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Numbers Sheet Name	Numbers Table Name	Excel Worksheet Name
Summary		
	Feedback Transport Stickies & Cards (82 received)	Summary - Feedback Transport St
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Feedback Transport Stickies & Cards (82 received)																								
Improve buss services to reduce car use (Especially Basingstoke/Liss)	1																							
If you take cars out of the Highstreet this will detract from local businesses and the buzz in the town - don't.	1																							
Need to provide communal car charging points in public areas.	1																							
Make the first hour of town parking free.	1																							
Do not want speed humps and 20 mph limit on Borovere/Ridgeway.	1																							
More pedestrian crossings throughout town (table tops and zebra's.	1																							
Parking permits too expensive if were cheaper more would purchase.	1																							
Better bus provision please.	1																							
Prevent pavement parking - bring in bylaw.	1																							
Suggest park and ride or school bus drop off zones on town periphery.	1																							
Overcome Montechio Way traffic congestion.	1																							
Separate bike lanes from footpaths and roads.	1																							
Provide Communal Bridleway over A31 - to kiln house and Truncheant	1																							
Speed humps and barriers on all residential streets to stop rat running.	2																							
Chawton Park Road/Whitebown Lane/ Basinstoke Road junctions already at capacity cannot take more development.	2																							
Household minimum 2 spaces per dwelling and 4 if more than 3 bedrooms. Including 2 bikes.	2																							
Pedestrianise the Highstreet for clean air and safety. 20mph limit elsewhere.	2																							
Need footpath from Holybourne to Aldi/ Wickes (must take mobility scooter)	2																							
Gilbert White long and fast - need more 20mph limits in urban area.	2																							
Please pursue the 15-20 minute principle - I do not want to own a car.	2																							
Remove parking from Highstreet and have a contraflow cycle flow to encourage Highstreet business.	3																							
15-20 minute LTN's in semi rural areas are impractical and curb personal liberty. Maps are misleading - what about disability etc.	7																							
Encouragement of 20mph limits across town.	9																							
Inadequate safe cycling (and walking) routes around the town and surrounding areas.	24																							

Neighbourhood plan Transport feed back

1. It's all very well to take cars out of the High Street-but what about local businesses and the buzz of the people in the town?
2. Inadequate provision of safe cycling routes through town and to surrounding areas.
3. Where you can, please incorporate off road cycle tracks and as many connected green spaces as possible.
4. Alton town council need to introduce communal electric charging points in existing parking areas for/ streets but also as a must have in all new areas. Given current legislation and targets to phase out diesel and petrol vehicles then all new developments- residential and commercial should include mandatory electric vehicle charging points.
5. Now is the time to get private cars out of the High Street for clean air, safety and attracting more people into spendable time and an inviting environment.
6. Cycle Alton has map cycling routes connecting the villages to the town and around the town. The LCWIP is currently under review-hopefully these routes will survive in the new version.
7. Why not make the first hour of parking free? Increase number of people coming to the town
8. Why is there no pedestrian access to the Lidl, Wicks and Aldi retail area from Holybourne. You cannot get there on a mobility scooter or walk from Holybourne.
9. Does Holybourne need its own plan-all views seem to be about these.
10. Gilbert white way long and fast equals 20 MPH more crossing from new estates... table top..... zebra
11. The Chawton park/ Whitedown lane and Whitedown lane/ Basingstoke road junctions are at capacity. We cannot have more development in South Alton unless we have the western bypass.
12. The potholes are terrible.
13. Please leave Borovere lane/ Ridgeway alone- we don't need 20 MPH or humps there
14. Speed restrictions especially on Windmill hill if more housing on perimeter of hill.
15. The town centre should be pedestrianised. 20 MPH speed limits on all other roads.
16. More pedestrian crossings all over town give pedestrian priority-table tops-and zebras. Zebra 's give the motorist responsibility to stop and should be encouraged and enforced. Take me an hour.
17. Residents without parking have to pay too much for car park permit £600 a year. If it wasn't so expensive more people could make use of it and it could provide more income to the council I think.
18. The East Hants LC WIP is currently being revised by HCC who have taking it over a will integrate it with other Hampshire LCWIPs.
19. Safe, off-road cycling and walking infrastructure is vital. Removing parking from the high street and town centre and putting in a contraflow cycle lane would encourage active travel and boost local businesses.
20. I'd like to see all parking (With the exception of disabled parking) removed from the High Street as there are plenty of car park spaces available in Alton. This space could then be used for a contraflow cycle lane. It's essential to promote active travel to combat the climate emergency.
21. We need safe cycle routes to our schools and colleges to keep cars off the roads at busy times and keep our children safe- encouraging a lifetime of healthy active travel
22. Safe cycle routes to schools would allow 11 plus aged school children to cycle to school, reducing the school run traffic.
23. EHDC please do your utmost to ensure developers are not permitted to plan/ sell private roads, from which they (the developers) obtained more profit. I live in Holybourne and residents on private roads parked on the highway. I've lived on a housing estate in Romsey which had too many flats/ not enough parking, but it did have brilliant cycle paths, linking what was, in effect a new village to the Old Town
24. Better bus provision throughout the town and villages.
25. There is no climate emergency. This is control mechanism promoted by those wishing to implement CCP style government.
26. there is a climate emergency.
27. pedestrian access to the recycling facility should be permitted and encouraged.
28. cycling routes should link to local towns and villages to encourage practical use of cycling rather than simply recreational.
29. Please adopt the 15 – 20 minute city concept. I don't own a car or motorcycle and so access to most facilities requires I walk, cycle or use public transport. 15-20 minute cities are key to sustainability.
30. We need safe cycle routes for young people in Alton area, so they learn to use the roads. Cycle routes which are marked on roads where cars parked are not safe for young riders.
31. More designated cycle routes required. More places to lock up bikes securely. Pedestrians and cyclists should take priority all at all times.

32. The development shown at the entrance to Ackender woods is an awful idea.
33. Roads around Alton are two full of potholes for cyclists.
34. Please stop pavement parking. We need a local bylaw to make it illegal and then for it to be enforced.
35. 15/ 20 minutes LTN's are impractical in semi-rural areas. In addition, wherever they may be, they curb personal liberty.
36. Low traffic Neighbourhoods LTN's plus 15/ 20-minute cities are separate issues. Of course, they don't curb personal liberty. They are not proposed for Alton, as far as I know.
37. Town centre traffic- what about park and ride- Church st very busy at school drop off/ pick up. How about school buses/ drop off zones to walk from outside town centre. Pollution is bad around here.
38. Cycle routes around Alton and Holybourne please, away from cars. Holybourne main road dangerous-so many parked cars. Building more houses will choke it up
39. Alton caters for a lot of other towns and villages- already restricted/ inadequate parking at the station to promote travelling by train- plus an inadequate bridge to cross the line for accessibility (break downs and distance)
40. Local cycling and walking infrastructure should not include 15/ 20-minute cities. We should not be confined to our local area for climate.
41. We should not be blocked or penalised for using our cars under the guise of climate emergency.
42. This is misinformation. Nobody is suggesting anyone has to be confined to their area or penalised for using their cars. This is right wing propaganda.
43. To encourage walking and cycling remove the on-street parking on the High Street (apart from disabled). There is loads of parking off the High Street
44. Local cycling/ walking infrastructure needs to be improved to encourage people out of their cars, to give more choice of how to travel within the town. Alton is already mostly a 20-minute town (but not entirely) but this is a separate issue
45. Roads into Alton from the villages are unsafe for cycling due to their narrowness or because of speeding traffic, or both all roads are in a terrible state with poor surfaces and potholes when is money going to be spent on roads here?
46. Holybourne and Alton are a good size for walking and cycling. The threat of more cars, with more housing, needs to be mitigated by encouraging active travel- with cycling and walking infrastructure.
47. 20 MPH a good idea
48. 20 MPH throughout the town
49. 20 MPH good idea, speed cameras to deter speeding. Gilbert white way and Old Odiham Rd speed humps not slowing traffic.
50. 20 MPH through Holybourne
51. 20 MPH speed limits all through Alton and Holybourne
52. 20 MPH throughout the neighbourhood
53. These concentric circles on the map allegedly defining walking times are grossly misleading- how about use and disability? The world is not simply populated by fit cyclists.
54. Southwest trains need to stop the double yellow parking outside the station Barber. It is dangerous.
55. Where is the footpath linking Holybourne to Lidl? We're told it will be built as part of the Lidl development.
56. Would need walking routes that are not on the edge of non-paved country roads.
57. 20-minute neighbourhood means that there is almost nowhere to build in Alton.
58. Mill lane past ALDI is easily wide enough for segregated cycle lane. This could join with track along Montecchio Way to Eggars.
59. Any plan should be ambitious in supporting the cycling vis a vis motoring. Electric bikes have now largely removed the need for urban car use, particularly in a flat area like Alton/ Holybourne/ Chawton.
60. Two way cycling on one way roads is a recipe for injury. Pedestrians crossing with cyclists silent of speed going the opposite way to traffic is frightening and just plain daft.
61. Improvement to provision for cycling and walking to amenities will help reduce car congestion as will enhanced parking facilities to avoid vehicles coming into the centre.
62. How will the traffic situation in rush hour around Montecchio way be improved?
63. Will people really walk/ cycle from the edges of the proposed housing areas when they are running late/ have multiple school drop offs/ it is raining.
64. Encouraging the use of bikes and walking is likely to require disincentives to use cars, in addition to improving cycling/ walking infrastructure. Is there political will?

infrastructure. is there political will?

65. Cycle route not safe with children and less confident riders as shared with motor vehicles.
66. Separate bike lanes from footpaths/ roads. Increase bike traffic, decrease cars
67. CommuBridleway over A31 to kiln house and Truncheants- would like to have footbridge over A 31- ambitious, but the A 31 is dangerous- if not a bridge then improved (better signed and with fenced pens for walking) to make crossings clearer. The A31 officially has 5 foot crossing.
68. Given car ownership, min 2 full car parking spaces for any new houses, 4 if more than three bedrooms.
69. On road, cycle tracks are simply dangerous regular cyclist know that vehicle drivers do not respect them.
70. 20 mph speed limits by all means, but no more stupid speed humps the Dutch prove that road safety is improved with less street furniture.
71. There has been a huge improvement in Winchester Guildford bus times et cetera however, Basingstoke Alton this route is very under resourced. Improving this route would significantly reduce car used to and from these towns, especially Basingstoke.
72. Parking with housing every car parking space should be accompanied by parking for two bikes at least.
73. Speed, restrictions or humps and physical barriers on all residential areas to stop outsiders using as rat runs for the safety, residents and pets.
74. Resident of The Butts area. A major concern is traffic. It is already extremely congested in Anstey Road/Holybourne and Whitedown Lane/ CP Road. I developments to the north go ahead Basingstoke Road/Whitedown Lane will become even more dangerous than they already are. I would be extremely reluctant to see a by-pass through Ackender Woods unless it was in a tunnel. Housing wise there are far too many retirement flats and nowhere near enough starter/small family houses at present.
75. Sort the roads out. Pot holes everywhere. Move to 20 mph in all areas. Make developers stick to plan: highway improvements, community buildings etc. Reduce traffic on northern bypass (Gilbert White Way) by restrictions and speed limits. Stop selling your assets, buildings etc!
76. Please make cycling routes safe for all users, including children.
77. Cycleways need to be improved (condition and number of routes). More housing for younger folk and less retirement provision. Is there a plan to develop the town centre?
78. Cycling – on-road cycling facilities (lanes) in Alton are very poor. Need to somehow create safer clearly marked routes across Alton.
79. Traffic calming? Town is used as a race track! There are eco connections CO2 emissions associated with this.
80. Children need to get from home to school. An increase in car journeys to do this is untenable. Making safe walking and cycling routes (ask Cycle Alton) to schools will help, as will 20mph throughout.
81. As Greenfields and Wooteys have alleyways etc this encourages walking. This needs adding into the design of new developments ...it reduces traffic movement.
82. Any new housing must have adequate bike storage to encourage cycling

