

Love Lane Sheet – Traffic Calming Measures

Report Date: 20 November 2024

Updated: 29 July 2026

The purpose of this report is to highlight the traffic concerns in Love Lane Sheet following a serious road traffic injury to a child cyclist attending Herne Junior school.

Version History

20 November 2024 - Original report

29 July 2026 - Progress update following implementation of agreed measures

Love Lane is a residential cul-de-sac accessed from Pulens Lane with a large school, Herne Junior and the rear access to Churchers College at the end of the cul-de-sac. Herne Junior school has 480 pupils¹ and Churchers College has 1048 pupils². Churchers College has 324 students in their 6th Form who are or nearly are of driving age.

Love Lane has seen significant increase in vehicular traffic in recent years with the increase numbers of pupils attending Herne Junior School and Churchers College who use the rear college entrance located adjacent to Herne Junior School.

What was a quiet cul-de-sac has speeding traffic driving through the Lane particularly during school pick up and drop off times. This speeding traffic mixes with school children walking and cycling to school.

Parking in Love Lane is predominately unregulated except at Merryfield Road junction with Love Lane where there are double yellow lines and at the school entrance where restrictions apply. Teachers and older pupils from Churchers College use Love Lane to park during the school day which operates between 0830 and 1530 Monday to Friday in school terms although parking takes place as early as 0730.

There are no parking restrictions at the beginning of Love Lane at the junction with Pulens Lane where vehicles regularly park on the bend and the grass verge at this location. These vehicles obstruct the view of the junction from Pulens Lane and Love Lane. This is the location where pedestrians and cyclist cross over from Pulens Lane into Love Lane and vice versa.

Since preparing the original report, it has become apparent that it is no longer considered best practice to install staggered steel barriers across the mouths of footpaths or shared paths and cycleways because these reduce the accessibility of a route for all users and may exclude those using mobility scooters, wheelchairs, or prams.

¹ [Herne Junior School - Home](#)

² www.churcherscollege.com/our-school/about-us

Consequently, while Hampshire County Council's survey identified underground utility services at the proposed barrier locations, consideration should now be given to alternative measures that improve safety without compromising accessibility.

This approach is consistent with Hampshire County Council's Technical Guidance Note TG10 – Pedestrian and Cycle Facilities (Revision 1, 12 February 2026), which reflects current best practice in the design of walking, wheeling and cycling infrastructure.

The guidance emphasises that routes should be accessible to all users, including wheelchair users, mobility scooter users and people with pushchairs, and advises against the use of restrictive barriers that can impede access, stating that access controls should only be used where unavoidable.

Accordingly, the previously proposed staggered steel barriers at the entrances to Love Lane should be reconsidered. Alternative measures should instead be explored that enhance pedestrian and cyclist safety while maintaining inclusive access for all users, in accordance with the principles set out in TG10.

The Accident

In May 2024 a pupil from Herne Junior school was seriously injured and required hospital treatment following an accident where the child was knocked off her cycle after leaving school in the afternoon. Although this occurred in Moggs Mead it could have easily occurred in Love Lane where significant number of children walk and cycle to school.

Now is the time to take preventative traffic calming measures in Love Lane to avoid a similar accident from taking place.

The traffic calming measures required include;

- Advisory 20mph speed limit
- Repeater school 20mph speed sign to alert road users that school children are in the vicinity
- Repaint the faded give way road markings in Love Lane j/w Pulens Lane
- Repaint the faded give way markings Merryfield Road j/w Love Lane
- Improvement to Merryfield Road and Love Lane Junction by creating a 'continuous footway'
- Fixed stationary barriers at the end of the footpath from Long Down to Love Lane
- Provide access protection markings (APM) on Love Lane by the footpath that leads from Love Lane to Long Down
- Double yellow no parking lines in Love Lane at the j/w Pulens Lane for the first 50 metres to prevent vehicles parking on the bend of the road and the grass verge

Active Travel

Hampshire County Council is committed to creating better spaces for people in their town centres and has secured £3.28 million from a successful bid to the Governments Active Travel Fund³. This fund is to be used to create better spaces for people to walk and cycle in and around the towns across Hampshire including Petersfield.

Pulens Lane is due for significant traffic calming measure to improve traffic flow and to enable better active travel particularly for pedestrians and cyclists.

Advisory 20mph speed limit

Advisory 20mph speed limit signs are used outside schools and on roads where a formal reduction of the speed limit may not be appropriate. They are used to alert drivers to the speed limit and are most appropriate for roads where average speeds are already low.

Advisory speed signs tell drivers that conditions ahead may make it unsafe to drive at a faster speed, and they should slow down to the recommended speed. These signs are crucial for enhancing road safety, especially in areas like school zones where children are present.

They serve as a reminder for drivers to slow down, even if the formal speed limit isn't enforceable due to higher average speeds.

Additional benefits of an advisory 20mph may include encouragement of healthier modes of travel, such as walking and cycling, and with potential environmental benefits.

Repeater Speed Sign

Repeater speed signs assist drivers to recognise and comply with the speed limit in force to further reduce the number of road traffic collisions, injuries and deaths in which excessive speed is a contributory factor. Greater compliance would also reduce the risk to vulnerable road users and improve the quality of life for local communities⁴.

Continuous Footway/Cycle Track

A continuous footway refers to an uninterrupted pedestrian walkway that extends across a side road. The key feature of a well-designed continuous footway is its seamless continuity without any changes or breaks in design that might visually suggest priority to motor traffic. These footways are typically used to prioritise pedestrian movement or, when combined with a cycle track, to prioritise cyclists⁵.

³ [Active Travel Fund; Petersfield | Transport and roads | Hampshire County Council \(hants.gov.uk\)](#)

⁴ www.legislation.gov.uk

⁵ [Continuous footway | Cycling Embassy of Great Britain \(cycling-embassy.org.uk\)](#)

To improve road safety reduce the width of the bell mouth of the junction of Merryfield Road and Love Lane by extending the kerb line and creating a 'continuous footway/cycle track'. This will reduce the time required for pedestrians to cross the carriageway at this junction.

In addition to the other speed limiting measures contained in this report this specific measure will significantly improve the safety of all road users, in particular school children walking and cycling to and from Herne Junior School and Churchers College.

HCC Technical Guidance Note 10 (TG10) provides guidance for continuous footways/cycle tracks⁶.

Access Protection Markings (APM) on Love Lane

Access Protection Markings (APM) are white markings in the shape of a wide H that may be added to the road across a dropped kerb. The markings indicate that parking nearby may cause a problem and can prevent vehicles parking very close to the access⁷.

The footpath from Long Down to Love Lane is used daily for pedestrians and cyclists accessing the area as a route to Herne Junior School, Churchers College and more widely as a safe route to the town centre.

Currently vehicles park across the drop kerb at the end of the path in Love Lane and obstruct the entry/exit. The painting of APM's on the road at this location will improve road safety for pedestrians and cyclists.

Fixed Stationary Barriers

Two fixed steel barriers are ideal for regulating access to footpaths, green areas and roads. They prevent access for motor vehicles If installed in a staggered formation, and this also forces cycle traffic to slow right down. This makes the path even safer for the pedestrians it is intended for. Such barriers can be used to clearly demarcate cycle and pedestrian routes.

The footpath from Long Down to Love Lane is used daily for pedestrians and cyclists accessing the area as a route to Herne Junior School, Churchers College and more widely as a safe route to the town centre. Children in particular gather at this location and use the path as a safe route to Long Down and Moggs Mead and vice versa to attend Herne Junior School and Churchers College. The installation of these barriers will prevent children from running into the road at the end of the path and improve road safety for all road users.

⁶ [TG10 – Pedestrian and Cycle Facilities \(hants.gov.uk\)](https://www.hants.gov.uk/transport/parking/access-protection-markings)

⁷ <https://www.hants.gov.uk/transport/parking/access-protection-markings>

Double yellow no parking lines in Love Lane at the junction with Pulens Lane

There are no parking restrictions at the beginning of Love Lane at the junction with Pulens Lane where vehicles regularly park on the bend and the grass verge at this location and obstruct the view of the junction from Pulens Lane and Love Lane.

This is the location where pedestrians and cyclist cross over from Pulens Lane into Love Lane and vice versa.

Painting double yellow lines from the mouth of the junction in Love Lane along the bend eastwards on both sides of the road for approximately 50 meters will improve road safety and visibility for vehicular traffic, pedestrians and cyclists.

Community Meeting

A community meeting was held on the 12th June 2024 at Herne Junior School attended by parents and teachers from both Herne Junior and Churchers College, residents from Love Lane, Merryfield Road, Churchfield Road, Moggs Mead, Long Down and other parts of Petersfield, District Councillors from Petersfield and Sheet Parish Council to discuss how to improve road safety.

There was overwhelming support for the measures outlined in this report. The community does not have any funding for these improvements and is looking for Hampshire County Council to take the lead with funding support from both EHDC and Sheet Parish Council to fund this important child safety scheme.

The Love Lane Neighbourhood Watch and Residents' Association are willing to meet Local Authority representatives to discuss this report in more detail if required.

Site review Meeting

A site review took place on Tuesday 16th July 2024 with Cllr Russell Oppenheimer, the Head Teacher of Herne Junior School, Susan Sayers and David McKinney on behalf of the Love Lane Neighbourhood Watch and Residents Association who thought that an advisory 20mph speed limit for Love Lane with a repeater school 20mph speed sign to alert road users that school children are in the vicinity would be sufficient to reduce the traffic speed.

This was preferable to having a formal reduction of the speed limit to 20mph and speed roundel road markings. The advisory speed limit would only be in place during school drop off and pick up times and would not impact the area outside these times.

Reviewing the footpath from Long Down to Love Lane the review thought it was beneficial to have steel fixed barriers at the Love Lane of the footpath to prevent children and cyclists accidentally running or cycling onto the road at the end of the path. The barriers highlight the end of the footpath and provides a safe area for pedestrians and cyclists.

The review agreed the need for the following traffic calming measures;

- Advisory 20mph speed limit
- Repeater Speed Sign
- Continuous Footway/Cycle Track
- Access Protection Markings (APM) on Love Lane by the footpath that leads from Love Lane to Long Down
- Fixed Stationary Barriers

Site review meeting with HCC Highways

A further site review meeting with Tracey Webb Senior Engineer for traffic management in East Hampshire took place on Wednesday 20th November. At the meeting were Alison Lawlor HCC Highways, Cllr Russell Oppenheimer, Cllr Gail Martin Sheet Parish Council, Head Teacher Sue Sawyers Herne Junior School, Ann Saunders and David McKinney from Love Lane Residents' Association.

The group walked the length of Love Lane and agreed the need for the following traffic calming measures;

- Repeater school 20mph speed sign to alert road users that school children are in the vicinity
- Location for the repeater sign. Love Lane opposite Merryfield Road on the grass verge. HCC to provide full costs of the school repeater sign including installation and connection to the electricity supply at this location
- Repaint the faded give way road markings in Love Lane j/w Pulens Lane
- Repaint the faded give way markings Merryfield Road j/w Love Lane
- Survey of the footpath in Love Lane for the Fixed Stationary Barriers
- Provide access protection markings (APM) on Love Lane by the footpath that leads from Love Lane to Long Down. Now completed
- Double yellow no parking lines in Love Lane at the j/w Pulens Lane for the first 50 metres to prevent vehicles parking on the bend of the road and the grass verge
- School sign at the end of Love Lane junction with Pulens Lane. To be fully funded by HCC
- Cut back the vegetation of the side footpath in Love Lane south side which leads to Pulens Lane by HCC
- Cut back the hedging and verges to the south of Love Lane in Pulens Lane which obstructs the view of the traffic in Pulens Lane at the end of the small footpath by HCC

Progress Update – 29 July 2026

Since this report was first submitted on 20 November 2024, Hampshire County Council has made good progress in delivering a number of the recommended traffic calming measures. The current position is as follows:

- The 20mph repeater school sign was installed in July 2026 and is now operational.
- The give way road markings at the Love Lane/Pulens Lane and Merryfield Road/Love Lane junctions were renewed in early 2025
- The survey of the footpath near Herne Junior School confirmed that underground utility services prevent the installation of the proposed pedestrian safety barriers at this location
- Access Protection Markings (APMs) at the footpath linking Love Lane and Long Down were completed in 2025, helping to improve visibility and discourage obstructive parking
- Double yellow lines in Love Lane, extending for approximately 50 metres from the Pulens Lane junction to prevent parking on the bend and adjacent grass verge, remain outstanding. Hampshire County Council has advised that these works are awaiting the making of a suitable Traffic Regulation Order (TRO) before they can proceed
- The new school warning sign at the Love Lane/Pulens Lane junction has been ordered by Hampshire County Council and will be installed once it has been received.
- The hedging in Pulens Lane, which restricted visibility from Love Lane, was cut back by Hampshire County Council in early 2026, significantly improving sight lines for motorists, cyclists and pedestrians

Signed:



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