



Hampshire
2050

East Hampshire LCWIP report 2024

Image from Hampshire County Council

Key findings

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The majority of respondents said they would personally walk more (53%) and cycle more (73%) if the proposed walking zones, walking routes and cycling routes were developed.



There were mixed feelings about whether the proposed walking zones and routes included the places people generally want to walk. 36% agreed, 31% were undecided and 25% disagreed.



Walking routes 2.1 and 2.2 were identified as priorities for development (31%).



Twice as many respondents agreed than disagreed that the proposed primary and secondary cycle routes connected places people want to get to, with almost half agreeing and less than a quarter disagreeing.



Cycle route 110 was considered the top priority for 57% of respondents.

Accessibility considerations

Although people with disabilities and mobility issues are in the minority, they can be disproportionately affected by their environment and how they navigate around it. Therefore, their requirements need to be given careful consideration.

Accessibility issues were highlighted by several survey respondents and email contacts, some of whom reported having disability or mobility problems. The issues raised included:

- Pavement camber can hinder wheelchair users.
- Pavement parking blocks access and forces people into the road, which is particularly dangerous for those with wheelchairs/ mobility scooters, walking aids and pushchairs.
- People with respiratory problems can struggle with routes near roads or hilly terrain.
- There is currently a lack of dropped kerbs and safe crossings.
- Shared paths are not good for those with hearing problems or reduced mobility in terms of avoiding collisions with cyclists.
- Contraflow cycle lanes are a hazard for older people and those with visual impairments.
- Uneven surfaces are difficult for wheelchair users and those with mobility issues.

Suggestions included:

- Designing infrastructure for inclusion (see [Streets Ahead Campaign | Guide Dogs](#)).
- Extending walking routes, particularly Route 1.2, to Treloars Specialist School, attended by wheelchair users and people with visual impairments.
- Providing more seating (with arms to give purchase).
- Making routes suitable mobility scooters.

Introduction

East Hampshire LCWIP - background



Background

Local Cycling and Walking Infrastructure Plans (LCWIP) are an approach to identifying cycling and walking improvements required at the local level. They enable a long-term approach to developing local cycling and walking networks as a vital part of the national strategy to increase the number of trips made on foot or by cycle.

Hampshire County Council and East Hampshire District Council have a shared goal to implement walking and cycling infrastructure, to provide a healthy alternative to the car for local short journeys to work, local services and schools.



Engagement approach

Hampshire County Council set up an interactive Viewpoint website where interested parties could learn more about the LCWIP and give their views to help shape the development of the plan. Visitors to the site could contribute in two ways:

- Responding to surveys about walking and cycling.
- Commenting on an interactive map by 'dropping a pin' in a specific place and answering some questions about the location.

The website was open for comments from 7 October until 17 November 2024.

This report focuses on the responses to the two surveys (walking and cycling) and comments received via email correspondence. Comments from the interactive map will be analysed separately by the project team as specific routes and zones are reviewed and developed.

Summary of responses



223 people responded to the walking survey.



162 people responded to the cycling survey.



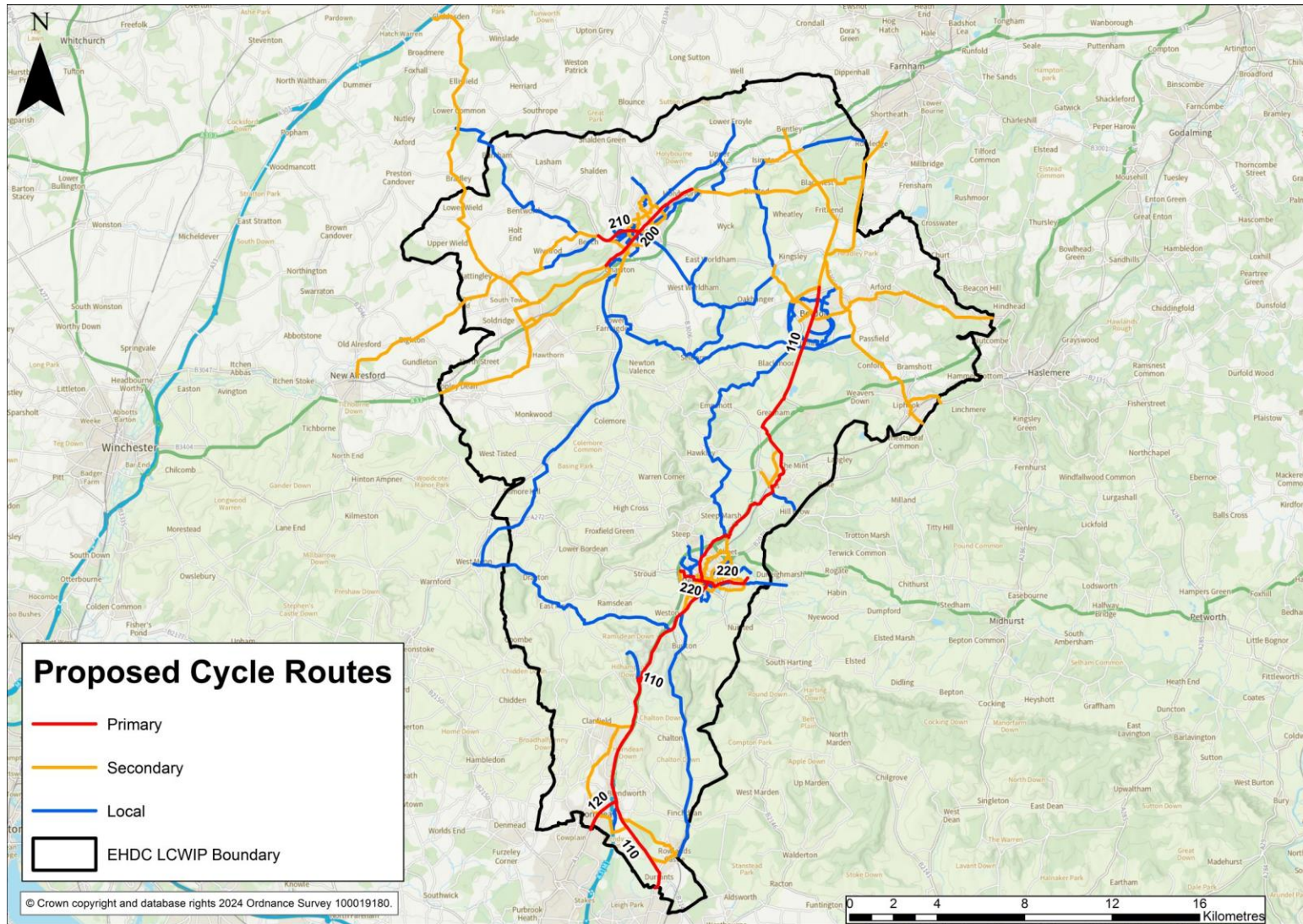
175 comments were placed on the ViewPoint map survey.



46 unstructured responses were received via email from public bodies, local groups and individuals.

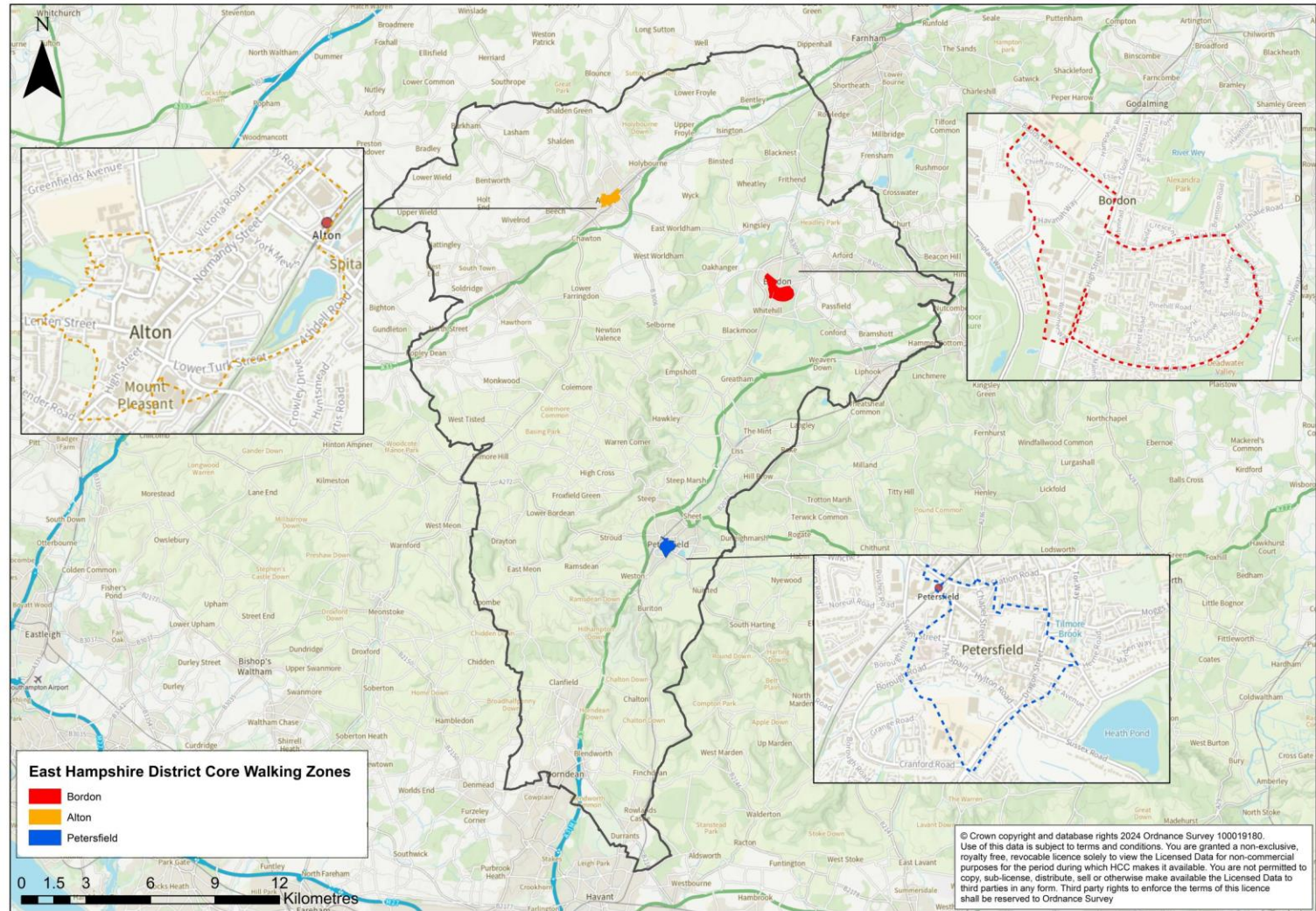
N.B. There were no quotas or sampling targets, in keeping with the spirit of open engagement. All questions in the survey were optional, and the base therefore changes throughout the report. This is noted on each chart.

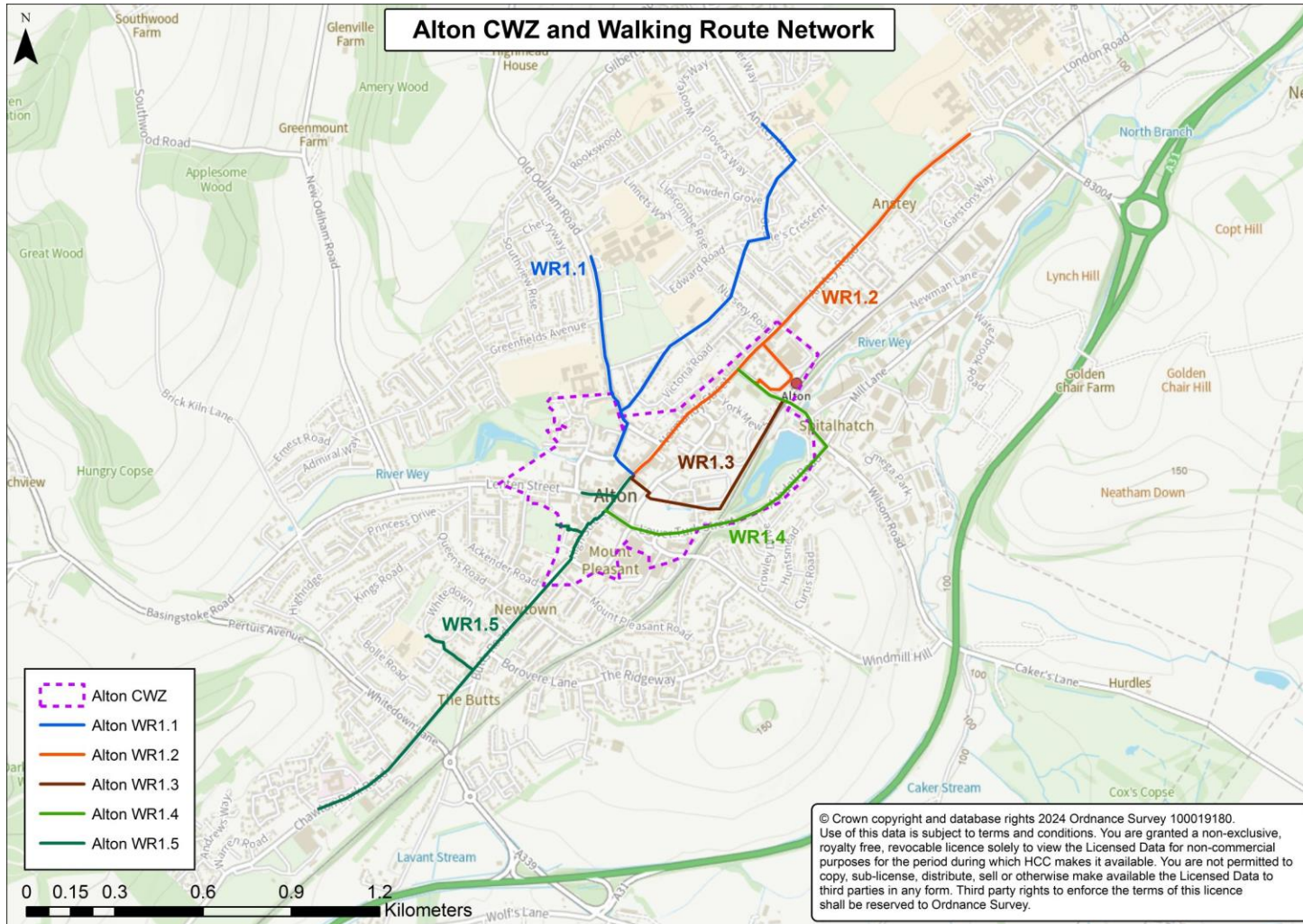
Note: Where percentages do not total 100%, this is due to rounding.



Proposed cycle routes

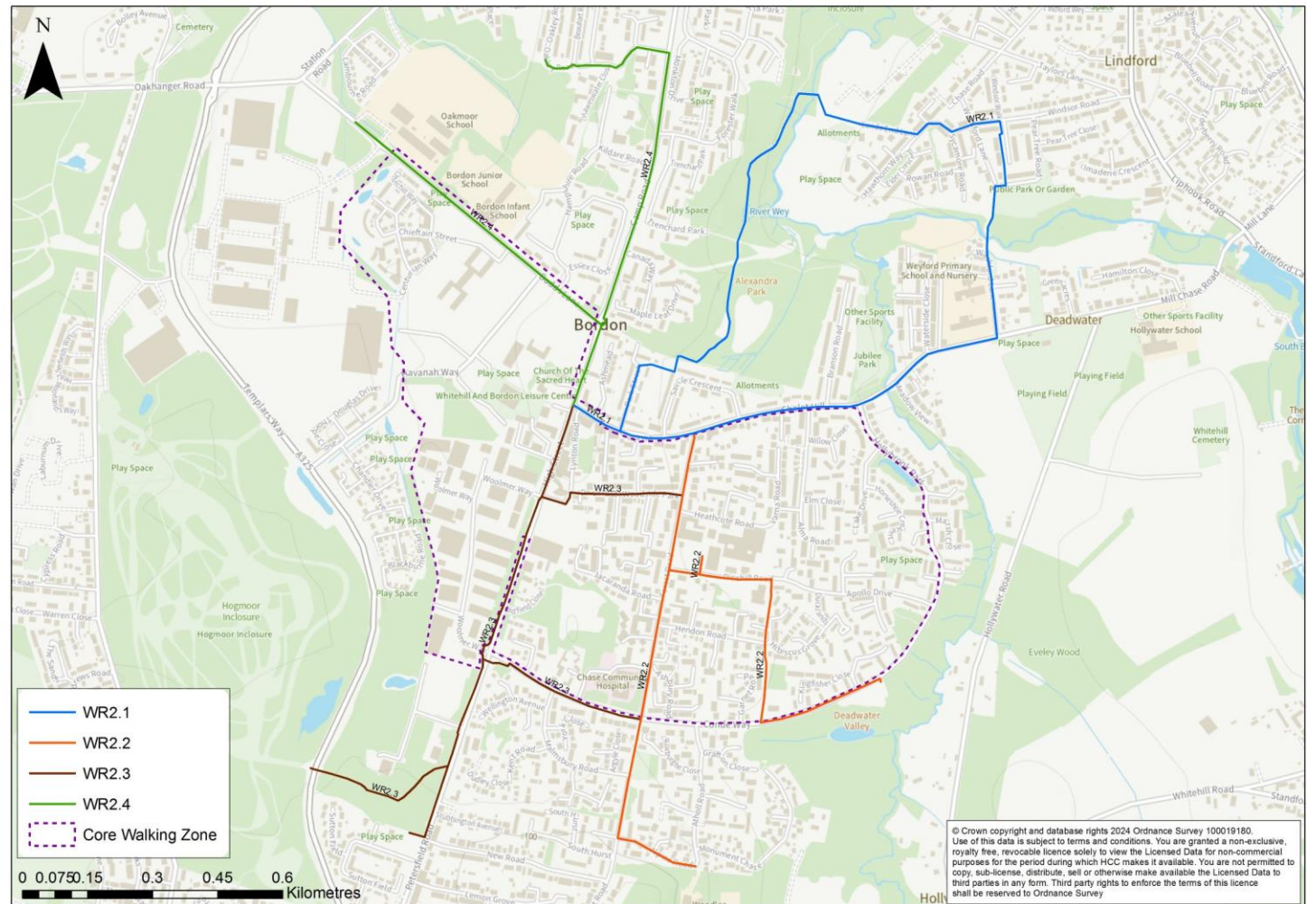
Proposed Core Walking Zones

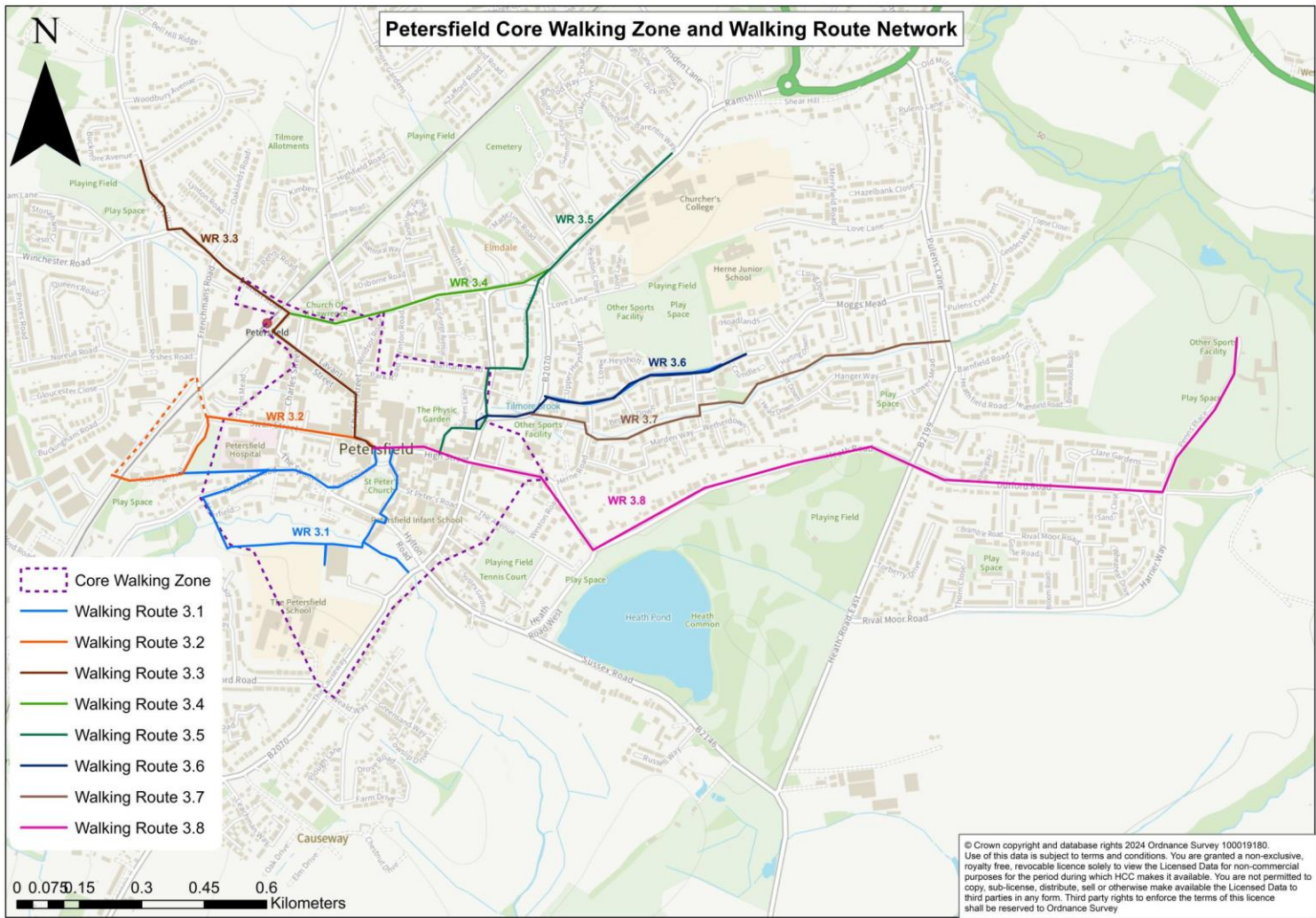




Alton walking routes

Bordon walking routes





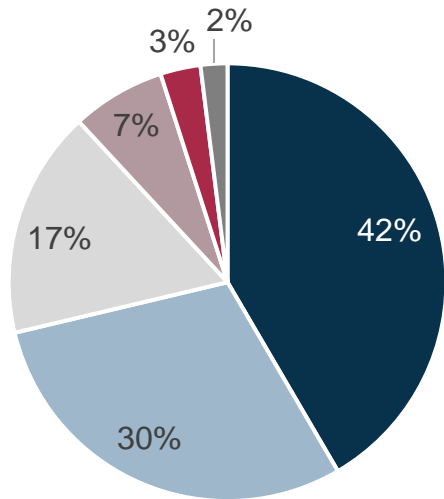
Petersfield walking routes

Detailed findings

Walking profile

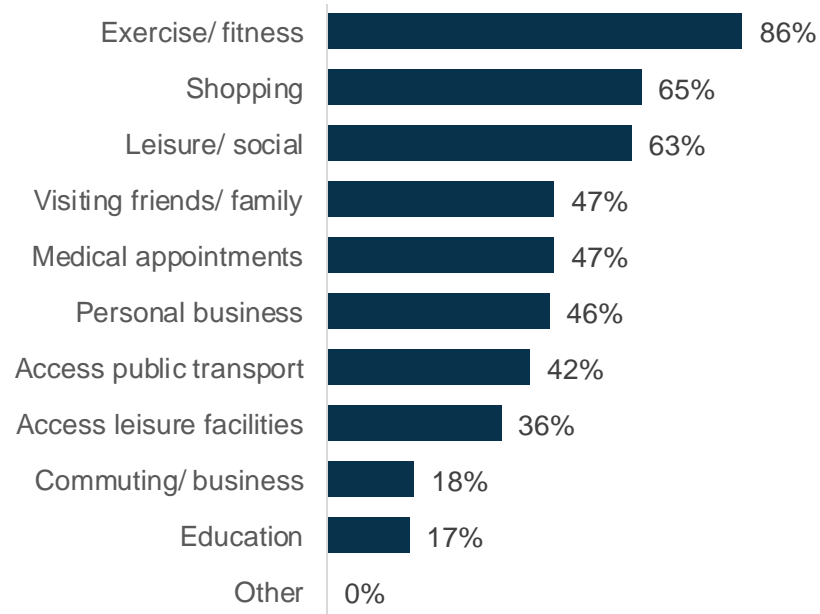
Most respondents (89%) made journeys on foot at least once a week, primarily for exercise (86%), shopping (65%) or leisure/ social reasons (63%). Over half of respondents (62%) cited busy roads and poor-quality pavements as barriers to walking.

Frequency (n=242)

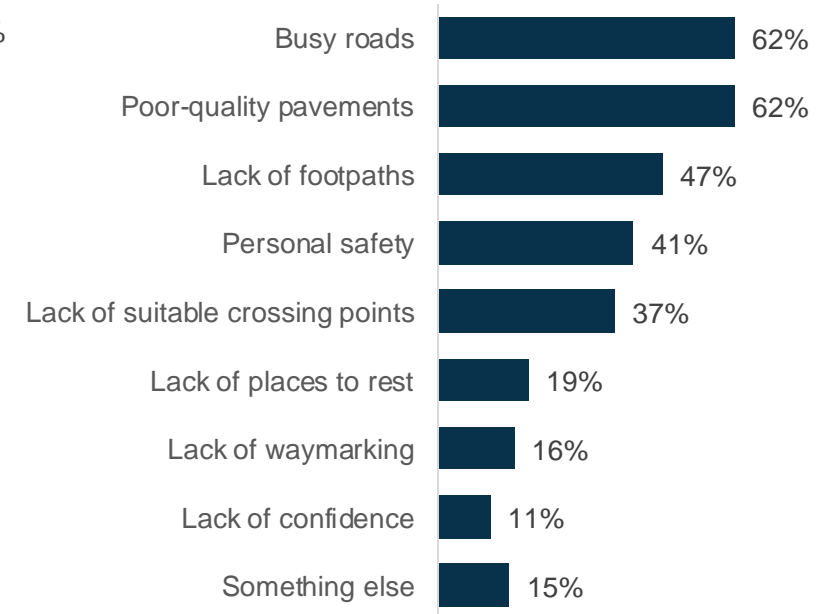


- 5 or more days a week
- 3-4 days a week
- 1-2 days a week
- 1-2 days a month
- Less than once a month
- Never

Purpose (n=237)



Barriers (n=217)

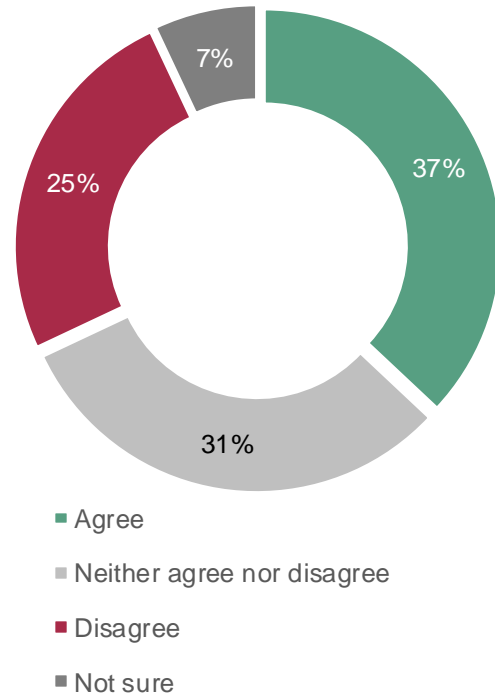


How often do you make journeys by walking?; For what purpose would you usually walk for all or part of your journey?; Thinking about East Hampshire, what are the barriers which make you prevent you or other people from walking or wheeling in the area? *using a wheelchair or mobility scooter)*

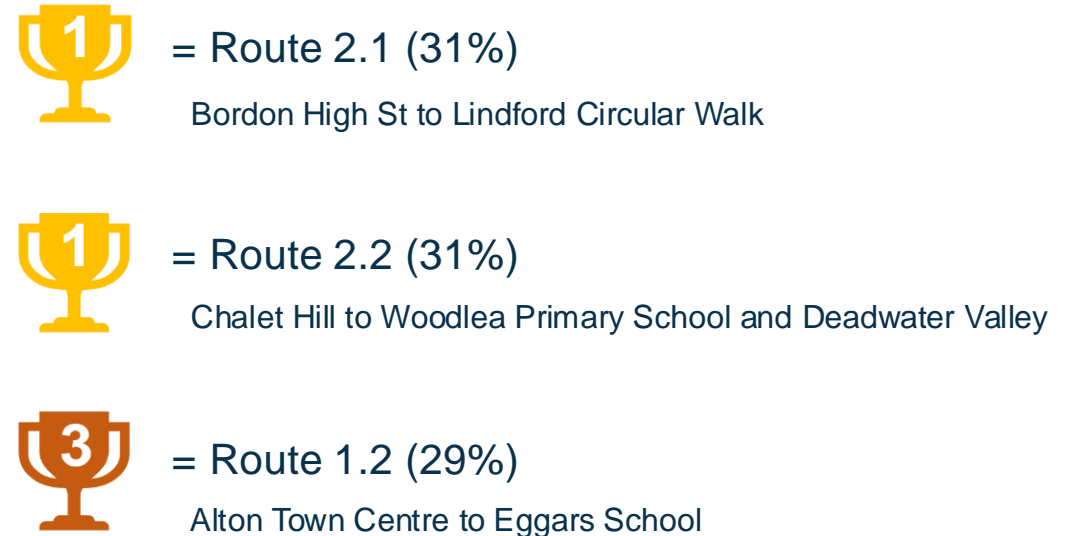
Walking zones and routes

There were mixed opinions on whether the walking zones and routes included places people want to walk to; 37% agreed, 31% were undecided and 25% disagreed. Routes 2.1 and 2.2. were both identified as the top priority for development, each selected by 31% of respondents.

Agreement zones and routes include places people want to walk (n=204)



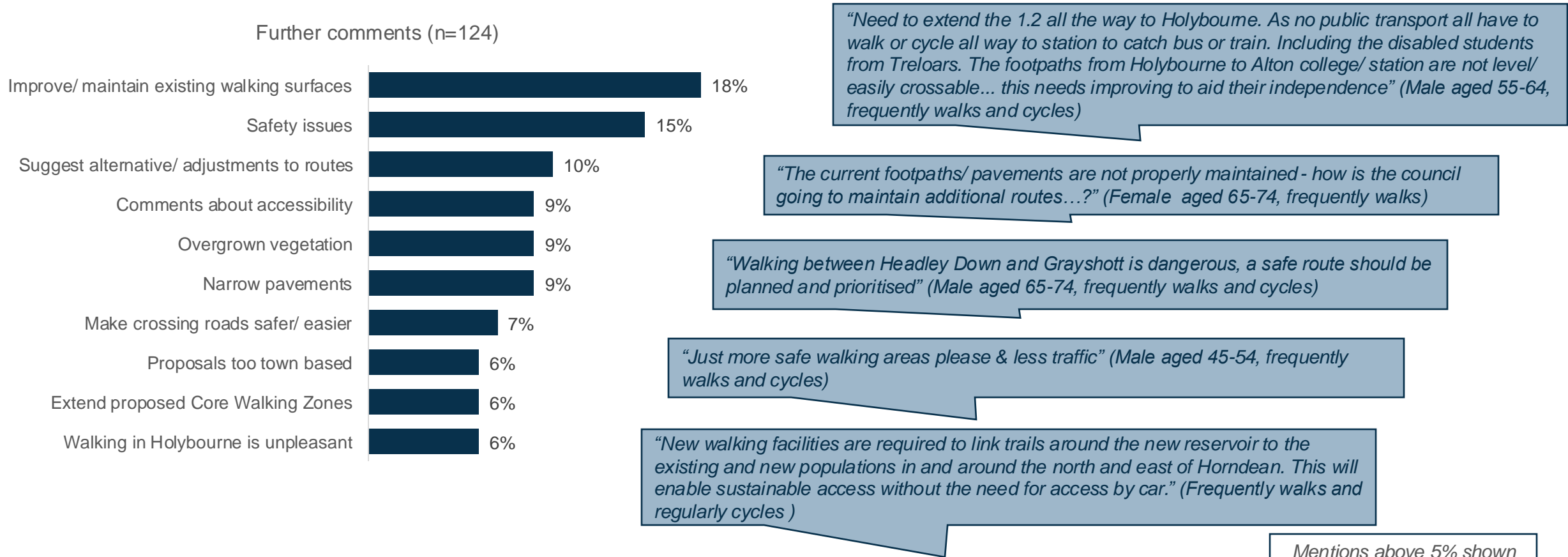
Prioritisation (n=144)



To what extent do you agree that the proposed Core Walking Zones and routes include the places local people want to walk?; Select three walking routes you would like to see prioritised first for development.

Further comments about walking

The most frequently made comments were about improving and maintaining existing walking surfaces (18%) and safety concerns (15%). Where reasons for feeling unsafe were given these included, speeding traffic, busy roads and lack of lighting.



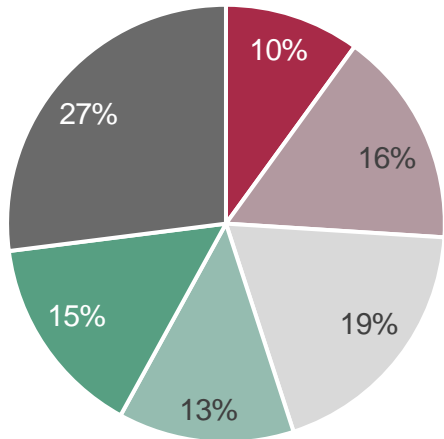
If you have any other views about the development of walking facilities in the Easy Hampshire area, please share.

Frequent = once a week or more
Regular = at least once a month

Cycling profile

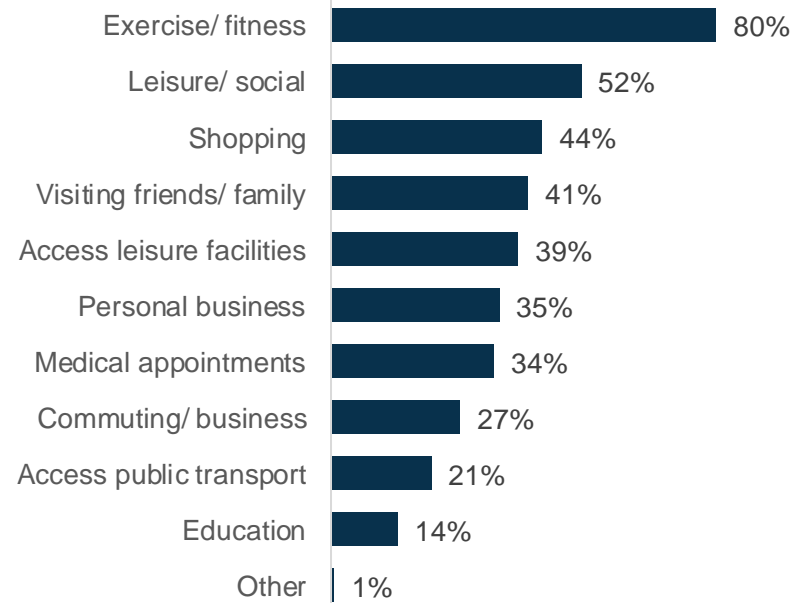
45% of respondents cycled at least once a week. The main purpose for cycling was exercise or fitness (80%). The most cited barriers to cycling were road safety (79%), busy roads (77%) and a lack of safe or suitable routes (69%).

Frequency (n=212)

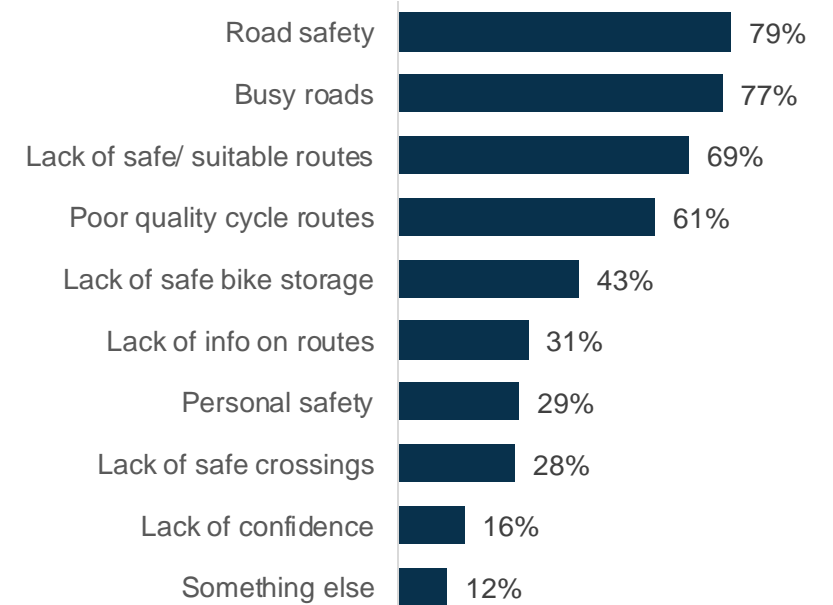


- 5 or more days a week
- 3-4 days a week
- 1-2 days a week
- 1-2 days a month
- Less than once a month
- Never

Purpose (n=153)



Barriers (n=160)

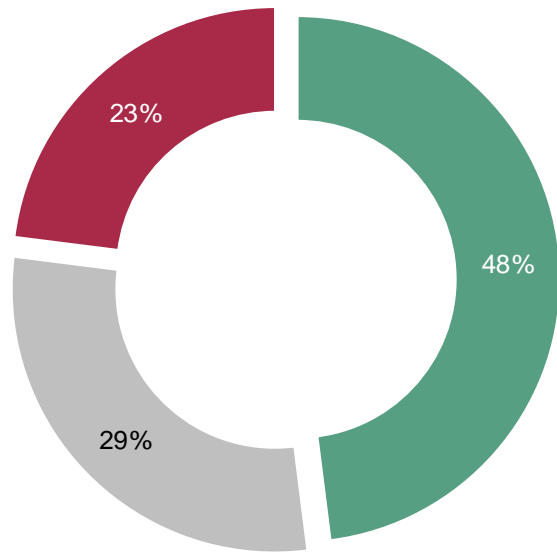


How often do you make journeys by cycling?; For what purpose would you usually cycle, for all or part of a journey?; Thinking about East Hampshire, what are the barriers which you think prevent you or others from walking in the area?

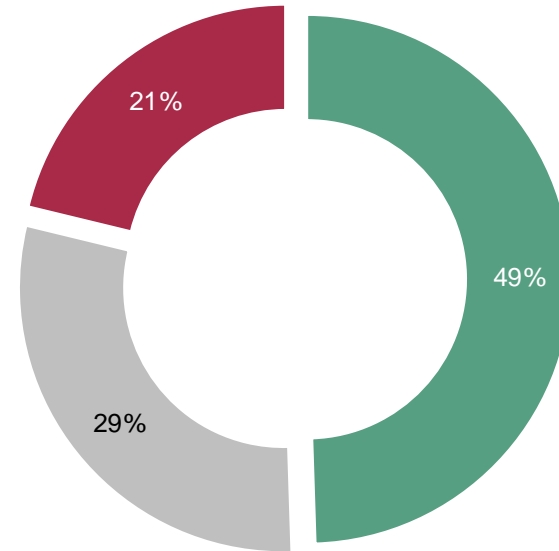
Cycling routes (1)

Almost half of respondents agreed that the proposed primary and secondary routes connect people with the places they want to go to (48% and 49% respectively), whilst less than a quarter disagreed (23% and 21% respectively).

Agreement primary (n=144)



Agreement secondary (n=140)



- Agree
- Neither agree nor disagree
- Disagree

To what extent do you agree that the proposed cycle routes connect with places people want to get to?

Cycling routes (2)

Route 110 was the top priority for development. Respondents also suggested other routes for development, with Alton and Whitehill and Bordon being the most frequently mentioned locations, receiving 12 mentions each.

Prioritisation (n=37)



= Route 110 (57%)
Whitehill & Bordon to Rowlands Castle



= Route 200 (40%)
Horndean to A3 Portsmouth Road



= Route 220 (33%)
Central Petersfield - Princes Road to Penns Place

Additional routes (n=62)

The most frequently mentioned additional routes included the following locations:

Alton (n=12)

Whitehill & Bordon (n=12)

Farnham (n=8)

Petersfield (n=8)

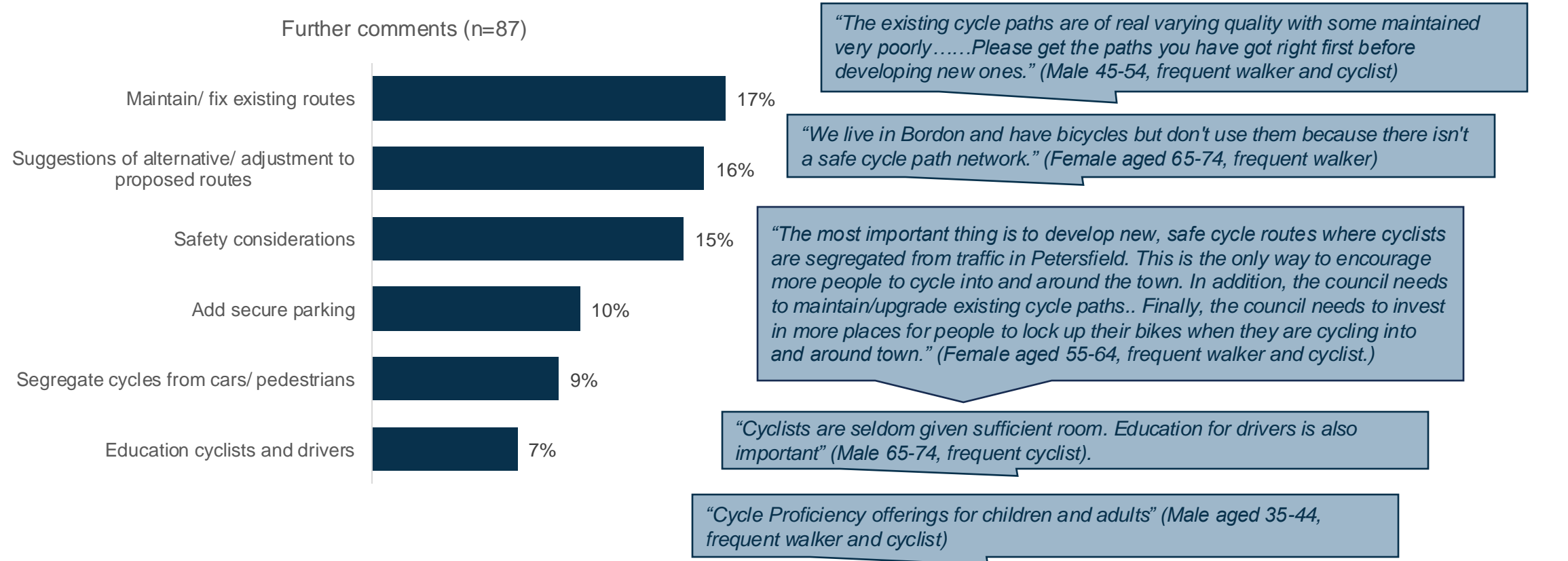
Liphook (n=7)

Bentley (n=6)

Routes to Railway stations (n=6)

Further comments about cycling

The most frequent further comments about cycling encouraged maintenance of existing routes (17%), suggestions for alternative or adjustments to proposed routes (16%) and safety considerations (15%). These safety concerns included roads feeling unsafe to cycle on and a lack of safe routes (especially for children).



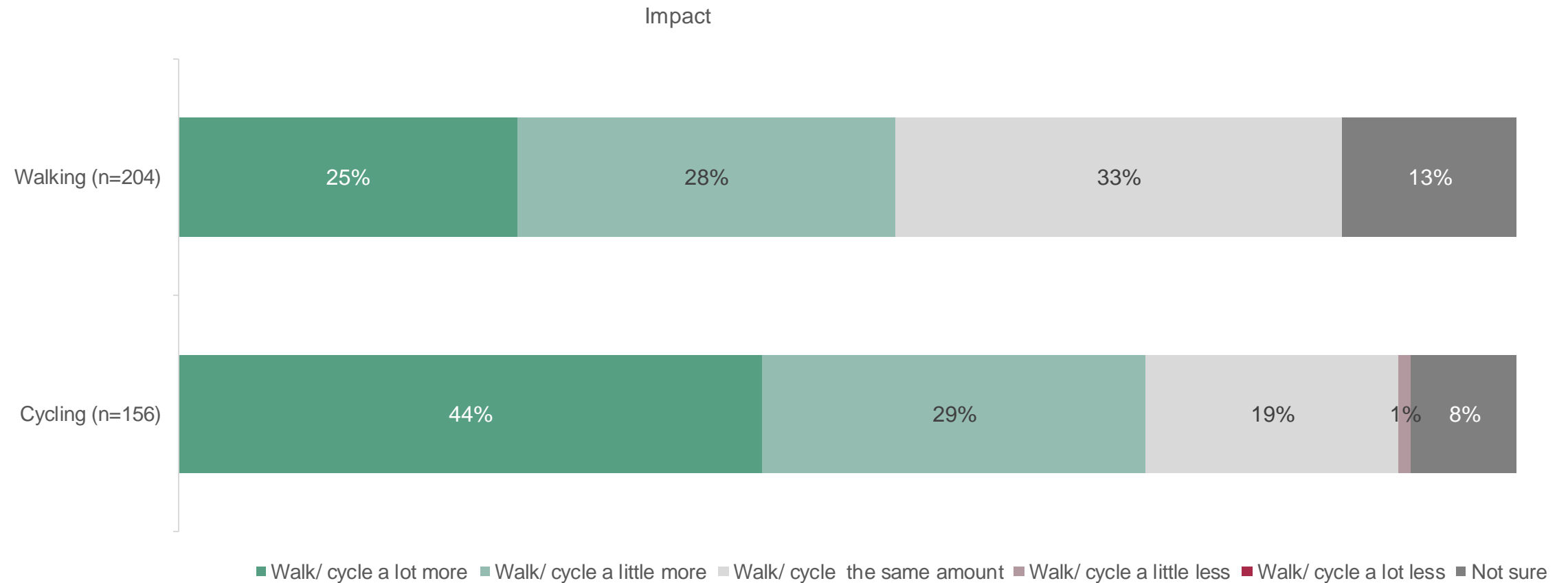
Mentions above 5% shown

Frequent = once a week or more

If you have any other thoughts about the development of cycle facilities in the East Hampshire area, please share.

Impact on walking and cycling

Over half of respondents (53%) said they would walk more if the proposed walking zones and routes were developed. Nearly three quarters (73%) said they cycle would more if the proposed cycle routes were developed.



What impact would developing these [walking] zones or routes have on your walking habits?; What impact would developing these primary and secondary [cycle] routes have on your cycling habits?

Comments received by email (1)

46 emails were received, five from local councils, 13 from local groups and the rest were from individuals. They provided a wide range of information, most of which fell into the themes below and on the following slide.

Route changes:

- 23 comments suggested amendments or alternative routes to the ones proposed.
- Another 23 comments suggested additional cycle, walking routes or walking zones.

Support for the plans:

- 15 comments were supportive of the proposed contra-flow bike lanes.
- 16 comments gave support for using old railway lines for cycle routes.
- Nine comments gave general support for the plan.

Requests:

- 23 comments wanted to see routes and networks connecting with one another (this included the National Cycling Network and networks in neighbouring areas).
- 19 comments requested that cycle routes were segregated from traffic.
- 18 comments wanted to see safe road crossings added to the plans.
- Nine comments suggested a reduction in speed limits.
- Three comments asked for secure cycle parking.

Other suggestions included:

- Improved signage on routes.
- Improved maintenance of routes.
- Additional seating along routes.

Comments received by email (2)

Considerations:

- Five comments requested inclusive accessibility to be considered e.g. to ensure good access for disabled people, the elderly, people with visual impairments etc.
- Three comments wanted the plan to take future housing developments into account.
- Four comments mentioned inequalities and two mentioned deprivation and how the plan should consider different types of trips made by different type of groups/ users.

Other comments included:

- Highlighting the potential positive impact of e-bikes in rural and hilly areas e.g. increased potential to switch car journeys for cycles.
- Four comments said some of the proposed routes were not safe.
- Fifteen comments wanted to see Alton cycle routes prioritised.
- Fifteen comments said the routes were indirect or convoluted.

Current issues within the LCWIP area

Whilst the LCWIP consultation aimed to gather feedback on the proposed plan, some respondents chose to highlight current walking and cycling issues in the area. These included:

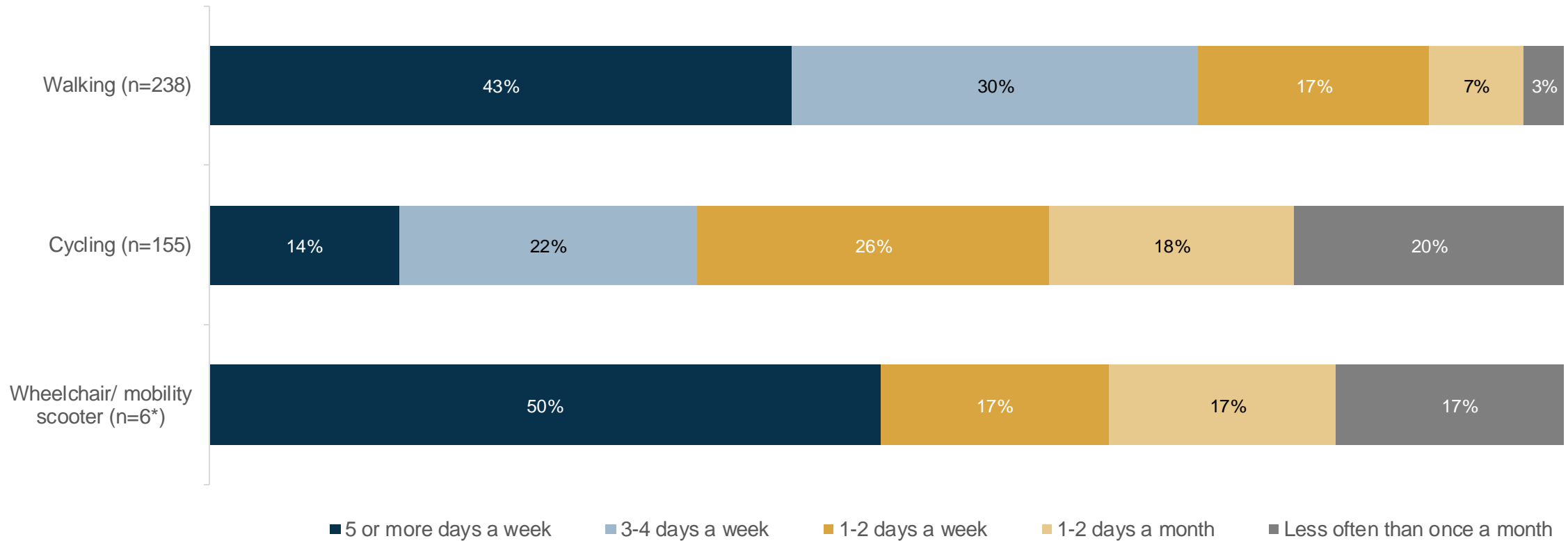
- Narrow pavements.
- Speeding traffic.
- Vehicles using footpaths.
- Issues with flooding.
- Inconsiderate car parking.
- Overgrown vegetation.
- Poor driver behaviour.
- Shared paths getting congested, particularly before and after school.

Respondent profile

Methods of travel

90% of respondents made journeys on foot, and 62% cycled at least once a week.

Modal use



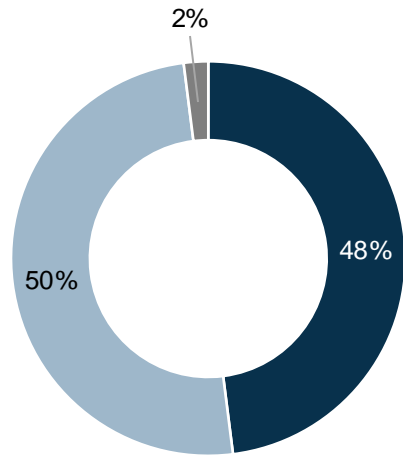
How often do you make journeys by....

* caution: very low base

Respondent profile (1)

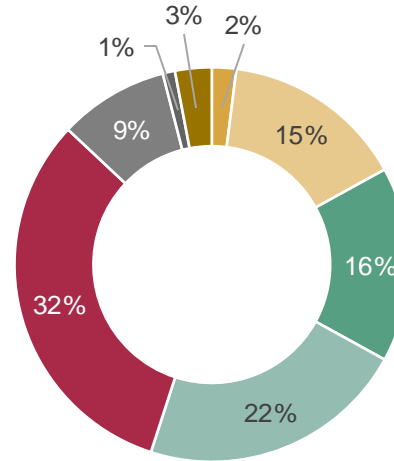
There were almost equal numbers of males and females responding to the survey (48% and 50% respectively). Most respondents were aged 55-74 (54%) and 95% lived within the East Hampshire area.

Gender (n=239)



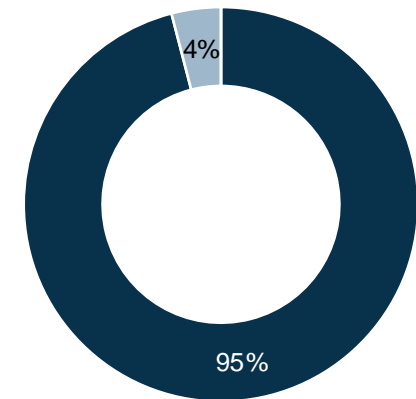
■ Male ■ Female ■ Prefer not to say

Age (n=243)



■ Under 16 ■ 16-24
■ 25-34 ■ 35-44
■ 45-54 ■ 55-64
■ 65-74 ■ 75-84
■ 85+ ■ Prefer not to say

Residence (n=242)

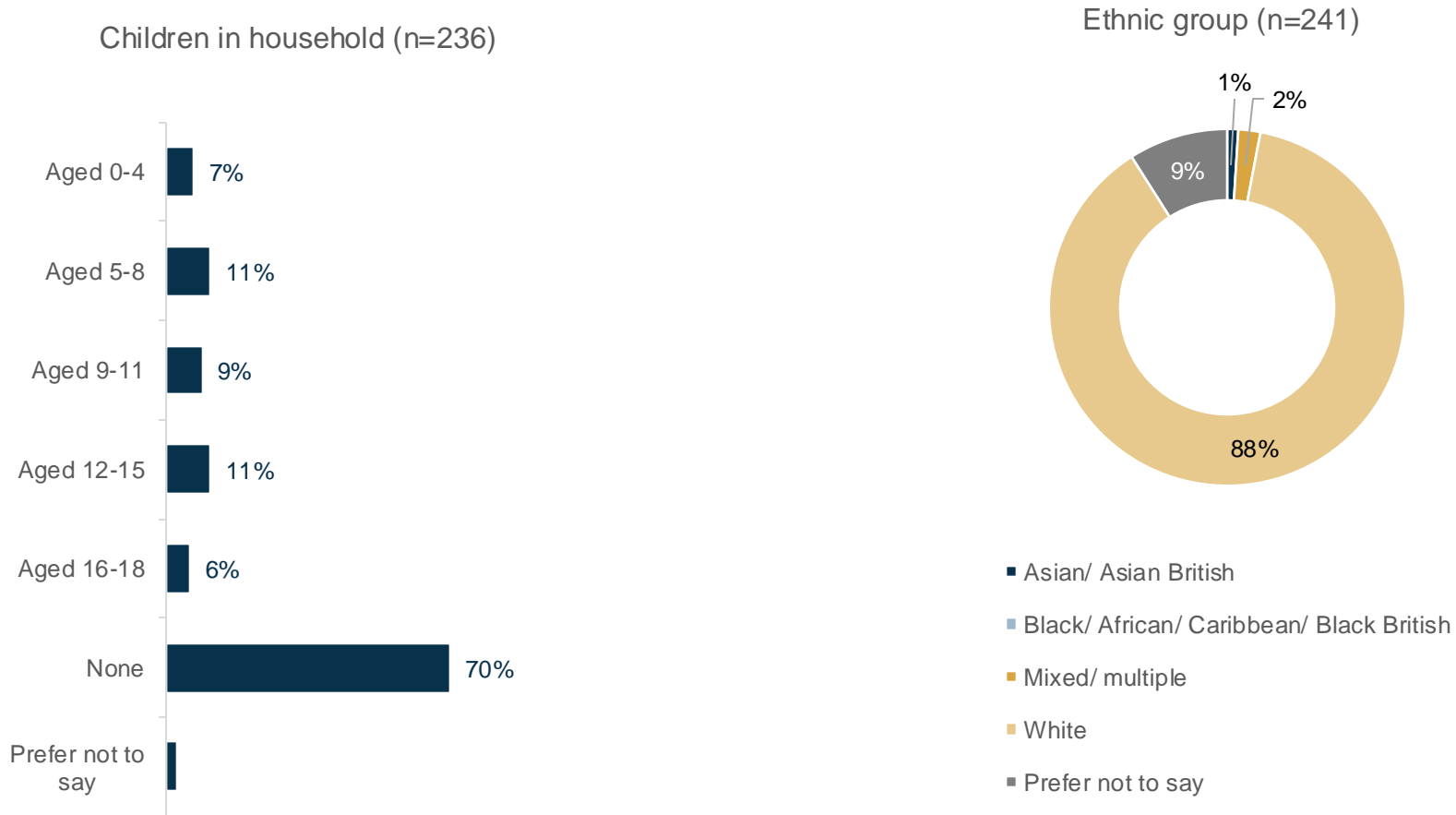


■ In the East Hampshire area
■ Outside the East Hampshire area
■ Prefer not to say

Which of the following best describes your gender?; What is your age?; Where do you live?

Respondent profile (2)

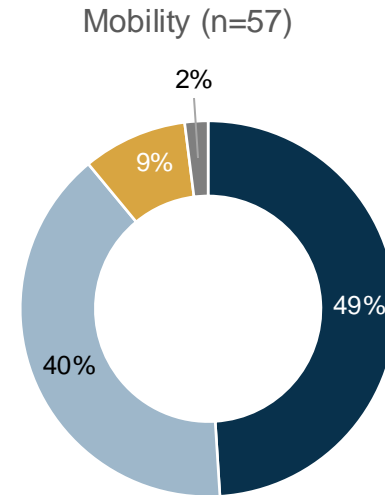
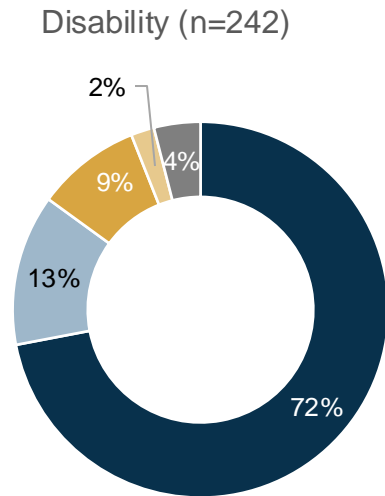
The majority of respondents did not have children living at home (70%) and 88% reported their ethnicity as White.



Are there any children or young people up to the age of 18 living in your household (including yourself)?; What is your ethnicity?

Respondent profile (2)

24% of respondents reported having an illness or disability and almost half of those said it affected their mobility (49%).



- No
- Yes but they do not reduce my day-to-day activities
- Yes and they reduce my day-to-day activities a little
- Yes and they reduce my day-to-day activities a lot
- Prefer not to say

- No
- Yes, a little
- Yes, a lot
- Prefer not to say

Do you have any physical or mental health conditions or illness lasting or expected to last 12 months or more?; Does this affect your mobility (ability to move around)?