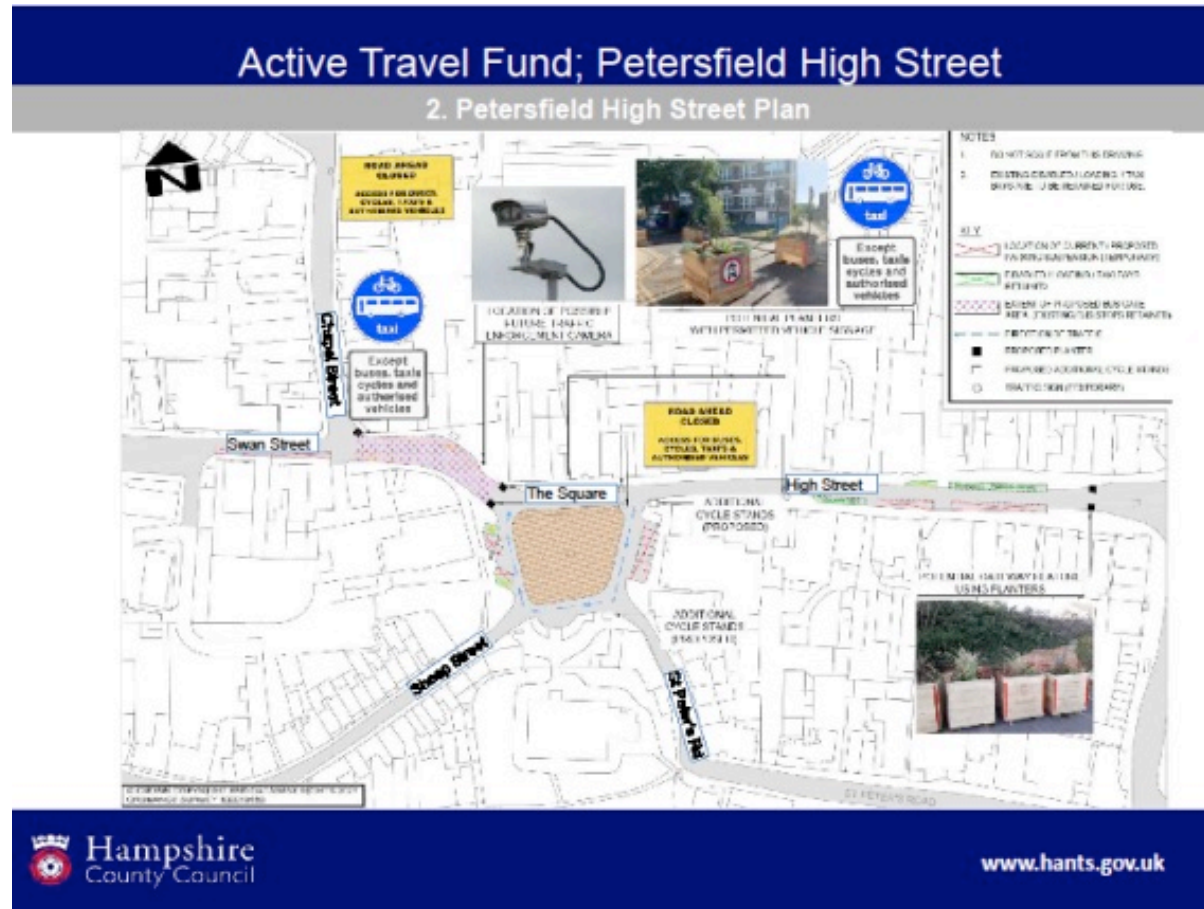


Active Travel In Petersfield

Rob Mocatta

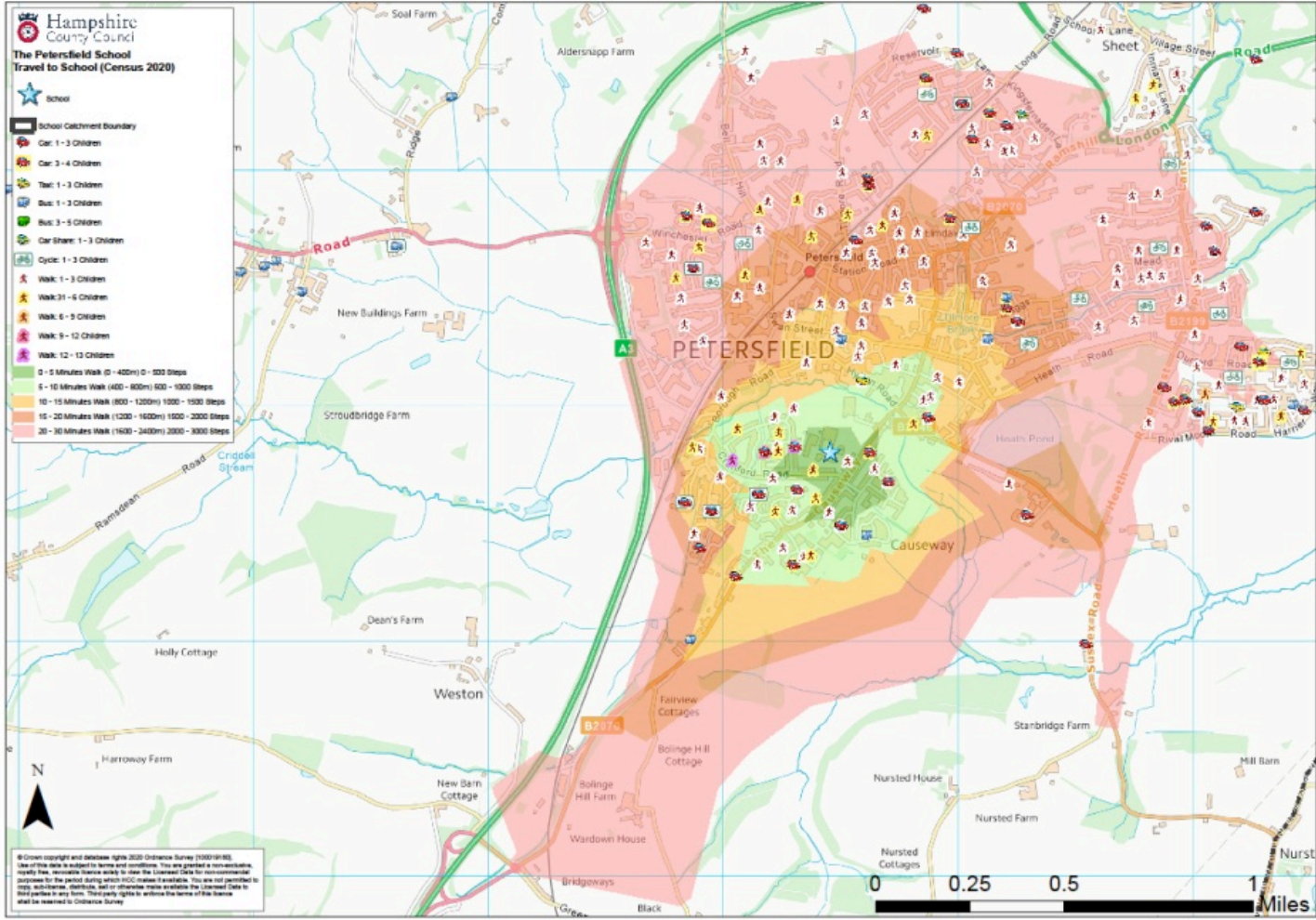
HCC active travel for Petersfield High Street



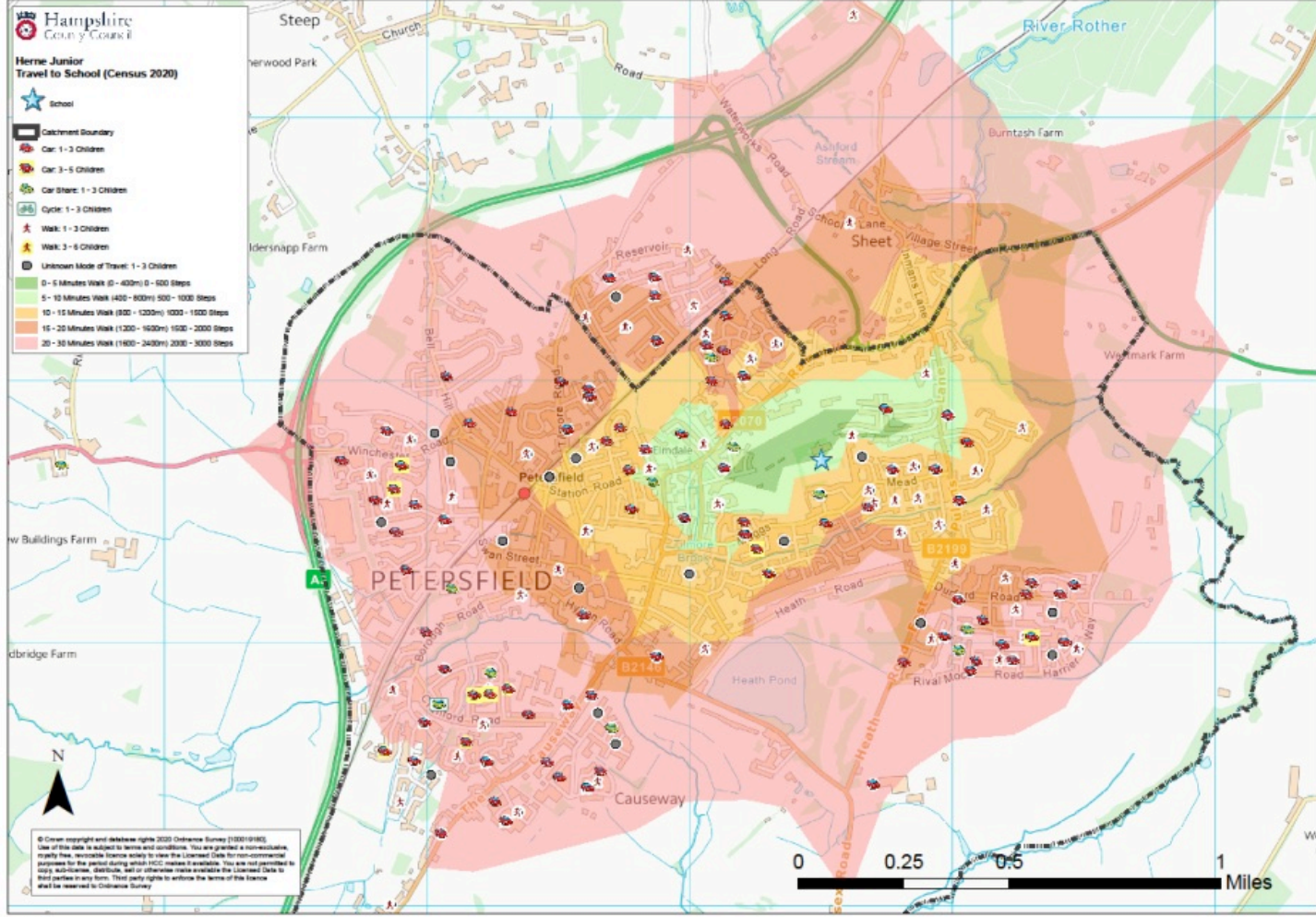
Neighbourhood plan – housing has been delivered

Site Ref	Site Name	Indicative number of dwellings	Notes/ Constraints
H1	Land at Causeway Farm	Up to 200	
H2	Land north of Buckmore Farm and west of Bell Hill	101	Self or Custom Build only (see HP7)
H3	Penns Field	89	
H4	Land south of Larcombe Road	71	
H5	Land south east of the Causeway	71	Planning permission already granted for 71 houses
H6	Town centre redevelopment opportunities	58	
H7	Land west of the Causeway	64	
H8	Land south of Durford Road	Minimum of 48	Housing for an ageing population (see HP3)
H9	Hampshire County Council Depot off Paddock Way	42	
H10	Existing Community Centre site	10	Only viable once a new Community Centre has been provided elsewhere
H11	Land north of Reservoir Lane	11	Self or Custom Build only (see HP7)
H12	Land at Bulmer House site off Ramshill	40	Housing for an ageing population (see HP3)
		805	

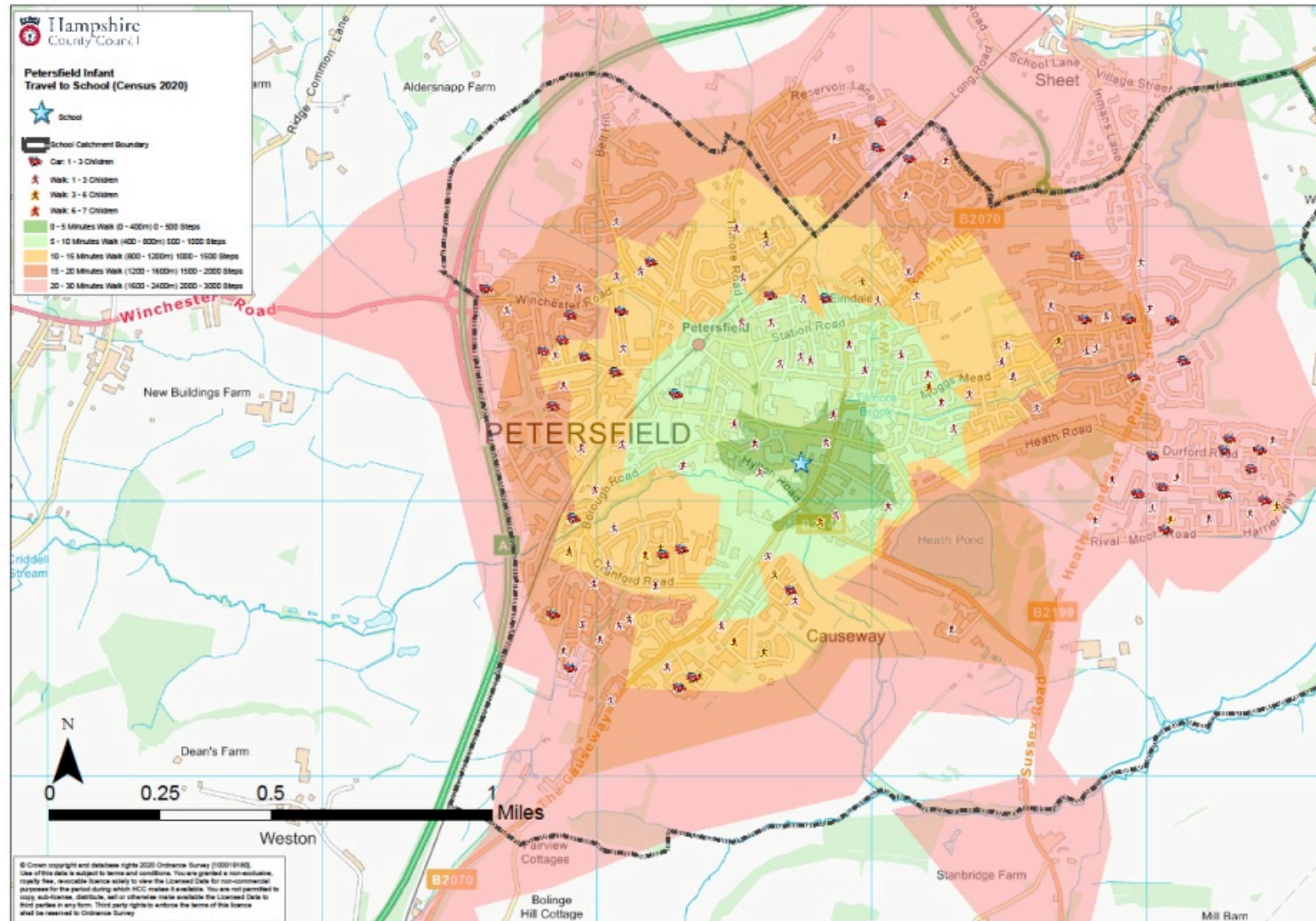
TPS Travel Map



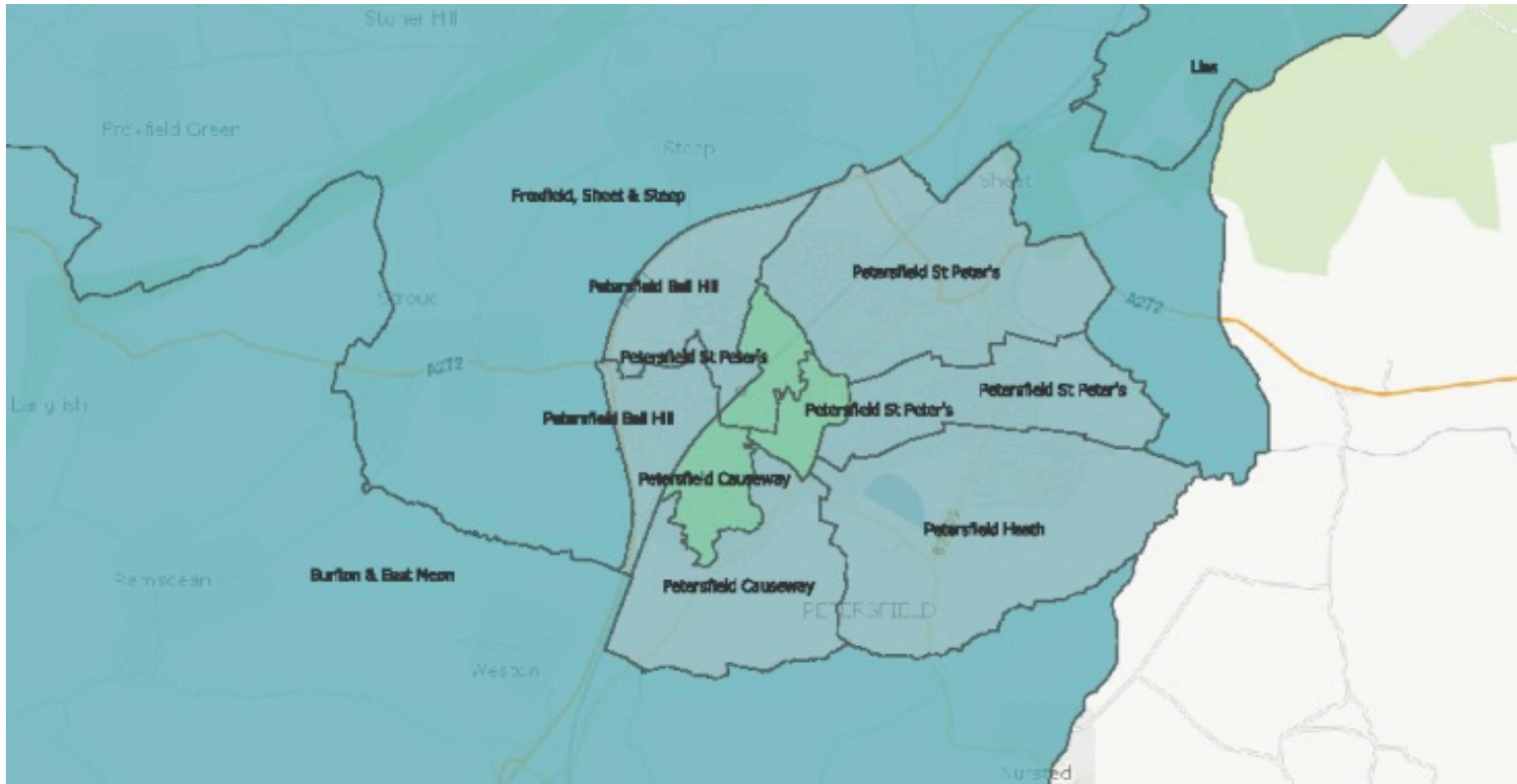
Herne Travel Map



Petersfield Infant school travel plan



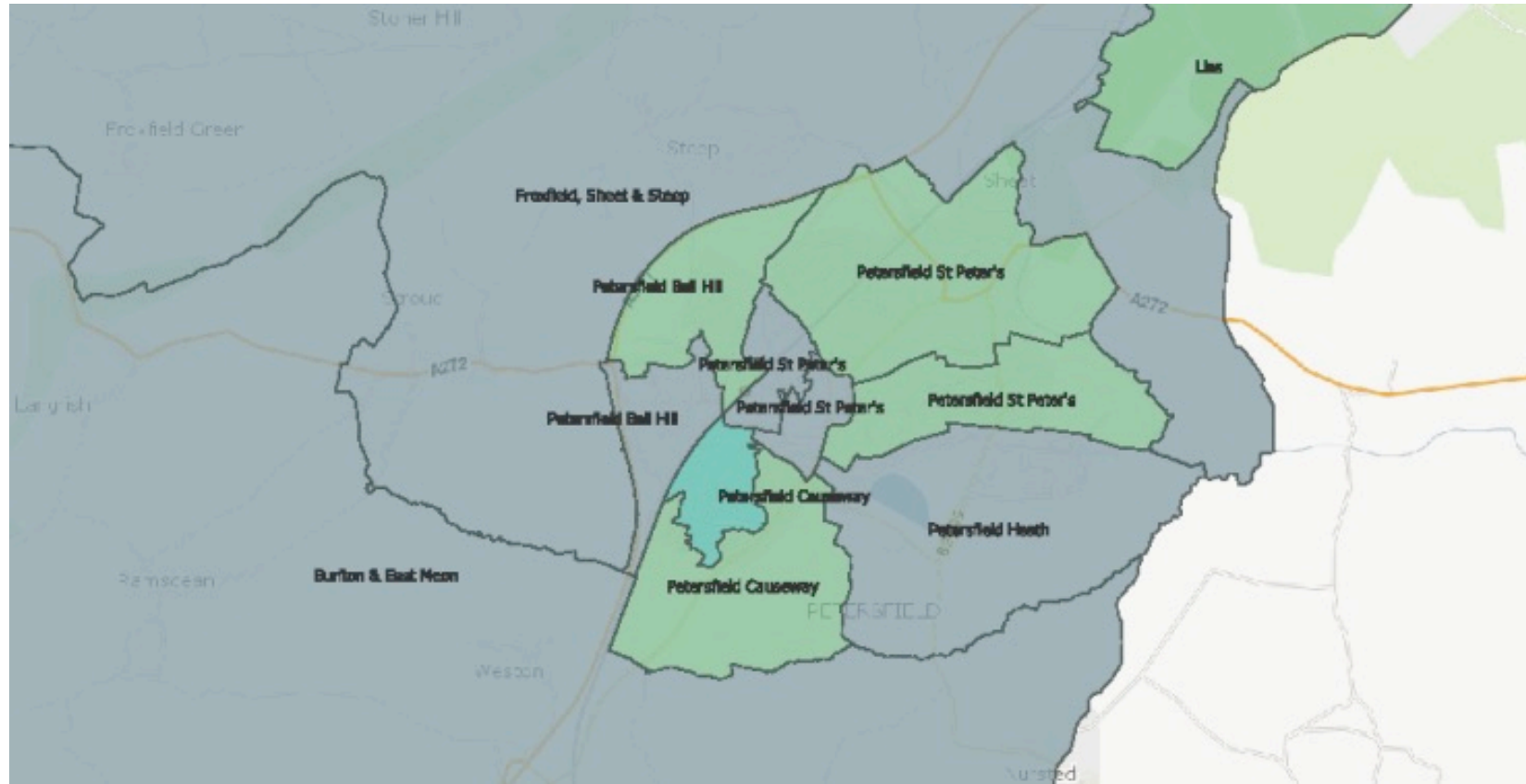
Petersfield vehicle ownership



Light green is 0.6 – 0.7 vehicles/adult
Grey is 0.7 – 1.0 vehicles/adult
Dark green is over 1 vehicle per adult

Note: this is vehicles per adult, not per household. Based on DVLA 2020 data

Petersfield Deprivation levels



Light green is in top 20% of English neighbourhoods
Grey is between top 20% and lower half of English neighbourhoods
Dark green is in lowest 50% of English neighbourhoods

Index of multiple deprivation is produced by ONS, and uses Income, Employment, Education, Health, Crime, Barriers to housing and Living Environment

Conclusions of 20 mph study by D of T

- 2018 study undertaken by Professor Mike Maher of UCL and Atkins for Dept of Transport:
- Further evidence on walking and cycling – This study has found a small (but significant) increase in walking and cycling activity. However, the results are based on self-reported perceptions of behaviour change and may not accurately reflect the real change in the frequency and amount of walking / cycling activity undertaken. In addition, there appears to be a lack of robust evidence from other studies to demonstrate the impact of 20mph limits on walking and cycling levels. Given the central role of walking and cycling in delivering health and environmental benefits, further evidence is needed regarding the strength of the relationship. This will be a challenge as change in mode use is influenced by a range of factors and may occur over time rather than as a one-off decision. ***Long-term analysis of the relationship between walking and cycling activity nationally and the roll out of 20mph limits, may identify a relationship, but would need to take account of external and extraneous factors.***
- Is 20 plenty for health? Evaluation of the 20mph speed limit networks in Edinburgh and Belfast on a range of public health outcomes. The NHS National Institute of Health Research has commissioned a major study into the health impacts of 20mph limits based on schemes in Edinburgh and Belfast. ***The study will run until 2020 and is intended to provide evidence on the impact of 20mph speed limits on safety and levels of physical activity, using surveys and before and after counts.*** The study is being undertaken by the University of Edinburgh and Sustrans.
- https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/757307/20mph-headline-report.pdf

HCC's evidence against 20 mph zones

- HCC decision in June 2018 against any new 20 mph schemes in the county
- Based on 14 trial sites with up to 6 years of data
- Only schemes that had traffic below 20 mph were in areas where average was already below 20 mph
- There was no improvement in safety data compared to the rest of the road network
- Hampshire Constabulary does not (and is not likely to) enforce 20 mph speed limits

- Introducing new schemes in Petersfield will need to be based on other evidence that reaches a different conclusion

- <https://democracy.hants.gov.uk/documents/s19304/Report.pdf>

At least 73% of traffic along takes less than 15 minutes – i.e. it does not stop

- If the traffic that travelled along the spine without stopping is removed, the overall reduction in traffic on the high Street would be at least 20% - 30% based on the time of day.
- Traffic counts along the Spine – Place (1) was Charles St/ Lavant St. Place (2) was outside Townhouse on High Street.
- Full details: <https://www.petersfield-tc.gov.uk/wp-content/uploads/2019/02/Appendices-8-18-Petersfield-Study-FINAL.pdf>

Time Period	1 to 2		2 to 1		Combined		<15 minutes as a % of all trips
	All trips	Trips Under 15 minutes	All trips	Trips Under 15 minutes	All trips	Trips Under 15 minutes	
07:00:00	23	20	23	21	46	41	89%
08:00:00	40	31	28	21	68	52	76%
09:00:00	17	13	24	17	41	30	73%
10:00:00	27	23	25	18	52	41	79%
11:00:00	32	24	23	16	55	40	73%
12:00:00	29	24	30	23	59	47	80%
13:00:00	30	24	38	27	68	51	75%
14:00:00	34	31	29	22	63	53	84%
15:00:00	37	33	43	32	80	65	81%
16:00:00	51	47	40	33	91	80	88%
17:00:00	41	39	28	22	69	61	88%
18:00:00	34	32	29	22	63	54	86%