluation of the proposals for cycling and walking, but the photographs helped).
4. **Early Integration with Site Allocations:** There is a need to systematically align cycling and walking network planning with housing site allocations early in the planning process. All planning should include infrastructure improvements to make cycling and walking accessible and safe. This means that routes for active travel must avoid roads with heavy traffic that do not have space for segregated infrastructure.
5. **Serious Concerns regarding Cycle Route 110:** The segment of Cycle Route 110 through Petersfield crosses four high-traffic junctions that intimidate cyclists. This route lacks the characteristics to make cycling safe and accessible for people of all ages and abilities, meaning it is likely to be avoided, even by experienced cyclists. An alternative alignment is described.
6. **Cycle Parking:** The lack of secure, accessible, and covered cycle parking in Petersfield town centre and at other key trip generators has not been addressed.
7. **Public Rights of Way (PROWs) for Utility Use:** Using improved PROWs for utility cycle trips is suggested. This makes good sense but it is not clear whether the current policies are compatible with this approach. Unsealed surfaces deteriorate in poor weather, making them unsuitable for regular, year-round, every-day use.
8. **Inclusive Mobility:** the LCWIP endorses design principles to ensure good access for disabled people and elderly people using wheelchairs, mobility scooters, and so forth. We recommend that it also identifies the relevant design guidance for disabled access and for able-bodied pedestrians, alongside the guidance for cyclists on Page 25 (LTN1/20).

Recommended Next Steps:

- **Clearer Planning and Commitment:** Hampshire County Council should describe the next steps and timelines, in addition to listing high-priority schemes, to ensure a quick delivery.
- **Quick Wins:** Small-scale, flexible, and temporary schemes/improvements could be incrementally introduced, starting with primary routes in the Core Walking Zone and expanding out to secondary routes.
- **Integrate Network Planning & Route Auditing with Site Allocation:** Clearly identify and map proposed development sites within East Hampshire and audit the cycling and walking connections to ensure the coordination of active travel network planning and housing site allocation. This will help planning officers leverage improvements and secure infrastructure funding.

The LCWIP represents an essential opportunity to support Petersfield's sustainable transport goals. Detailed, committed, and inclusive planning will be key to turning this vision into effective, practical infrastructure for all users.

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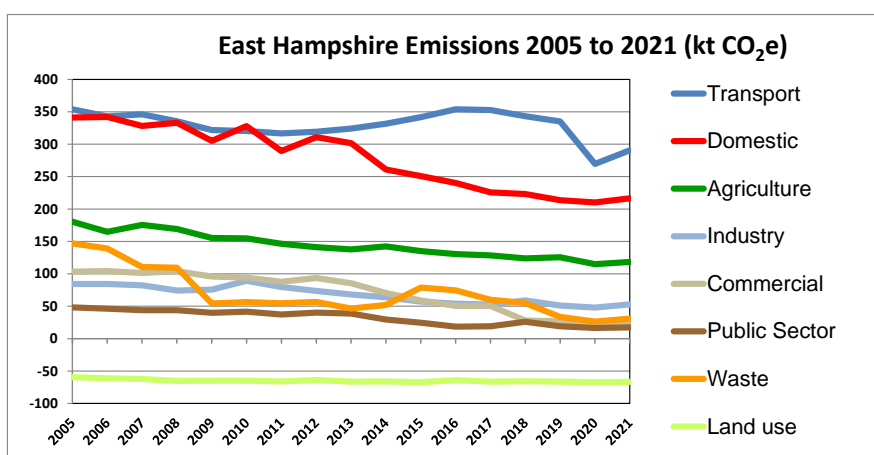
# 1 Introduction

Hampshire County Council (HCC) has revised the Local Cycling and Walking Infrastructure Plan (LCWIP) for the East Hampshire District<sup>1</sup>. The LCWIP identifies the cycling and walking infrastructure improvements required within East Hampshire and recommends improvements so as to inform funding bids from HCC to central government, as well as identify where developer’s contributions are needed.<sup>2</sup>

This report was prepared by Petersfield Climate Action Network (PeCAN) following a request by HCC for comments on this new version of the LCWIP. We are grateful for the opportunity to comment. Our comments focus on Petersfield because urban areas offer the greatest potential to increase walking and cycling trips. These comments are based on our local knowledge augmented by reading local transport studies and earlier versions of this LCWIP.

Transport is the biggest source of greenhouse gas emissions in East Hampshire. They account for 39% of East Hampshire’s territorial emissions (which are almost entirely from road transport),<sup>3</sup> as illustrated in Figure 1. PeCAN notes and fully supports HCC’s aim of enabling more people to walk and cycle which will help to reduce emissions.

Petersfield Climate Action Network (PeCAN) is an environmental charity run by local residents in Petersfield. PeCAN’s mission is to help Petersfield and surrounding villages reduce their carbon emissions and protect nature through initiatives for advancing environmental protection, education, and community development for the benefit of residents and the general public in and around Petersfield. Currently there are 1611 subscribers on PeCAN’s mailing list. PEKAN has 50 active volunteers of which 10 are trustees and was registered as a charity in 2020 (charity number 1192778). More information about PeCAN can be found here: <https://petersfieldcan.org>



**Figure 1: Greenhouse gas emissions in East Hampshire since 2005 (source PEKAN and ACAN, East Hampshire District, Green House Gas Emissions, 2023.**

We welcome HCC’s commitment expressed in the Local Transport Plan (LTP4) to:

- Support a large-scale shift towards walking and cycling for everyday trips (Policy HP1).
- Provide realistic alternatives to travel by private car, to reduce car dependency in the more rural parts of Hampshire (Policy RT1).
- Improve access to the countryside in the more rural parts of Hampshire (Policy RT2).
- Use LCWIPs to identify, prioritise and deliver the necessary infrastructure for the above, including a long-term prioritised programme of infrastructure improvements for future funding (Section 8 of LTP4.)

<sup>1</sup> The current version can be found here:

<https://www.easthants.gov.uk/climate/local-cycling-and-walking-infrastructure-plan-lcwip>

<sup>2</sup> The draft LCWIP documents and details of the consultation can be found here:

<https://storymaps.arcgis.com/stories/466322eca83f4fb592110a70b8352fb6>

<sup>3</sup> PEKAN and ACAN, East Hampshire District, Green House Gas Emissions, 2023.



This report was compiled by PeCAN trustees and volunteers led by the Trustee for Active Travel. The primary contributors were Gethin Morgan-Owen, Louise Bevan, Ed Potter, and Peter Bisset.

The next section provides a summary of our main observations and recommendations. The barriers to walking and cycling in Petersfield are discussed in Section 3. This is followed in Sections 4 and 5 by a review of the proposed cycle network and cycle routes in Petersfield.

Sections 6 and 7 provide detailed comments about the Town's walking zone and routes.

Section 8 contains a list of minor comments.

## 2 Main Comments and Recommendations

### 2.1 Existing Cycling and Walking Infrastructure and the Draft LCWIP

There are serious deficiencies that require attention to enable more people to walk for every day journeys. There is very little dedicated cycle infrastructure in Petersfield and many people are scared to cycle on Petersfield's main thoroughfares.

We welcome HCC's commitment to using LCWIPs to identify, prioritise and deliver significant infrastructure improvements, as set out in the Local Transport Plan (LTP4).<sup>4</sup> PeCAN is keen to see a well-designed and ambitious plan to make Petersfield safer and fully accessible for both cyclists and pedestrians, so that cycling or walking is the obvious choice for everyday journeys, thus making our community more sustainable.

We appreciate that transport planning is often complex and involves difficult choices. The PeCAN Team has prepared this note to assist HCC to find solutions and to prioritise them. We would welcome a meeting with the LCWIP Project Team to discuss the topics covered by this note.

We have reviewed the cycling and walking routes in Petersfield that are described in the LCWIP. Our findings are described in detail in Sections 4 to 8. The following is a summary of the main issues that we encountered during our review.

### 2.2 Missing Provision and Major Oversights

We have carefully reviewed the cycling and walking network maps for Petersfield, the boundaries of the Town's Core Walking Zone, and HCC's audits of two cycle routes and eight walking routes in Petersfield. The following is a list of the more significant issues that we found:

- While some school travel routes have been addressed, others have been overlooked. There is a lack of provision for Herne Junior School, the busy gate to Petersfield Infants School from Hylton Road, and from Sheet Infants School. Some routes to Churcher's College and Bedales School in Steep deserve attention.
- The segment of Cycle Route 110 through Petersfield directs cyclists across four busy junctions which are so unfavourable that they will scare most cycle users, so that this route will be avoided by all except experienced cyclists. This route does not meet the brief of making "cycling safe, attractive and suitable for people of all ages". This topic is discussed in Sections 5.1, 5.2 and 5.3.
- Love Lane is a busy cycling and walking route, which is used to access the Town Centre from the residential neighbourhoods near Pulens Lane and Sheet, while it is also used to access to Herne Junior School (480 pupils) and secondary gates to Churcher's College, a nursery school, the Community Centre, Petersfield Football Club, a skate park and football pitches used by juniors. We recommend that Love Lane is re-categorised as a Primary Cycling Route, rather than as a Local Route and also as a Walking Route.
- There are some large residential neighbourhoods which are not connected by a walking route, including some neighbourhoods where there will be lower rates of car ownership than average. This topic is discussed in Section 6.1.
- In view of the limited options to improve parts of Route 220, we expect some of the routes shown as secondary routes to have a role to allow inexperienced cyclists to move around the eastern parts of Petersfield (see our remarks below against 220.3.7 and 220.4.2). Hence the lack of auditing of secondary routes is disappointing.

The growth in traffic has caused residential roads within a short walk of the Town Centre to become clogged with cars parked by commuters. This causes more competition for road space and visibility problems, which is often to the disadvantage of people cycling and walking. This problem has been recognised by HCC at various

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<sup>4</sup> See Policy RT1.

locations and is one of the recurring topics that we noted when compiling our detailed comments in Sections 5 and 7.

### 2.3 Next Steps and Completion Date

In order to meet the sustainable transport and climate change goals described in LTP4, there must be rapid progress on plans for high-quality active travel facilities and greater determination to seek to implement these in the short term. However, many of the descriptions of the proposed cycling and walking improvements are incomplete, and contain phrases such as “consider removing...”, “seek opportunities to...”. The introduction to the LCWIP explains that this a high level assessment perhaps to be followed by feasibility work, detailed design work, delivery programmes.

The outcomes from auditing two cycle routes in Petersfield are described, together with eight walking routes within and beyond Petersfield’s Core Walking Zone. However the numerous secondary cycle routes and tertiary (Local) cycle routes have not progressed further than a line on a map. We hope that this is the start of a rolling programme that will examine in detail the routes not considered in this version of the LCWIP and prioritise investments, quick interventions and better maintenance.

Little is said about the next steps and so we are keen to learn more about the timescale for the completion of this LCWIP, given that work on this draft LCWIP started in advance of most other Hampshire districts but has now fallen behind. As part of this LCWIP initiative, HCC should commit to additional studies and preliminary designs so that HCC are ready to bid for future funding from Government. We hope that shorter term measures will be progressed under current contracts, e.g. improving cycle parking, route signage, repainting road markings, route maintenance, trees and planting, and perhaps other low cost measures.

The output from the next “Prioritisation” stage should include a list of high priority schemes of various sizes including some small schemes. This will provide more flexibility in the ways that schemes can be delivered. Consideration should be given to the incremental delivery of schemes and to temporary trial schemes.

It is our understanding that the “prioritisation” process will identify the most deliverable schemes where usage is highest and that secondary routes will be audited in future editions of the LCWIP. However, we are concerned that this approach fails to take account of development sites, for which planning officers need to be informed about the potential routes for active travel in and from that site, together with the improvements that could and should be funded by developers. Hence the site allocations should be shown on maps and the external connections for active travel should be audited. This topic is discussed in the next section.

The following is a list of quick fixes; these are small schemes that in our estimation could be quickly and economic to implement, while also having a worthwhile impact:

- Restore surface markings of the informal crossings on the High Street.
- Improve visibility on Station Road for westbound pedestrians who are crossing the mouth of College Street by preventing parking on part of the north end of College Street.
- Remove/improve the mini-roundabout in Frenchmans Road.
- Remove most if not all the steel barriers on the path along Tilmore Brook.
- Widen pavements where Ramshill meets Station Road.
- Improve access to Bedford Road, including to Monterey House, by improving the short tunnel near The Mead, see Section 4.
- Both East Hampshire District Council and Petersfield Town Council have opportunities to improve walking and cycling routes on public land that they control.
- At the western end of Durford Road, see Section 5.7.
- Cut back vegetation at various sites.
- Improve the street lighting where poor lighting inhibits people from walking to Town in the evenings, for example, along the non-vehicular part of Love Lane.

- Reduce street clutter particularly the proliferation of A-boards, and tables and chairs which create obstructions, particularly to the less able bodied and wheel chair users.
- Assist the walking bus that leaves Petersfield Infants School and goes to the Avenue Pavilion for the After School Club by addressing the following:
  - Increase the all-red time period on the pelican crossing on Dragon Street because at present there insufficient time for a crocodile of children cross before the lights change and some drivers start edging forward.
  - In wet weather, a large puddle that forms in the layby in front of The Lodge Dental Practice, This results in children getting drenched. This may be a maintenance issue rather than a design matter.

## 2.4 Integrating Walking and Cycling Network Planning with Site Allocations

The importance of integrating walking and cycling network planning with housing site allocations is recognised in Section 1 of this draft LCWIP. It is also the case that the density of routes within Petersfield is such that many sites are served by the proposed cycling and walking routes. However there are exceptions and missed opportunities that should be addressed. In addition, we recommend that all housing site allocations in towns across East Hampshire are clearly identified on maps, which include cycling and walking routes so that planning officers and developers can readily see where the desire lines are and where external connections to new housing sites are needed. The potential active travel routes to development sites should be audited to provide information about existing conditions and the appropriate improvements, thus providing planning officers with leverage when negotiating financial contributions from developers.

On several occasions, the planning process has failed to provide residents in new developments in Petersfield with good cycling and walking routes to the Town Centre and to local schools. Examples include the developments on the east of The Causeway, and potentially from Penns Field (marketed as Alderbrook) and the Thakeham development west of The Causeway.

The National Planning Policy Framework (NPPF) describes how the planning system should deliver sustainable transport, including considering transport issues from the earliest stages of development proposals, identifying opportunities to promote cycling, walking, and public transport. The benefits of clearly identifying development sites in LCWIPs include:

- Demonstrating that consideration and priority has been given to connecting new sites, together with the associated desire lines and trip generators.
- Giving planning officers more leverage to extract contributions from developers for active travel infrastructure and to assist with the preparation of Section 106 and highway agreements.
- Identifying sites that are well served, or capable of being well served, by cycling and walking routes, thus facilitating consideration of transport choices beyond car use in local planning decisions.
- Helping planners to consider the impact of planning applications on existing and planned cycling and walking infrastructure.
- Assisting developers in the preparation of Travel Plans and Transport Assessments.

HCC's recent commitment to integrating transport and strategic planning to reduce car dependency is described in Policies DM1 and DM2 in LTP4. Similarly, the SDNPA has committed to working in partnership with key partners, business and organisations to reduce car travel across the National Park, as well as to encourage cycling for commuting and leisure purposes through the development and promotion of a safer network.<sup>5</sup>

Currently the LCWIP only considers site allocations which are identified in adopted policy documents. As both EHDC and SDNPA have now published draft site allocations as part of their local plan reviews, both existing and new draft site allocations should be taken into account. Otherwise this LCWIP will be obsolete before the final

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<sup>5</sup> SDNPA, Partner Management Plan 2020-25, Policies 37 and 40.



version is published. Consideration should also be given to identifying sites where speculative planning applications have been submitted, including the two large sites in Buriton Parish near Petersfield.

When reviewing the LCWIP, we noted the following limitation in relation to housing site allocations in Petersfield:

- This draft LCWIP contains no information about the existing and new site allocations in Petersfield. They are not mapped, or listed or discussed. However, the site allocations in Alton and Bordon are mapped but at a very coarse scale (on Page 37).
- Land North of Buckmore Farm Beckham Lane, Petersfield, where 55 houses are to be built has a connection for leisure travel (a blue Local Cycling Route) but not a utility walking route.
- 85 dwellings are under construction at the Penns Field site in Petersfield. There is a lack of routes (walking and cycling) that address the desire line from the northern and central parts of this site towards the Town Centre.
- The capacity of the site south of Paddock Way in Petersfield is estimated to be 100-150 dwellings but this site and surrounding area are not served by any walking routes.<sup>6</sup>
- The SDNPA have published a comprehensive development brief for the site known as “Land at Pulens Lane, Sheet” (Strategic Allocation Policy SD89) which includes a requirement for a walking and cycling track through the site towards land belonging to Petersfield TC and East Hampshire DC. This presents a valuable opportunity to create a new off-road route from Sheet towards the Taro Leisure Centre and nearby facilities, which avoids Pulens Lane. Petersfield residents, as well as HCC transport planners, are well aware that Pulens Lane is the only north-south route to the east of Tor Way and is effectively the Town’s eastern bypass. The road carries heavy and increasing traffic and is a serious barrier that deters east-west walkers and cyclists.

## 2.5 Inclusive Mobility

We welcome that this need is recognised in LTP4 Policy HP1 and in the introduction to the LCWIP. inclusive design principles should be applied to walking and cycling routes, so as to ensure accessibility for a variety of users including those with prams, wheelchairs, mobility scooters, and non-standard bikes. Proper attention needs to be paid to accessibility so as to encourage/enable, inter alia, elderly, vulnerable and/or disabled residents to keep active. But rather than quoting principles, we recommend that the LCWIP identifies the relevant design guidance for disabled access and for able-bodied pedestrians, alongside the guidance for cycle infrastructure that can be found on Page 25 (LTN1/20). For example DFT’s Inclusive Mobility document. This will be helpful to readers who wish to understand the audit and design parameters for walking routes. It could also be helpful to planning officers negotiating with developers who often propose narrow footpaths and pavements with unsealed surfaces to keep their costs down.

Walking routes should be suitable for a wide variety of wheeled contraptions (except illegal e-scooters), most notably prams, buggies (inc double buggies and triple buggies in the vicinity of nursery schools), wheel chairs, electric wheels chairs, mobility scooters, and child’s scooters. Cycling routes and cycle parking need to be suitable for non-standard bikes including cycles with trailers, cargo bikes, and recumbents.

## 2.6 Improved PROWs for Utility Trips

The potential for improving Public Rights of Way (PROWs), such as bridleways, as part of the cycle network for utility journeys is suggested on Page 33. This makes good sense but it is not clear whether the current policies of HCC Countryside Services and the SDNPA are compatible with this approach.<sup>7</sup> There are examples of bridleways

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<sup>6</sup> Agenda Item 7 at the SDNPA Planning Committee Meeting on 14<sup>th</sup> November 2024.

<sup>7</sup> HCC Countryside Service Design Standard, Path Surfacing, 2024 recommends NOT providing sealed surfaces for PROWs used to create active travel routes, or where new routes are created and given the legal status of bridleways.



with unsealed surfaces in Hampshire which are neither usable all the year round, or durable. Climate change will very likely exacerbate this issue as the number of days with extreme rainfall is expected to increase as a result of global warming.

People on wheels making utility journeys, such as cyclists, wheelchair users and those pushing buggies or prams, and adults accompanying children on scooters and small bikes appreciate gentle gradients and smooth hard surfaces. While unsealed surfaces may be adequate for recreational walking or cycling routes in the countryside, they are rarely adequate for everyday utility journeys in towns because it is unacceptable to arrive at school, or a doctor's surgery or supermarket splattered in mud. Gravel surfaces can deteriorate in a few years as fallen leaves become a muddy pulp, as vegetation encroaches and as rainfall erodes the top layers on slopes. Bitumen surfaces are preferred for segregated and unsegregated cycle track facilities, for example see HCC's TG10 guidance note.

## **2.7 Interaction Between the Networks for Walking, Cycling and Vehicles**

It is appropriate to consider the arrangement of walking routes in a town as a network, likewise the cycling routes should be thought of as a network, as should the carriageways carrying vehicles. However in a town with narrow streets such as Petersfield, there is significant interaction between these three networks, in addition to the normal interaction at crossings. It would be helpful if this interaction was recognised in parts of the text because otherwise readers may overlook the interaction between walking, cycling and vehicles movements and the infrastructure elements which facilitate each type of movement. Clearly there are some locations where carriageway space can be reduced to widen pavements without a negative impact on vehicle or cycle movements, but in many locations in Petersfield this not the case.

Readers may also overlook the impact of individual schemes on the wider vehicle network. While widening pavements and slowing traffic is likely to be beneficial to pedestrians and perhaps cyclists on a route, such schemes may impact driver choices such that traffic movements decreases past the scheme, but increases on alternative routes. For example, a driver could choose to cut along the High Street, rather than use Station Road or Hylton Road, or vice versa, as the result of a scheme. Rather than solving a problem, the scheme may only move it somewhere else.

## **2.8 Methodology**

The LCWIP explains that the primary routes were also selected based on their popularity at the workshops (Page 32). This approach may be subject to bias and it also raises questions about the relevance of the description of the analysis undertaken using the Propensity to Cycle Tool (PCT) on Page 40. We are interested to know how cycle and pedestrians surveys undertaken by HCC were taken into account. These were reported to be used during the development of the Petersfield Town Centre VISSIM Model in 2022, which included modelling of cycle and pedestrian movements. Little is said about the factors that were taken into account when categorising cycle routes as "primary" and "secondary". It would be helpful if the criteria for categorisation were made explicit.

## **2.9 Cycle Parking in Petersfield**

The introduction to this draft LCWIP recognises that cycle parking is an essential component of cycle infrastructure, but this topic is not addressed within the detailed sections about the cycle network or cycles routes in Petersfield. A recent survey by volunteers of cycle parking in Petersfield found and documented numerous issues but these are not mentioned within this LCWIP. The Volunteer's Survey reported that that cycle users are likely to encounter difficulties with about 50% of the stands in Petersfield because their cycles may topple, or access to a stand is obstructed, or it may not be possible to secure their cycle, or the site is likely to be regarded as insecure. There is a shortage of covered cycle parking in the Town, especially in the Town Centre. The two parts to this survey can be found here: <https://petersfieldcan.org/resources>

## **2.10 Document Readability, Accessibility and Content**

When reviewing routes we found the numerous photographs were useful and that the location references on the maps and within the text worked well. However all too often when reviewing routes through town centre streets, we found it difficult to readily understand the alignment of routes. The limited size, the low pixel density and the reduced contrast applied to the background maps caused difficulty when reading street / road names. We have found it necessary to simultaneously view a) the maps within the draft LCWIP document, b) the document text, and c) the on-line map, in order to understand some route alignments. This greatly reduces the accessibility of the document, especially for members of the public with limited computer facilities. It will also make it difficult for planning officers and developers to use this document. It is recommended that the size and resolution of the maps that illustrate the Cycle and Walking Networks in urban areas are improved, including the colouring of the background maps.

Trip attractors/generators are illustrated on Page 38 and the rural desire lines are shown on Page 39. The scale of the maps is such that the urban trip generators and desire lines cannot be identified, nor can the potential trip numbers. The methodology appears to rely on commuting data from 2011, but in general, commutes account for no more than a fifth of all travel and post pandemic much less. Many people cycle for other reasons, such as shopping, attending school, visiting friends and family. Hence we are less than convinced that there is a robust model behind the choice of urban routes.

### 3 Overcoming Barriers to Walking and Cycling in Petersfield

In small towns such as Alton and Petersfield, there is considerable potential for a significant proportion of trips to be undertaken by walking and cycling. Both towns offer a broad range of facilities and services, reducing the need for residents to travel further afield. Petersfield offers numerous state and private schools and nurseries, a station with direct services to London and Portsmouth, a hospital, doctors' surgeries, numerous supermarkets, playing fields, sports/leisure centres, three banks, a well-equipped library, numerous shops and a vibrant bi-weekly market. The compact town centre has cafes, pubs and restaurants. There is a lake for boating which brings in many visitors. The main employment sites are close to the Town Centre.

Petersfield is compact, making it a convenient size for cycling and walking. All residential neighbourhoods are within a 5 km cycle ride from the Town Centre, while many are within walking distance (800 metres which takes 10 minutes). Routes are generally flat, with the exception of the Bell Hill neighbourhood and the gentle gradient on The Causeway.

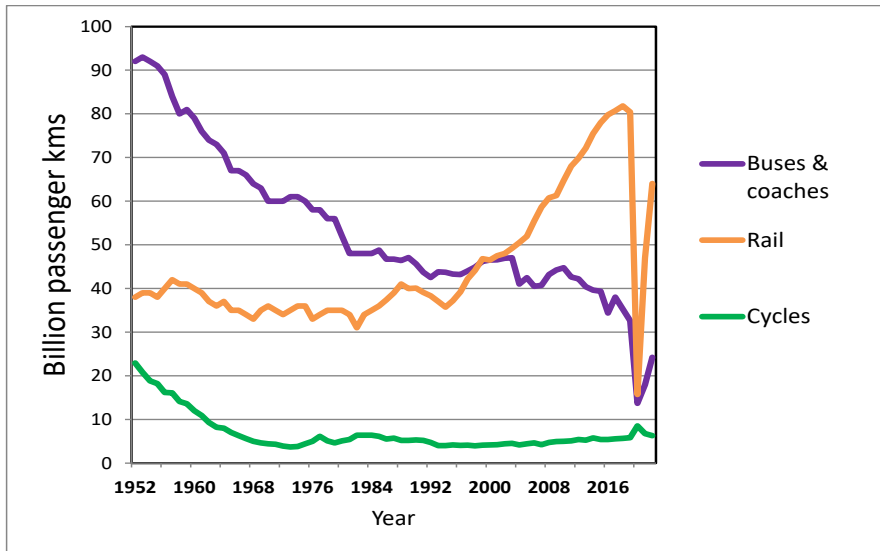
Bus services are not a viable travel choice for most residents. Bus services have gradually declined in many parts of the UK as shown in Figure 2 and are seldom economic in small towns. While there are regular services from Petersfield Town Centre and on the main arterial routes towards Havant, Midhurst, Winchester and Alton, much of the Town has only a limited service, or no service at all, thus reducing transport choices.

There are serious deficiencies that require attention before more people will walk and cycle rather than use their cars. These include difficult junctions, the regular breaking of speed limits in residential areas near schools, lack of crossings for pedestrians and cyclists, footways with inadequate capacity, and disjointed sections of infrastructure for cycling (both on-street and off-street). The railway line and busy roads (Pulens Lane, Dragon St, College St and Tor Way) limit east-west movement across the Town and so discourage cycling and walking. Some new housing developments lack comfortable cycling and walking links. The A3 also severs access to the countryside to the west of Petersfield, while fast traffic on the A272 is a barrier to cycling in an easterly direction towards Midhurst and in a westerly direction towards Winchester. The north-south route options on the eastern side of the Town are limited to Pulens Lane, which is narrow and heavily trafficked (in cycling terms).

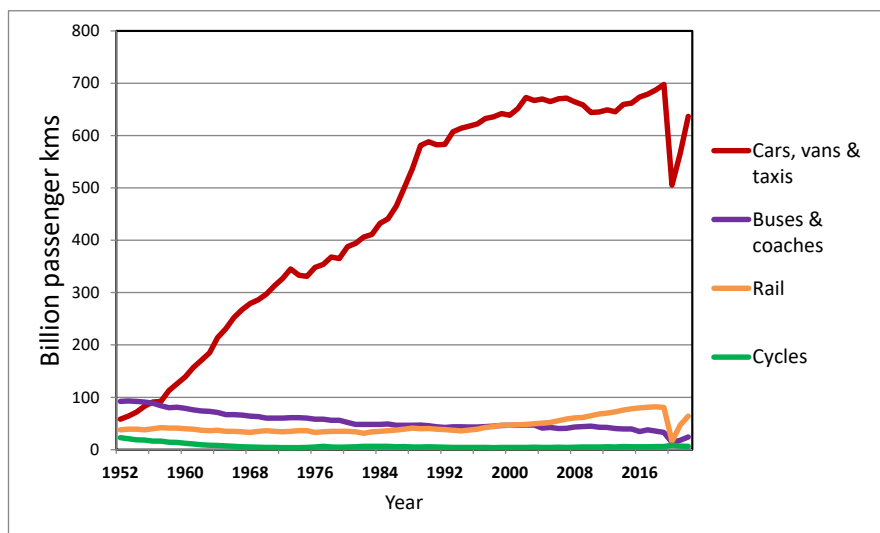
Petersfield had developed extensively before the enormous growth in traffic from the 1950s, so that many roads are narrow by modern standards, with little potential for widening, or for providing segregated cycle lanes. Often residents have limited route options so that it is necessary to share roads with traffic for part of a journey. The lack of separation between riders and vehicles is a psychological as well as a physical barrier to cycling. Numerous studies have shown that in the UK the main factor deterring people from cycling is fear, or dislike, of mixing with traffic.

Often narrow pavements force pedestrians to walk near kerbs, if not on the carriageway. Figure 3 shows how UK traffic levels have increased over many decades. The growth of Petersfield will also contribute to local traffic levels. As a result, some crossings, pavements, and cycle routes may become increasingly difficult to navigate, thus discouraging active travel. This growth in traffic also causes residential roads within a short walk of the Town Centre to become clogged with cars parked by commuters causing more competition for road space and visibility problems.

These are complex issues so PeCAN has prepared this note in order to assist HCC to find solutions. Transport and health professionals, and the Government agree that infrastructure should be provided to make walking and cycling the preferred choice for short journeys. Some opportunities to improve Petersfield's walking and cycling networks have been identified in the consultation draft LCWIP. Further opportunities are described in this note.



**Figure 2: Passenger kms by bus, rail and cycle in UK from 1952 to 2020. The car data has been removed from this graph, but is shown in the graph below. Source: DFT, National Travel Survey for 2023, NTS0308, August 2024.**



**Figure 3: Passenger distance by travel mode in UK from 1952 to 2020 (same source as Figure 2 but re-scaled to show the car data).**

## 4 Review of the Proposed Cycle Network in Petersfield (Page 16)

### 4.1 General Issues

Most of the key routes have been captured in terms of the connectivity required to satisfy the major desire lines. Two primary cycle routes are shown. Parts of Routes 110 and 220 are currently key routes for experienced cyclists moving around Petersfield, but significant improvements are needed to make these routes suitable for less experienced cyclists, as discussed in Section 5. We have major concerns about the alignment of Primary Route 110 through Petersfield which are discussed in Sections 5.1, 5.2 and 5.3. In view of the limited options to improve parts of Route 220, we expect some of the routes shown as secondary routes have a role to allow inexperienced cyclists to move around the eastern parts of Petersfield (see our remarks below against 220.3.7 and 220.4.2). Hence the lack of auditing of secondary routes is disappointing.

The LCWIP explains that the routes categorised as Primary rather than Secondary or Local, were selected based on their popularity at the workshops (Page 32). This approach may be subject to bias. We suspect that the limitations of the Propensity to Cycle Tool are such that this tool is of only limited value when looking at trip data for specific streets, roads, and off-road routes in market towns such as Petersfield. It would be helpful to know to what extent cycle and pedestrian surveys previously undertaken by HCC were taken into account. These were reported to be used during the development of the Petersfield Town Centre VISSIM Model in 2022 which included modelling of cycle and pedestrian movements and so would appear to be relevant.

Many of the routes identified in the Cycle Network map for Petersfield are only suited for experienced and confident cyclists and so improvements are required. The difficulties include high traffic volumes and sometimes fast traffic (in cycling terms), shuttle working<sup>8</sup> caused by kerbside parking or build-outs, and a general lack of support for cyclists at junctions and crossings. The “Bikeability” diagram in the current East Hampshire LCWIP indicates that the transport consultants employed by EHDC came to similar conclusions.

In our view, the following routes should be categorised as Primary or Secondary Cycle Routes rather than as Local Cycling Routes:

- A Local Route shown along Love Lane. This is a busy cycling and walking route, which is used to access the Town Centre from the residential neighbourhoods near Pulens Lane and Sheet, while also used to access to Herne Junior School (480 pupils) and secondary gates to Churcher’s College. Our observation is that there are significant level of walking and cycling suggesting that it should be categorised as a Primary Cycle Route.
- The route from The Causeway, along part of Cranford Road and part of Grange Road into the water meadow behind Tesco should also be a Primary Route. This is a key connection for these neighbourhoods to schools and to the Town Centre.
- Two Local Routes are shown linking the recently constructed developments to the east of The Causeway with the Town Centre. Clearly these are utility routes which will predominately be used by residents for trips to the Town rather than leisure routes given that the Table on Page 41 shows that shopping and commuting trips outnumber leisure trips.

The cycling and walking link from Borough Road to Bedford Road through The Mead and the short tunnel under the railway embankment is walked and cycled despite its poor condition. Not least because the pavement along Bedford Road East is in poor condition and this road is intimidating for cyclists. Vegetation clearance, the installation of a pre-fabricated ramp over the puddles and concrete lip, improved lighting, parking restrictions and signposting would make this route acceptable to more people, including EHDC staff who wish to walk or cycle to new offices at Monterey House and get into the town centre in their lunch breaks.

### 4.2 Additional Issues

The following additional issues were noted:

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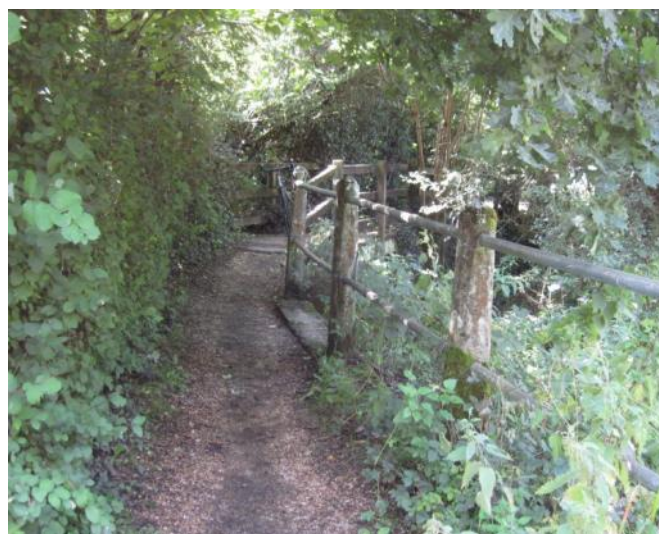
<sup>8</sup> Shuttle working refers to alternate flows on a section of road, sometimes as a result of parking which narrows the usable road width to a single lane. Formal shuttle working is typically found at roadworks with traffic signals.



- The access to Herne Junior School via Love Lane is mentioned above. A connection should be shown to the gate to Herne Junior School from Moggs Mead via Hoadlands. Also the Hylton Road gate to Petersfield Infant School, especially as this is the primary access for very young pupils using cycles and scooters.
- A Local Route is shown connecting Tesco Car Park to Hylton Road and St Peters Road. There is no possibility of widening the alley between Hylton Road and St Peters Road. This part of the route should be removed and the remaining part to the south should be shown as a secondary route.
- Two Local Routes are shown linking the recently constructed housing developments to the east of The Causeway with the Town Centre. Clearly these are utility routes which are predominately used by residents for trips to the Town.
- A Local Route is shown alongside part of London Road in Sheet. The categorisation of this as Local Route for cycling seems strange as it runs between two secondary routes and along a heavily trafficked trunk road which is subject to a 40 mph speed limit. This is a scary route even for experienced cyclists.
- A Local Route is shown along the Avenue to the Heath. At the east end of the Avenue there is a steep and narrow flight of steps which is very awkward when carrying a bike and in the case of the many less able-bodied, it is impossible. Hence this route should be removed.
- The Petersfield Cycle Network Map shows a Local Route running east from Durford Road. Assuming that this blue line is intended to represent the SDNPA aspiration for the construction of a cycling and walking track along the former railway line, the alignment should be adjusted to reflect the red line on the SDNPA Planning Policies map. In addition it should be indicated that the route will continue in an easterly direction towards Midhurst.
- The Petersfield Cycle Network Map should recognise that Footpath 189/3/2 is a potentially useful cycle route to reach employment sites in Bedford Road from Buckingham Road.
- The Petersfield Cycle Network Map shows a secondary cycle routes around part of the edge of the Heath Pond. This is a popular path for families on foot. The area to the east of the pond is often also congested with families using the café and play area. This unrealistic and possibly unsafe route proposal may alienate members of Petersfield Town Council and strengthen opposition to adult cycling on the Heath. The local blue route may be more acceptable. Further consideration should be given to the alignment of the proposed routes across the Heath, including improving waling routes.
- See Section 2.4 about issues related to housing site allocations in Petersfield.



**Figure 4: Route Number 110 east of the Harrow Pub and Ashford Stream showing the muddy surface. Photograph on 6<sup>th</sup> August 2023**



**Figure 5: Route Number 110 east of the Harrow Pub and near the bridge over Ashford Stream. The bridleway is narrow at this point.**

## 5 Detailed Comments About Cycle Routes 110.3, 110.4 and 220

### 5.1 Cycle Route 110.3 Liss to Petersfield (A3) (Page 155)

Cycle Route 110.3 connects Andlers Ash Road in Liss to the junction of Tilmore Road, Reservoir Lane and The Purrocks in Petersfield.

110.3.1 to 100.3.7: These improvement would significantly enhance the usability of this route for less confident cyclists, especially Option 1003.5 which seeks to address the risk of vehicles approaching from the A3 at speed, where the cycle track crosses Tankerdale Lane.

100.3.7: A safety issue has been overlooked. The concrete bollard near the junction of the cycle track and Farnham Road serves no useful purpose and is a hazard as this bollard is partly hidden by a dip and the shade of trees. This bollard should be removed.

100.3.8: The proposed alignment of the route from Farnham Road to Harrow Lane is entirely unsuitable for utility cycling because of the following:

- Part of the section from Farnham Road to Harrow Lane has a tarmac surface but for 350 m it is unsurfaced. This section can be very muddy even during the summer, as shown in Figure 4. A gravel surface would deteriorate quickly where there are gradients and because of the high leaf fall. The difficulty with utility cycling routes and gravel surfaces is discussed in Section 2.6.
- There is a steep drop of about 5 m into a ravine for about 100 m. Fencing would be difficult to install amongst trees and where erosion has occurred (this has caused trees to fall into the ravine). There is potential for complaints about “urbanisation”.
- The narrow sections would need widening, most notably on and near the bridge over Ashford Stream, see Figure 5.

11.3.8: An alternative alignment of the route using a section of Footpath 221/27/1 is discussed. This would entail leasing, or purchasing, a 50 metre strip of garden from a householder, removing a mature hedge, avoiding damage to mature trees, and laying a durable smooth non-slip surface suitable for a gradient and heavy leaf fall. There are environmental impacts to consider and this option would not be quick or cheap. An alternative alignment for this route is proposed in Section 5.3.

### 5.2 Cycle Route 110.4 Petersfield to The Causeway (B2070) (Page 158)

Cycle Route 110.4 runs from the junction of Tilmore Road, Reservoir Lane and The Purrocks through Petersfield to the Greenway Lane-B2070 roundabout (Buriton roundabout).

100.4.1 to 100.4.4: As acknowledged, this section of Tilmore Road is not ideal, being narrow due to cars parked by residents causing shuttle working and the slope slowing the progress of cyclists. However there is a more significant problem. A major barrier to cycling and walking is caused by the serious highway deficiencies at the junction of Station Road and Tilmore Road. The principal problem is the speed of traffic on Station Road, combined with poor visibility for pedestrians, cyclists and drivers emerging from Tilmore Road, due to the bend in the road and the closeness of boundary walls. The lack of visibility is a real concern for road users except when traffic stops in both directions on Station Road when the level crossing barriers are down.<sup>9</sup> When studied in 2022 for the Petersfield Placemaking initiative, no effective solution was found, with a proposal to lower the speed limit on Station Road not supported by HCC, although HCC may wish to reconsider this. Improving the island on Chapel Street and the flare as suggested in Paragraph 110.4.5, may assist pedestrians moving along Station Road but would not address the visibility problem described above. There is a recommendation to find an alternative alignment for cycling in the current East Hants LCWIP. Alternative alignments are discussed in the next section.

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<sup>9</sup> Briefing Note, Walking, Cycling and Other Issues in Station Road and at the Junction of Station Road-Tilmore Road-Chapel Street. This note was commissioned by the Petersfield Strategy Group (PSG). It is available here: <https://www.easthants.gov.uk/east-hampshire-place-making-strategy/petersfield-place-making>



110.4.7: The cycle contraflow in Park Street is useful but is often blocked by parked cars and so should be replaced by a fully kerbed cycle lane.

110.4.10, 110.4.11 and 110.4.12: The safety of cyclists in the High Street depends on reducing through traffic, controlling kerbside parking and rationalising pedestrian behaviour. The build-out crossing places are not very visible to either pedestrians or vehicles, especially after the recent removal of surface markings, and give a very marginal advantage to pedestrians crossing, meaning they are not used by many pedestrians. Making the crossing places more obvious with road markings and raised tables and adding at least one zebra crossing at Rams Walk would both help pedestrians to cross and de-conflict pedestrians and cyclists.

We agree with a previous assessment by HCC's Strategic Transport Team<sup>10</sup> that the junction of the High Street and Dragon Street is daunting for all but the most experienced cyclists. Dragon Street carries about 10,500 vehicle/day.

Dragon Street has no space for segregated cycling provision according to Paragraph 110.4.12. A right turn from the High Street into Dragon Street crossing the northbound lane of traffic to join the southbound lane, both lanes being heavily trafficked, is a manoeuvre that only confident cyclists will be prepared to undertake.<sup>11</sup> Likewise unfavourable conditions in Dragon Street will exclude most potential cycle users.<sup>12</sup> Improvement options have not been identified for either this junction or for Dragon Street. Moreover this part of Route 110 undermines the claim on Page 25 that the LCWIP aligns with LTN 1/20.

Also see our remarks against 220.2.2.

100.4.15 to 17: The traffic flow on The Causeway is higher at about 14,000 vehicles per day and so conditions here will also scare cyclists away, unless cyclists are separated from vehicles. Separation will not be possible at the busy Causeway-Hylton Road-Dragon St-Sussex Rd crossroads or at the Tesco roundabout. A shared use path along the western side of The Causeway is suggested. However, this is not a satisfactory solution for this location in our view, especially for a primary cycle route. Even if adequate width can be found, there is flow of pedestrians accessing the Town Centre and the adjacent schools (TPS and Petersfield Infants School) who will not feel comfortable mixing with cyclists, especially since a few cyclists may descend the slope at speed. DFT say that *"In urban areas, the conversion of a footway to shared use should be regarded as a last resort. Shared use facilities are generally not favoured by either pedestrians or cyclists, particularly when flows are high. It can create particular difficulties for visually impaired people."*<sup>13</sup> An alternative alignment for this route is proposed in the next section.

The HCC Team may not be aware of the traffic calming scheme to be constructed shortly on The Causeway in connection with Planning Application SDNP/23/01329/FUL. In our view, this scheme lacks adequate provision for cyclists who are on The Causeway and for those turning onto The Causeway from this development site.

100.4.18: There is an issue with the existing shared path along The Causeway which has been overlooked. About 500 metres to the south of the Town Boundary, the shared footway and cycleway crosses from the east to the west side of the carriageway. The carriageway is wide at this point and carries fast traffic moving (50 mph 85th percentile<sup>14</sup>). No facilities are provided for pedestrians and cyclists, hence this crossing is a barrier for inexperienced cyclists.

100.4.18 to 100.4.21: We support these recommendations. Both cyclists and pedestrians feel insecure, if not scared, when using the shared path over the railway bridge and this discourages many people from using routes towards the south and west of Petersfield to reach neighbouring towns and villages, as well as the Queen Elizabeth Country Park which is a popular destination.

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<sup>10</sup> HCC, Technical Transport Study for Petersfield Town, 2018, Ref HF17241514, 2018.

<sup>11</sup> According to DFT's Local Transport Note (LTN) 1/20, Cycle Infrastructure Design, Appendix B. LTN 1/20 are quoted on Page 25 of the LCWIP.

<sup>12</sup> LTN 1/20 Figure 4.1.

<sup>13</sup> LTN 1/20 Paragraph 6.5.4.

<sup>14</sup> Source: the transport assessment for Horse Chestnut Farm in 2021 (SDNP/21/00956/FUL).

### 5.3 Alternative Alignment of Cycle Routes 110.3 and 100.4

This section outlines an alternative alignment of Routes 110.3 and 100.4 from Farnham Road (110.3.7) to just north of the Petersfield Town boundary on The Causeway (110.4.18).

Instead of following Harrow Lane, the route should proceed south along Farnham Road into Sheet, into Town Lane, and across the A3 slip at the Ramshill roundabout and then proceed along Ramshill. There appears to be potential to improve the crossing of the A3 slip road. A shared path could be constructed on the north side of Ramshill and the flared mouth of Kingsfernsden Road reduced. The current shared path near Madeline Road requires improvement.

From the west of Ramshill there are various route options to reach Petersfield Town Centre. The most favourable are:

- South along Tor Way using the existing shared path (widening needed), across The Festival Hall Car Park to join Route 220, then west along Heath Road to the High Street (improvements for walking and cycling are needed in this car park).
- Into Grenehurst Way, across College Street into Barham Road, and then along Park Road to Chapel Street.

From the Town Centre, the route should continue to the Borough Road, which is currently shown as a secondary cycle route) through one of these route options:

- Round the Square into Sheep Street to The Spain and then to Borough Hill Road (as per NCN22).
- Along Swan Street, through the Castle View Car Park to The Spain and then to Borough Hill Road.
- Along Swan Street (East), across Charles Street, along Swan Street (west) and then south along Borough Hill, through Borough Hill Recreation Ground into Borough Road. This option is the least viable of the three options because of the difficulty crossing at the Swan Street - Charles Street - The Spain Junction.

From Borough Road, there are three route alignment options:

- Onto The Causeway via Kennet Road and Orwell Road (currently shown as a secondary cycle route). However at present fast moving vehicles entering The Causeway-Kennet road roundabout are a hazard to cyclists who enter from Kennet Road, so the width of The Causeway entries should be reduced.
- Onto The Causeway via Larcombe Road, Reed Close and along the route of Footpath 189/421 (currently shown as a secondary cycle route).
- Onto The Causeway via Larcombe Road, Reed Close through the new development of 54 dwellings by Thakeham (Planning Application SDNP/23/01329/FUL). Planning was granted in September 2024.

The potential advantages of this alternative alignment of Routes 110.3 and 110.4 are:

- The alternative alignment avoids long segments of busy roads (Dragon Street and The Causeway).
- The alternative alignment avoids four junctions which intimidate cyclists and where there is almost no potential for improvements for cyclists. These are:
  - Tilmore Road-Station Road-Chapel Street junction.
  - The High Street-Dragon Street junction.
  - The Causeway-Hylton Road-Dragon St-Sussex Rd junction.
  - The Tesco roundabout.
- The alternative alignment offers Sheet residents better access to the Town Centre.

In conclusion, only small parts of Routes 110.3 and 100.4 have the potential to fulfil the aims of this LCWIP because of the reasons explained above which are based on authoritative guidance. We recommend that the alternative alignment described above is adopted instead.

### 5.4 Cycle Route 220.1 Princes Road to Swan Street (Page 195)

Cycle Route 220.1 connects Princes Road to Swan Street.

220.1.1: We agree that it could be useful to extend this route. The map on Page 196 shows a line along the shared path in Winchester Road, which seems logical, but not the stub heading north. There are no cycling facilities towards the McDonald's Restaurant, the Beefeater Restaurant and Premier Inn Hotel. This is an example of vehicle centric development causing a hostile environment for cycling and for walking, such that children visiting McDonalds after school are at risk from unsafe crossings.

An extension along Buckmore Farm Road should be considered, where outline planning permission has been granted for 85 houses and a detailed application is pending (SDNP/24/03588/REM).

220.1.2: We support these recommendations. Parked vehicles cause shuttle working and this part of the Route is used as a cut-through (this may be encouraged by the level crossing on Station Road), hence cycling along Noreuil Road can feel stressful.

220.1.3: We support this recommendation. The painted roundabout markings are insufficient to persuade some drivers to treat this as a roundabout. This causes confusion and puts vulnerable road users at risk.

220.1.4: We support this recommendation. The severance caused by the railway line and the use of this route by drivers as a cut through around the Station Road level crossing is one of the inherent difficulties with movement in this part of the Town and this part of the route.

220.1.5: See our comments against WZ3.9.16 about the Swan St-Charles Street-The Spain Junction.

220.1.6: A cycling contraflow would be useful, as would extending the 20 mph zone. A cycling route through the Castle Yard and Swan Street Car Park should also be considered to help cyclists avoid the difficult Swan St-Charles Street-The Spain Junction (but this would require more than just painted lines along parking aisles and clear sign posting).

## **5.5 Cycling Route 220.2 Swan Street to High Street (Page 199)**

Cycle Route 220.2 connects to Swan Street to the east end of the High Street.

220.2.1: Northbound drivers sometimes cut the corner at the Swan Street-Chapel Street junction thus there is a risk of collision with southbound cyclists in Chapel Street waiting to turn right.

220.2.2: See 110.4.10 regarding cycling conditions in the High Street and the High Street - Dragon Street - Heath Road Junction. See WR3.2.1 regarding the bus-gate suggestion.

In 2018, HCC's Strategic Transport Team described the High Street - Dragon Street – Heath Road junction as intimidating to the cyclist,<sup>15</sup> and we agree, as does the criteria provided in LTN 1/20 for assessing junctions. The width of the splay makes it hard to identify the correct road position and vehicles come from all directions. A second crossing with lights to the north of the junction linked to the existing crossing would mean only vehicles exiting Heath Road and the High Street would be in the almost closed 'box' and they would be stationary waiting. Cyclists could cross. Push buttons for cyclists to operate the lights could be provided at the end of The High Street and on Heath Road. This would also aid pedestrian crossing, many now cross north of the junction always uncertain if vehicles will let them cross or not.

## **5.6 Cycle Route 220.3 High Street/ Dragon Street Junction to Heath Road (Page 201)**

Cycle Route 220.3 connects the High Street to Heath Road.

220.3.1: See our comments on 220.2.2.

220.3.2: We are unclear about the exact location discussed in the text.

220.3.3: We support this recommendation. Note that EHDC have an aspiration to build some dwellings on part of The Festival Hall Car Park (see the recently published draft Site Allocations). Cycling connectivity to Tor Way to

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<sup>15</sup> HCC, Technical Transport Study for Petersfield Town, Ref HF17241514, 2018.

through the Festival Hall Car Park should be improved. Also cycling parking (preferably covered) for the Festival Hall and the Petersfield Open Air Swimming pool should be improved.

220.3.4: We support this recommendation.

220.3.5: We support this recommendation, especially as eastbound cyclists waiting to turn right into Heath Road West to access the Heath are largely hidden from east bound drivers, thus there is a collision risk if eastbound vehicles are speeding.

220.3.6: See above. Also the wide mouth makes the junction difficult for pedestrians walking along Heath Road.

220.3.7: We support these recommendations. During weekdays the parking appears to be from drivers working in the Town. At weekends, it is largely shorter term parking used by families with children, buggies, dogs etc which causes a risk of car-dooring. This and the occasional speeding car make this part of the route uncomfortable for inexperienced cyclists.

## **5.7 Cycle Route 220.4 Durford Road to Penns Place (Page 205)**

Cycle Route 220.3 connects the Heath Road to Penns Place.

220.4.1: This junction may continue to be difficult for cyclists unless traffic speeds are significantly reduced, especially as traffic volumes will grow as new developments are constructed and occupied (Penns Field, Rival Moor Road, Harrier Way and Penns Place, etc).

220.4.2: Durford Road, a busy and intimidating road with parked cars creating a long contraflow system of insufficient width for a cyclist and a car, never mind a delivery van. Confident cyclists can negotiate this with care, but it is not a suitable route for a family making their way to the sports facilities. The alternative of the existing shared path across the playing fields and Tilmore Brook needs improvement.

220.4.3 and 220.4.4: At the western end of Durford Road, the short cul-de-sac lacks a dropped curve to rejoin or leave Penns Place road. There would need to be a small waiting area for cyclists to check that the road was clear although sight-lines are good for those vehicles that slow for the 20 mph limit. Extending and highlighting the 20mph limit with a change in colour or surface to about 50m to the south to coincide with the vehicle exit onto Harrier Way would be another low cost improvement. This would also benefit vehicles using Durford Road.

In the future this junction is likely to provide access to the SDNPA Rother Valley Way (off-road trail).

220.4.5 and 220.4.6: The shared path stops short of the Taro Leisure Centre which is odd. Perhaps it is because two hedges have been allowed to grow so big that they block visibility. It would make sense to continue the route to the cycle parking provision outside the Taro Leisure Centre, or even to the Rugby Club. The EHDC land and buildings that have recently been named by EHDC as surplus to requirements and for disposal and the redevelopment of this site should take full account of the importance of pedestrian and cycling infrastructure and routes to and from the site.

## 6 Review of Walking Routes & the Petersfield Core Walking Zone

### 6.1 Petersfield Core Walking Zone (CWZ3) and the Map of Walking Routes (Page 131)

The proposed Core Walking Zone (CWZ) and the Map of Walking Routes can be found on Page 131. The CWZ captures most of the key trip generators at the heart of Petersfield, including its High Street, the railway station and two schools. The walking routes broadly capture many of routes which see the most pedestrian trips. They also take account of the facilities (trip generators) on the east side of Petersfield which attract many people.

The August 2023 version of the CWZ extended only as far south as the Tesco along the B2070 (The Causeway). The current version extends further to the junction with Cranford Road, which is an improvement, as The Petersfield School is a major trip generator. However, there are some large residential neighbourhoods which are not connected by a walking route, including some neighbourhoods where there will be lower rates of car ownership than average. The following are examples:

- To the south of Cranford Road on the B2070, two major residential areas connected by Kennet Road and Leachman Way. It is logical that the CWZ doesn't extend as far as this, but given these are major residential areas so close to the CWZ, we feel a major walking route leading from here into town, perhaps connecting with WR3.1 and ending with WR3.8 makes sense. There will be a lot of footfall on this route, not just from those walking into town, but also from students of The Petersfield School, so it is important the walking infrastructure here gets attention.
- Frenchmans Road is located just west of the CWZ, and with WR 3.3 to its north and WR 3.2, but this leaves the Aldi Supermarket outside the CWZ. The Core Walking Zone should be extended a few metres further west to include the Aldi Store. To the south down of Aldi, Frenchman's Road connects to Rushes Road and beyond that to Noreuil Road, which are major but unconnected residential areas (also see the comment in Section 7.2).
- Petersfield Heath is a major trip generator and so the main gate on the Town side on Heath Road West should be inside the CWZ.<sup>16</sup>

The following lists additional important sites where walking connections merit attention:

- Herne Junior School lacks walking connections, as well as cycling connections as discussed in Section 4 (from both ends of Love Lane and from Moggs Mead).
- Love Lane provides access to Herne Junior School and to many other trip generators: Churcher's College (via two gates), a nursery school, the Community Centre, Petersfield Football Club, a skate park and football pitches used by juniors.
- The busy gate in Hylton Road for Petersfield Infant's School has been overlooked, as has Sheet Infants School.
- The Network Map should recognise that Footpaths 189/3/2 and 189/8/1 are used by many pedestrians and cyclists to reach employment sites in Bedford Road, despite their poor condition.

### 6.2 Conditions in the Petersfield Walking Zone and Improvement Options (Page 132)

This section of the LCWIP discusses barriers to walking in central Petersfield. While the general environment is generally supportive of pedestrian movement, there are some troublesome issues which deter pedestrians. In our experience the top barriers to walking within central in Petersfield are:

- Lack of crossings and difficulty crossing busy roads, especially where drivers do not comply with the 20 mph zone or the speed limit is 30 mph or higher. Also crossings where buildings limit visibility.
- Street clutter particularly the proliferation of A-boards, and tables and chairs which create obstructions, particularly to the less able and wheel chair users, see Figure 9.

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<sup>16</sup> About 900 people visited the Heath every day during the summer of 2019 and about 1,500 in June-July 2020.

- Vans and cars parked partly, or completely, on pavements. Hence we do not support the suggestion on Page 133 that removing all bollards will assist pedestrians. In our experience vans and private cars parked on pavements are a greater barrier than bollards, see Figure 6 and Figure 7.
- Kerbside parking limiting visibility when crossing.
- Locations where pavements are narrow or where there are gaps.
- Uneven pavement surface of some pavements. Puddling is often a problem on wet days.

HCC have provided a useful list of potential schemes (potential options). We recommend that the following additional issues are added to the list:

- Poor pavements in the Festival Hall Car Park and pedestrian link past the Outdoor Swimming Pool.
- The steep ramp towards the Town in the Festival Hall Car Park. Also an opportunity to make better use of the adjacent green space.

A higher definition map would be helpful, also a map showing the trip generators. Also see our comments in Section 6.1 about the extent of the Walking Zone (WZ1.9). The potential schemes are each discussed below.

WZ3.9.1: The most significant problem for pedestrians is the very narrow section of pavement on the south side of Station Road between Chapel St and Windsor Road, as discussed in WR3.4.3 in Section 5.6 {insert hyperlink}. It was HCC assessment during the Placemaking Study that the pavement could not be widened at this point or a 20 mph speed limited introduced. Hopefully HCC may have changed their policies or other options may be put on the table.

WZ3.9.2 and WZ3.9.3 (this appears to be a single scheme rather than two separate schemes): This could be advantageous to residents of part of Chapel Street but the opposite for residents of Windsor Road. We recommend that the first step should be to consult the residents of Windsor Road and this part of Chapel Street to see if they wish action to be taken. As far as we are aware, little traffic uses Windsor Road because of the long stretches of shuttle working, but this scheme may increase traffic and remove parking spaces used by residents.

WZ3.9.4: The location of this scheme is unclear. The dot on the map on Page 131 suggests that the text is referring to the junction of Chapel Street and Station Road but the text refers to junction of Windsor Road and Chapel Street. Neither makes sense. There is already an island at the first location, while the east side of Chapel Street lacks a pavement to the north of the junction with Windsor Road, so we are doubtful that the proposed island etc would be utilised.

WZ3.9.5: We suspect that the locations of WZ3.9.5 and WZ3.9.6 on the map should be swapped, judging by the photographs. Assuming that the text is referring to the north side of Park Road to the east of the junction with Chapel Street, we support the aim to fill gaps in pavements and to widen narrow pavements where there is carriageway space that can be re-allocated to pavement. However we are cautious about conversion from 2-way to 1-way because the potential impact on cycle and on vehicle movements should be considered. It should be noted that the painted (but faded) cycle “lanes” along parking isles put cyclist at risk from reversing cars and cause conflict with pedestrians.

WZ3.9.6: The text here should take account of LCWIP 110.4.7 and our comments in Section 5.2.

WZ3.9.7: We support these measures.

WZ3.9.8 and WZ3.9.9: Useful but lower priority schemes.

WZ3.9.10: A crossing of the High Street is needed near the War Memorial. We agree that the High Street-Dragon Street-Heath Road Junction should be reviewed, while noting that two signalised crossings of Dragon Street are currently provided, while non are provided in the vicinity of Hylton Road, which is used by pedestrians from two schools. Please see our remarks against about 220.2.2 which describes the severe problems that this junction causes to cyclists.

WZ3.9.11: A slight tightening of the junction radii may be useful. In our experience vehicle speeds tend to be low at this location.



WZ3.9.12: Is it not the case that crossings at this location are under consideration within the Petersfield Placemaking Study.

WZ3.9.13: As there are already two informal crossings with islands, we are unclear about the necessity of this proposal.

WZ3.9.14: We support these measures.

WZ3.9.15: We would welcome improvements to the pavements in Hylton Road.

WZ3.9.16 and WZ3.9.17: The Swan Street - Charles Street - The Spain junction is notoriously difficult for all types of users, largely because of the location of The Forge building. This junction was considered within the Petersfield Placemaking Study but without identifying a solution that resolved the issues. The junction is directly on the desire line for the residents living in Noreuil Road and neighbouring roads. A crossing may also be needed south of the Forge, where visibility is also a problem.

WZ3.9.18 and WZ3.9.19: We support these measures but caution that the potential impact on traffic flow should be carefully considered in case there is an impact elsewhere in the Town.

WZ3.9.20: Our experience suggest that the heaviest footfall is along Lavant Street to the Station.

WZ3.9.21: We generally support these recommendations but caution that the impact one-way traffic in Lavant Street has been advocated without careful consideration of the potentially damaging impact on Town's Cycle Network. It should be kept in mind that the route options for cycling in the Town Centre are limited and many people are scared to cycle on the many of the main routes because of heavy traffic, dangerous junctions and a lack of cycling infrastructure.



**Figure 6: The High Street in 2024 showing the informal crossing near Ram's Walk after re-surfacing. The need for bollards is obvious.**



**Figure 7: The High Street in 2021 showing an informal crossing.**



## 7 Detailed Comments About Walking Routes in Petersfield

### 7.1 Walking Route 3.1 Southwest High Street Circular (Page 103)

Walking Route 3.2 is a circular route that takes in one side of the Square, Sheep Street, a segment of Borough Road and the paths across the Water Meadows, past Tesco, and back to the Square.

WR3.1.1: In the spring of this year Highways resurfaced the High Street and Chapel Street but did not replace the brown topping that had marked the informal crossings, see Figure 6 and Figure 7. As a result, drivers are more reluctant to yield to pedestrians at the informal crossings, which in turn encourages pedestrians to cross at less safe locations. This should be addressed as a priority, in our view. Potential solutions include replacing the brown topping (perhaps as a temporary measure), or introducing one or two zebras or raised tables.

Pedestrian movement is hampered in several places by pavement clutter (A frames, planters, chairs and tables etc) throughout the Town Centre. The road signs for the 20 mph zone are faded and many are easily overlooked. Consider additional measures for speed reduction in the High Street and in Chapel Street near the start of the zone.

WR3.1.2: The improvement identified will be useful. People crossing from Sheep Street to Hylton Road commented to us that it is difficult to cross safely because of blocked visibility along Hylton Road as well as traffic from behind in Sheep Street.

WR3.1.3: More trees and seating here would certainly be welcome and were identified in the Petersfield Tree Location Survey (2021), as would providing a pavement where there is none.

WR3.1.4: These improvement would be welcome.

WR3.1.5: We met a pedestrian who often crosses outside Knightsfield on Borough Road who complained that this is an almost blind corner as pedestrians crossing from near Castle Yard Car Park to the green space cannot see cars approaching from Charles Street. They often see what is coming by using the reflections in the windows of 41, The Spain.

WR3.1.6 and WR3.1.7: Where the path meets Borough Road, wheelchair users will encounter difficulties on the cross slope. The path needs a better surface (there is rutting and erosion) and the brambles should be cleared back. There are also some dead ash, one of which has fallen across the path above head height.

WR3.1.9: These improvement would be welcome.

WR3.1.10: The bollards on to the bridge are 0.88 m apart which may make access difficult for wheelchair users and those on mobility scooters, as does the sharp gradient on the ramp onto the bridge at the Alderfield side.

WR3.1.11: We concur that the width should be increased to comply with LTN 1/20, also the bend radii at the three-way path junction. Note that the grass verge past the TPS Gate is completely bare indicating a more direct desire line and a heavy pedestrian flow at peak times. The peak pedestrian flow from the School Gate and past Tesco is around 900 pedestrians per hour. This part of the shared path should be widened to accommodate this flow, especially since some younger children from Petersfield Infants travel in the opposite direction.

Note that the Water Meadow (circa 11 hectares) is owned by Tesco. The route from TPS Gate to Hylton Road is protected by a legal agreement between HCC and Tesco. The Alderfield to Grange Rd section is on HCC Rights of Way Map, albeit there is an anomaly in that the section through Grange Rd is recorded as a footpath. The section between the 3-way junction and TPS gate is currently unrecorded and so unprotected. These anomalies should be addressed.

WR13.1.12: There is a bin in the staggered barriers from the shared path from Tesco on to Hylton Road which should be re-sited. The staggered barriers make it difficult for cycle users, wheelers and may block mobility scooters. The width and forward visibility on this shared path is being gradually reduced as the laurel hedges which flank it grow largely unchecked, making this path less and less suitable for cycling. There is a well-worn unofficial short cut from close to Hylton Road to the car park. This path should be re-audited to find solutions for both pedestrians and cyclists (especially as it was reported at a stakeholder workshop for The Causeway-Dragon

St-Hylton Rd-Sussex Rd junction study that there was little potential for improvements to make this junction less intimidating for inexperienced cyclists).

There are multiple problems for pedestrians, including families with bikes and scooters at the Causeway-Dragon St-Hylton Rd-Sussex Rd junction which hopefully will be addressed by HCC's on-going Junction Study.

WR3.1.13 and WR3.1.14: Pedestrians frequently walk in the carriageway here so a clear indication that vehicle drivers should give pedestrians priority would be excellent, see Figure 8.



**Figure 8: A pedestrian walking along the carriageway in St Peters Road**



**Figure 9: Looking west along the High Street with A-frames impeding pedestrian movement.**

## 7.2 Walking Route 3.2 High Street to Bedford Road (Page 107)

Walking Route 3.2 connects the High Street to Bedford Road. Ad hoc observation suggests to us that most of the pedestrians walking the length of Swan Street emerge from Noreuil Road via Frenchmans Road rather than from High Meadow Recreation Ground, while in Section 6.1, we suggested the need for a walking connection to Noreuil Road. In view of this, and the access issues at the rail crossing, we recommend that this route is re-aligned. However, the following text reviews this route with the alignment described in the draft LCWIP.

HCC's audit of this route identified some issues including the lack of crossing points at junctions, missing pavements and the lack of accessibility over the railway at the end of the route.

WR3.2.1: We are likely to favour the trial introduction of measures such as a bus gate to reduce rat running through the Town Centre provided such measures were cycle and pedestrian friendly. A trial during the first Covid lockdown was undermined by a lack of enforcement cameras.

WR3.2.2 A continuous footway across the rear access to the post office and further continuous footways across side roads would be a big improvement, as would extending the 20mph zone.

WR3.2.3: A difficult crossing for all but especially for pedestrians. The footpath outside 13-15 Swan Street is very narrow and there is not an alternative footpath on the other side of the road.

WR3.2.6: The pavement just after the access to High Meadow suddenly ends without warning and there is no obvious crossing point.

WR3.2.7: If taking the path through High Meadow Recreation Park is to be encouraged rather than walking up Borough Hill then the path needs to be wider and with a better surface for wheelchairs etc. There are dead trees along this route which need to be assessed for safety.

WR3.2.8: The PRoW is pot holed and a difficult surface for wheelchairs and buggies which may want access to/from Borough Hill Recreation Park. Users cannot expect to access the rail crossing as it is steps only, but may want to access to the parks.

WR3.2.9: Supported.

WR3.2.10: The lack of safe crossings between Frenchmans Road and Bedford Road is a major concern.

WR3.2.11: There is a gap in the single pavement past Travis Perkins so that pedestrians are forced to share the carriageway with vans and HGVs. This is unsafe.

WR3.2.12: Definitely needs a safer landing area at the foot of the railway bridge as heavy traffic can be moving very quickly here to pass the long section of shuttle working. Parking restrictions with enforcement should be considered.

WT3.2.13: Heavy traffic can be moving very quickly here. Some traffic calming measure are needed.

### **7.3 Walking Route 3.3 Chapel Street to Woodbury Avenue via Bell Hill (Page 111)**

Walking Route 3.3 connects Chapel Street to Woodbury Avenue off Bell Hill Road.

WR3.3.1: Note that there are two pubs in the Square and one in Sheep Street. In addition a refuse lorry often parks outside the Library on market days, as do large vans belonging to market traders, see Figure 12 and Figure 13. There are numerous stakeholders and constraints that must be considered. Trees for shade is a good suggestion. Additional comments about the Square can be found in Section 7.8.

WR3.3.2: Please see WR3.2.1 regarding the bus gate. The 2022 Study did not examine the impact on the Cycle Network of making Chapel Street one-way in sufficient detail to be credible. Two points about widening pavements: i) removing street clutter would be cheaper than widening pavements, ii) the impact of reducing carriageway width on all road users should be considered. The 20mph zone signs at either end are very bleached.

WR3.3.3: The restoration of the crossing from Bakery Lane would address a pedestrian desire line. The interaction between the crossing and the Lavant Street junction should be considered, as well as the loss of visibility caused by the kerb side parking of lorries and vans.

WR3.3.4: We support extending the 20mph zone throughout Lavant Street.

WR3.3.5: The on-street parking on both sides obstructs the movement of buses and other vehicles. This is a key cycling route to the Station and one of the few east-west routes and so a one-way scheme should take this into account. A good cycle network will fight climate change. Trees planting for shade and cooling would be good, but trees should be integrated in such a manner to minimise the impact of the street's movement function. We concur that crossings are needed.

WR3.3.6: A wide and busy junction so improvements needed to aid crossing.

WR3.3.7: All if these would be welcomed. Consultation with the Petersfield Community Garden<sup>17</sup> who maintain some planters would be needed.

WR3.3.8: The suggested improvement would align with the desire line, unlike the current zebra crossing. The pavement on the north side has a cross slop which is a problem with wheelchair users.

WR3.3.9: We support this proposal. In addition some kerbs should be re-aligned to narrow the "in" lane to Lidl. The pavement on the north side is narrow where it joins Penns Road.

WR3.3.10: We support this proposal but suggest a tree as well. Also widen the pavement.

WR3.3.11 to WR3.3.13: We support these proposals. Also continue the footpath across Oaklands Road (WR3.3.12)

WR3.3.14 and WR3.3.15: We support these proposals.

WR3.3.16: and WR3.3.17: We support these proposals. Residents are concerned about the speed of traffic along Bell Hill as vehicles pick-up speed to ascend the hill and the gradient encourages speeding downhill.

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<sup>17</sup> See <https://petersfieldcommunitygarden.org/>



## 7.4 Walking Route 3.4 Petersfield Railway Station to Tor Way (Page 115)

Walking Route 3.4 connects Petersfield Railway Station to Tor Way. A large number of pupils travel to and from Churcher's College to the Station every day. In the morning, this can coincide with younger children and parents going in the same direction towards Herne Junior School, this can include children on bicycles on the pavement. In places the pavement is extremely narrow. The junctions are hard to negotiate safely especially with HGVs moving quickly.

WR3.4.2: Fully support both these recommendations. A continuous footway and tactile paving would be helpful.

WR3.4.3: These options would assist pedestrian movement along Station Road. However the extremely narrow pavement to the east of the Chapel Street junction has been overlooked. It is barely sufficient for one person and offers little protection from traffic thus puts the safety of pedestrians at risk. At school times pupils are often seen walking in the road, see Figure 10.

WR3.4.4: As noted, visibility towards the Station from Tilmore Road is inadequate. The pavement from the Station stops abruptly and there is no footway going up the left-hand side of Tilmore Road. A continuous footway would encourage people to cross to the other side where there is a footway provided and also slow traffic. It is very difficult for pedestrians to cross safely from Tilmore Road across to Chapel Street, including Bedales School pupils.

WR3.4.5: Supported, plus where the dropped kerb is to encourage crossing there is poor visibility down Windsor Road.

WR3.4.6 to WR 3.4.8: Fully support both these recommendations.

WR3.4.9: Note the shared path on the north side from opposite Tor Way that proceeds up Ramshill and crosses towards the Love Lane Spur, but is disconnected from it in an unsatisfactory manner. This shared path does not meet modern design standards (width and lack of priority on side roads). It is used by parents cycling with their children to Herne Junior School. A cycle crossing to Grenehurst Way would be helpful.

Another important omission is the difficulty experienced by Churcher's pupils crossing College Street when proceeding west along Station Road where parked cars in College Street Road limit visibility of north bound traffic on College Street.

There is possibly room for seating at the College Street junction on the Station side of the road. After the junction going towards Churcher's College the pavement needs widening by the barrier.



**Figure 10: The extremely section of narrow pavement in Station Road, see WR3.4.3.**



**Figure 11: Damaged kerbs in Dragon Street, see WR3.5.3.**

## **7.5 Walking Route 3.5 High Street to Churcher's College (Page 118)**

Walking Route 3.2 connects the High Street to Churcher's College.

WR3.5.1: The Folly Lane is narrow where it meets the High Street and little can be done to improve this. The rest of Folly Lane is much wider.

WR3.5.2: We found the same. At the time I walked the route Crawters Lane was obstructed by two parked cars.

WR3.5.3: In addition, the pavement by The Folly and Williams Estate agents in Dragon Street is very narrow. The kerbs are damaged. The raised sets in the road that encourage people to cross at this point, see Figure 11.

WR3.5.4: We would like to see this idea explored but only if there is sufficient funding for such a major scheme in addition to the many smaller schemes which are needed. A report by Sustrans in 1994<sup>18</sup> recommended a modal filter. College Street has an interesting mix of old and new buildings which are difficult to appreciate among the constant noise of vehicles. The Petersfield Town Centre VISSIM Model might be helpful when assessing the impact of a modal filter.

WR3.4.5: We support these recommendations.

WR3.5.6: Both pedestrian and cycling connectivity should be reviewed together as some of the crossings are shared (LTN 1/20 recommends separate parallel crossings). Seating could be possible on the island.

WR3.5.7: We support these recommendations.

WR3.5.8: We are doubtful that a crossing to Skinners Farm Lane, for access to Luker Drive Playground, would make sense as the footpath on the south side of Ramshill is elevated above the carriageway and behind hedging.

WR3.5.9 and WR3.5.10: We support these recommendations.

WR3.5.11: We suggest prioritising speed reduction measures in the Town Centre.

## **7.6 Walking Route 3.6 Crawters Way & Folly Market to Love Lane Sports Playing Field (Page 121)**

Walking Route 3.6 connects Folly Market to Love Lane Sports Playing Field. Residents are very unlikely to have heard of Crawters Lane (Crawters Way doesn't exist). Walking Route 3.6 should be referred to as the route from the High Street, going north along Folly Lane, left to the Folly Market, east along Tor Way to Moggs Mead and hence to Herne Junior School.

This route should be extended beyond Holt Down, at a minimum to Hoadlands, the location of the southern entrance to Herne Junior School. Herne School (480 pupils) serves the whole of Petersfield; it is an important destination. Extending this route would take it past two additional trip generators - the Cooperative Food Store and the Herne Farm Leisure Centre. Reference should also be made to the Petersfield Open Air Swimming Pool (POASP) and the Festival Hall, which are a few metres south of the route as it skirts round Tor Way.

WR 3.6.1: We assume that the text is referring to the crossing of Bowen Lane. Clarification would be helpful.

WR 3.6.2: This suggestion makes good sense. Whether it is an urgent priority however is unclear. The crossing place between Hoadlands and Holt Down which is not, but should be included, on this route, appears to pose much more significant hazards to pedestrians and cyclists, see the next paragraph.

WR 3.6.3 to 3.6.6: These suggestions make good sense however they are not prioritised. Dropped kerbs and clearly defined crossing points improve pedestrian safety. The crossing between Holt Down and Hoadlands (not in this route but it should be) is heavily used at the start and end of the school day. Drivers dropping off or picking up school children by car emerge from Hoadlands and turn west; approach the crossing within a couple of metres. Absolute priority should be given to pedestrians, a significant proportion of whom include children in buggies, prams, on scooters and small bicycles, as well as elderly people (grandparents doing childcare), who are less agile. There is a useful bench seat on the northern side of the junction for waiting.

The crossing is further compromised by the lack of a white line on the south side of Moggs Mean opposite Hoadlands reducing sight lines, turning space and squeezing cyclists.

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<sup>18</sup> Sustrans, A Cycling Study of East Hampshire, Prepared for EHDC, 1994.

WR 3.6.7: Increasing numbers of cars are parked along both sides of Moggs Mead and in some side roads during the working day. This causes shuttle working and generally reduces vehicle speeds.

## 7.7 Walking Route 3.7 Tor Way to Pulens Lane via Tilmore Brook (Page 125)

Walking Route 3.7 connects Tor Way to Pulens Lane using the shared-use path along Tilmore Brook. This route is a much used by pedestrians for a wide variety of utility journeys, including by accompanied and unaccompanied children walking, scooting and/or cycling to and from Herne School, Petersfield Infants School and TPS, walking into Petersfield Town Centre, dog walking, etc.

Many sections are below the recommended width. The lack of width (the width varies from 1.6 to 4.0 m) combined with the pedestrian flow, steel barriers, several blind corners and poorly sited lamp columns dissuade all but a trickle of cyclists. The steel barriers also impede some larger mobility scooters and double buggies. This is especially the case at the start of the route where the route leads away (east) from the pavement on Tor Way, see Table 1. There is potential to divert cyclists onto adjacent parallel residential roads, as well as to widen some parts of this route and so improvement for both types of user should be assessed holistically, rather than just for pedestrians.

Location	Distance between barriers (m)	Overlap (m)	Remarks
Between Tor Way and Idsworth Down	1.25	-0.5	A negative figure in the column to the left indicates that the barriers overlap, when viewed in the direction of travel.
Marden Way - west side	1.9	0.45	There is a large gap to one side hence the barriers. The worn grass suggests that most traffic goes around the barriers.
Marden Way - east side	1.45	0.2	
Holt Down - west side	1.5	0.2	
HoltDown - east side	1.75	0.1	
Lower Mead - west side	1.5	-0.1	
Lower Mead - east side	1.5	0	
Pulens Lane	1.5	0.34	

**Table 1:** Distances and gaps between the staggered steel barriers on the Tilmore Brook shared track. The use of access control measures such as these does not comply with LTN 1/20 or guidance on inclusive mobility.

Often trips will not start/finish at Pulens Lane, rather the destination is the Taro Leisure Centre/Penns Field/Rugby Sports Club etc. These facilities are widely used by Petersfield residents and LCWIP should include the following two routes:

1. For pedestrians along the Tilmore Brook footpath which runs along Rotherlands between the southern branch of Pulens Crescent and Barnfield Road. This footpath requires significant investment (an all-weather surface) and proper maintenance. At present it is usable only by those in walking boots or wellies.
2. For cyclists and mobility scooters as well as pedestrians, along Barnfield (and Heathfield) past the new housing development known as Alderfield to Penns Place. It will also provide an off-road route/ leg to the McCarthy and Stone development (2025) of a retirement community on Harrier Way.

These routes are often preferred by inexperienced cyclists because they avoid sharing carriageway with vehicles, the difficult Heath Road-Pulens Lane-Durford Road junction and the sections of shuttle working on Durford Road and Heath Road.

WR 3.7.1: Providing signage would be useful. This should reinforce the message that this is a shared path and cyclists should proceed slowly, etc. Note that westbound pedestrians and cyclist join the shared path along Tor Way at a blind corner. Visibility should be improved at the junction of these shared paths and priorities should be indicated.

WR 3.7.2: We are doubtful that cycle parking would be useful at this location as this is not near a trip generator. {Add footnote GMO's cycle parking recommendations}

WR 3.7.4: We support the recommendations about raised tables and vegetation. Kerbside parking in Marden Way by commuters near the junction with the shared path often blocks visibility for those crossing.

WR 3.7.5: This is a priority for pedestrians and for less confident and young cyclists. We recommend early implementation of lighting and wayfinding signage and a reminder that this is a shared route, which would complement the planned HCC traffic calming measures on Pulens Lane, due to start on Spring 2025.

## **7.8 Walking Route 3.8 High Street (Folly Lane) to Penns Place & Taro Leisure Centre (Page 127)**

Walking Route 3.8 connects the east end of the High Street to the Taro Leisure Centre.

The High Street has a high level of footfall and is the most cycled streets in Petersfield. However it is also used as a cut-through by drivers, for deliveries to retailers pubs and restaurants, and by buses. Many seek to park in the High Street or on the Square and then shop. Several studies have reviewed conditions on the High Street and in the Square.<sup>19</sup>

The informal crossings along the High Street are inadequately marked. The road markings at the crossings were not replaced during re-surfacing of the High Street and Chapel Street in Spring 2024, see Figure 6 and Figure 7. Since this occurred, drivers are more reluctant to yield to pedestrians, which encourages pedestrians to cross at less safe locations. Besides the crossing to Rams Walk, there is a desire line from the corner with Chapel Street and/or from the bus stop outside Lloyds Bank (just west of where the route starts) to the Post Office and Library and Market Square, as well as further east towards the War Memorial.

Petersfield Heath is a major trip generator, especially during summer weekends, see the third bullet point in Section 6.1. The single pavement between Herne Road and the Heath Road East junction is narrow forcing family groups walking along this pavement to spill onto the carriageway. Further east and opposite the pond, pedestrians report that Heath Road, whilst more residential, has increasing numbers of cars parked along the southern side of the road adjacent to the Petersfield Heath. It is concerning that several parts of the route only have pavements on one side and some parts of this single pavement are narrow.

WR3.8.1 and 3.8.2: It is strongly recommended that the informal main crossings on the High Street are improved as soon as possible. This could and should be done whether or not funds become available for the creation of raised table crossings. The signs for the 20mph zone are inconspicuous and need to be more in evidence.

There is a lack of clear signage in the Square about the direction of rotation. Nevertheless most drivers know the Town, drive clockwise around the Square. Formalised this and adding and clear signs would be helpful. Improved signage at the main crossing points is needed (i.e. at junctions from the Square to both St Peters Road and to Sheep Street) and additional desire lines to be investigated.

Unfortunately vehicles belonging to couriers and private individuals often park with two wheels on a pavements in the High Street. Removing bollards, as suggested in WR 3.8.1 would encourage such behaviour.

WR3.8.3: This is a challenging junction for even experienced cyclists and is potentially hazardous for adults cycling with children. Pedestrians have the option of crossing Dragon Street either north (see photo WR3.8.3) or south of the junction at the traffic lights.

WR3.8.4 and WR3.8.5: Fully support both these recommendations.

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<sup>19</sup> See i) HCC, Technical Transport study for Petersfield Town, 2018. ii) Petersfield junctions - The Spine at: <https://www.easthants.gov.uk/east-hampshire-place-making-strategy/petersfield-place-making> iii) Petersfield Placemaking Study 2022.



WR3.8.6 and WR3.8.7: The text omits to mention this problem. Along Heath Road, the single pavement changes from the south side (Heath side) to the north side (large residential housing) side of the road. There is no warning of this change, no road markings or wayfinding/signage. There is no clear crossing place. The pavements are too narrow for a double-buggy and/or for pedestrians to easily pass a buggy or wheelchair without stepping into the road.

WR3.8.8: The LCWIP refers to “missing sections of pavement on the southern side of Heath Road West. This should be Heath Road (delete West in this paragraph). Fully support the rest of the recommendation.

WR3.8.9: The LCWIP notes that “It is possible to access the Heath from the car park near the Little School by the Lake day Nursery”. It is possible but not readily walkable as there is no way-finding signage and it tends to be muddy, without a sealed all-weather surface and therefore difficult/not possible for adults pushing a pram or buggy, accompanying children on scooters or small bikes, or even just walking with young children. However installing an all-weather surface should be explored as the single pavement along the eastern of Heath Road is inadequately narrow and the route across the Heath is more direct for many trips and potentially a much more pleasant walk.

WR3.8.10: Comments in the LCWIP about the status of traffic calming measures at the Durford Road/ Pulens Lane/ Heath Road junction are correct.

WR3.8.11: Ensure that cut-throughs, crossings and seating are all located at desire lines. Note that the Londis Convenience Store is an important trip generator within Heath Ward.

WR3.8.15: Fully support both of these recommendations especially since many families walk and cycle to access the Leisure Centre, the playing field and the child’s play area.



**Figure 12: view of the road pm the west side of the Square on a market day. On the left, a small refuse lorry is parked on the pavement behind the bin. On the right, traders vans and private car are parked.**



**Figure 13: beer kegs being unloaded in the Square.**

## 8 List of Minor Comments

The table below provides a list of minor comments and typographic errors.

Section	Page	Comment and recommendation
1	4	The contents list is incomplete. This makes it difficult for the reader to find their way around this large document. The content listing for Section 2 should allow the reader to quickly find all the sections relevant to each town in East Hampshire.
1	13	The difference between Secondary routes and Local routes is not made clear on this page. A fuller explanation is provided on Pages 32 and 33. It would be helpful if a cross reference was inserted so that the reader is not left in uncertainty when trying to interpret the map. The map on Page 16 showing the Petersfield Cycling Network shows some Local Cycle Routes which are currently pedestrian PROWs. Also see Comment 1 in Section 2 about the potential for converting PROWs to bridleways for cycling.
1	16	A blue (local) Cycle route is shown running from the East of Route 220 (east of Durford Road in Petersfield) towards Nyewood and Midhurst. Assuming that this line represents the route along the former railway line safeguarded by Policy SD20 in the South Downs Local Plan, this route is inaccurately aligned. The correct alignment is shown on the online SDNPA's Local Plan Policies Map.
1	20	Typo: change Bordon to Petersfield.
1	25	It is appropriate that LTN 1/20 is prominently featured on this page. However the lack of a similar design standard for pedestrian routes is an omission. Sometimes developers are happy to reduce their costs by constructing inadequately narrow footways and footpaths with poor surfaces. Hence this omission should be addressed.
1	25	The Government has also put resources into removing barriers for the disabled. DFT's Inclusive Mobility (2021) should be mentioned. HCC may be aware of other related documents.
1	30	It would be helpful if a more comprehensive list of source documents was provided. The text elsewhere in the LCWIP includes references to several other documents, including Petersfield Placemaking Projects on Page 159 and "a feasibility study (2020) on Page 160.
1	34	The map purports to show A roads, but the A272 west of Petersfield is missing from the map, as is the A31. These roads are also shown in an inconsistent manner on some other maps. It is recommended that this and the related maps are improved. It would be helpful if the text mentioned that many parts of the NCN (both on and off-road sections) are in poor condition, as acknowledged by Sustrans in 2018, see Paths for everyone, Sustrans' review of the National Cycle Network 2018.
1	35	Please clarify the key for Figure 2. The label "Major Road Counts Vehicles 2023" and "50000-10000". The text on this page includes the phrase "a network of cycle lanes which are mostly on-road". This phrase is unclear. Presumably it refers to routes which are promoted for cycling on a combination of roads and bridleways, for example NCN Route 22. Please clarify this phrase.
1	40	The last sentence refers to "scenarios below". Presumably this phrase refers to the column labelled "journey purpose" in the table on the next page. The text would be clearer if "scenarios below" was changed to "journey purpose".
2	104	Typo. The photo labelled 3.1.3 should be labelled 3.1.2.
2	111	The maps shows WR3.3.7 twice. The more northerly marker should be WR3.3.8.
2	114	Typo in caption of photograph for WR3.3.11 and WR3.3.12: change Oaklands Drive to Oaklands Road.
2	119	WR3.5.2. Typo: Bowen Street should be changed to Bowen Lane.
2	120	The last sentence of WR3.5.6 suggest that there is a shared path between Tor Wayt and Sheet

Section	Page	Comment and recommendation
		Village. Suggest that this is re-word: "...leads from Tor Way <u>towards</u> Sheet Village".
2	121 & 122 & 123	Typo: The title should be Crawters Lane not Crawters Way. Since so few are familiar with the title of this Lane, this title should be changed to High Street to.....or Folly Market to .....
2	128	Typo: "has" not "as" in the 2 <sup>nd</sup> paragraph.
2	128	Photographs WR3.8.2 and WR3.8.3 are both incorrectly labelled. Should be "High Street from the War Memorial i.e. looking west" and crossing Dragon Street just north of the High Street/Dragon St/Heath Road junction.
2	129	WR3.8.6 and WR3.8.7: The references at WR3.8.6 and at WR3.8.8 seem to confuse the road names Heath Road West and Heath Road. The first reference should read "Consider crossing improvements at side roads with Heath Road."
2	135	WZ3.9.17, last sentence. Typo: the word "speed" is missing.
2	159	Right hand column, typo: change 20205/26 to 2025/26.
2	161	110.4.7 refers to Route 213. Please clarify.