



# ***Cycle Alton Newsletter***

## ***January 2026***

Happy New Year to you all! We wish you a safe and enjoyable cycling year in 2026!

Here is the latest Cycle Alton news...

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### **Cycle Alton Projects**

We're welcome Becci May, Colin March, Angus Berry and Rob Smith to the Cycle Alton Core Group, in addition to existing members Barbara Tansey, Chris Chappell and Janice Montgomerie.

Each of us is focusing on one or two of the various projects we are currently undertaking, i.e. both LCWIP routes through Alton, the NCN route through Chawton Park Farm, and the launch of the cycling and walking signs and maps and our new website this spring.

We would welcome an additional volunteer to represent the Holybourne end of town, to monitor, report on and engage with upcoming developments there, to ensure cycle infrastructure is always included in any new developments.

If you could take on this role, you're invited to join us on Wednesday 21st January at 7.30 pm at No 16, Market Square, when the Core Group will next meet to discuss all our projects.

We'd also welcome a volunteer to take the minutes at this meeting - is this something you could do? For both roles, to ask more or to offer to help, please contact us via Whatsapp or email.

Cycle Alton has over 350 supporters, so we are hoping one or two of you will be able to spare a couple of hours to help Cycle Alton progress in its aim of improving the cycling environment in Alton!

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### **Presentation to Alton Town Council meeting**

At the full Alton Town Council meeting last week, Core Group members Chris and Angus presented key points of the Cycle Alton response to the planning application by Croudace Homes to build 99 homes on land north-west of Ackender Wood by the Pertuis Avenue-Basingstoke Road junction.

Read our response in full [here](#).

The councillors were very impressed with our presentation, and unanimously agreed to our request that they submit all our recommendations, including the demand for a joint plan for active travel between the Ackender Woods and Brick Kiln Lane developments.

A joint plan will create an excellent opportunity to bring to fruition [Primary Route 210](#), as designated in the Local Cycling & Walking Infrastructure Plan (LCWIP), as a co-ordinated project between Hampshire County Council, Croudace, and Hallam Land who will be building homes at Brick Kiln Lane.

It was encouraging to see so many Cycle Alton supporters at the meeting, and we thank everyone who attended for coming out at such short notice. Martyn Edwards of Will Hall Farm and two members of Beech Parish Council also attended in support. The sheer size of numbers made such a difference to raise the profile of Cycle Alton and to create an impact on the council.

These photos show two different sections of the path beside the A339. It can clearly be seen how much work needs to be done to upgrade this path into a primary cycle route into Alton.



## **Government announces its new Road Safety Strategy**

This week the government has finally released its long-awaited [Road Safety Strategy](#), the first for 10 years. This sets targets to reduce road injuries and deaths by 65% by 2035, and has been welcomed by all active travel organisations.

It focuses on making roads safer for drivers by increasing regulations, using technology, ensuring safe infrastructure, and enforcement.

It recognises that rural single carriageway roads, such as those outside of Alton, are some of the most high-risk roads with high speeds but without provision for other types of road users.

Active travel and cyclists are barely mentioned in the strategy, except to say we must be 'competent and responsible'. However, since most road danger is caused by motor vehicles it's unsurprising that the strategy is aimed at them.

There is also little mention of the updates to the Highway Code which were published 4 years ago and which many drivers are unaware of.

A good overview has been published on the [Cycling UK website](#).

Separately, the government has finally published its [response](#) to a consultation held 5 years ago on pavement parking. Active travel groups have said its recommendations don't go far enough, as the government decided to devolve responsibility for enforcement to local authorities, instead of imposing a blanket ban on pavement parking as currently exists in London and Scotland. This will lead to inconsistency across the country and risks decisions being made for political reasons rather than safety of pedestrians.

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