

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Hampshire 2050 and Corporate Services
Date:	27 June 2024
Title:	Hart Local Cycling and Walking Infrastructure Plan
Report From:	Director of Hampshire 2050

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Purpose of this Report

1. The purpose of this report is to seek approval of the Local Cycling and Walking Infrastructure Plan (LCWIP) for Hart which has been developed in partnership with Hart District Council, supported by consultants Sustrans.

Recommendations

2. That the Executive Member for Hampshire 2050 and Corporate Services approves the Hart Local Cycling and Walking Infrastructure Plan (LCWIP) detailed in Appendix A.
3. That authority is delegated to the Director of Hampshire 2050, in consultation with the Executive Member for Hampshire 2050 and Corporate Services, to make minor amendments to the report prior to publication, including the insertion of a foreword and typographic and accessibility (formatting) corrections as necessary.

Executive Summary

4. This paper seeks to outline the work that has been undertaken in preparing the Hart LCWIP and seeks approval of the LCWIP document detailed in Appendix A as part of the transport strategy for Hart District.
5. The Hart LCWIP was developed in partnership between Hampshire County Council and Hart District Council, with support from consultants Sustrans, following the latest government guidance. The purpose of the LCWIP is to provide a strategic approach to identifying walking and cycling infrastructure improvements that are required at a local level.

Contextual information

6. In 2017, Government published the Cycling and Walking Investment Strategy (CWIS) with the ambition to “make cycling and walking the natural choice for shorter journeys, or as part of a longer journey” by giving more access to safe, attractive routes for cycling by 2040. The strategy contains national targets to:
 - increase the percentage of short journeys in towns and cities that are walked or cycled - half of all journeys in towns and cities cycled or walked by 2030
 - increase walking
 - double cycling
 - increase the percentage of children aged 5 to 10 who usually walk to school.
7. The strategy recommends that local highway authorities prepare new LCWIPs and the Government subsequently published technical guidance to support their preparation. The guidance notes that LCWIPs play a vital part in delivering the objectives of the CWIS, and to do this should deliver the following outputs:
 - a network plan for walking and cycling which identifies preferred routes and core zones for further development
 - a prioritised programme of infrastructure improvements for future investment
 - a report which sets out the underlying analysis carried out and provides a narrative which supports the identified improvements and network.
8. The process that is followed in developing LCWIPs is defined in the Department for Transport’s [Local Cycling and Walking Infrastructure Plan Technical Guidance](#). This document sets out a 6-stage process, which has been followed in preparing the Hart LCWIP:
 - determining scope- establishing the geographical extent and governance arrangements
 - gathering information- Identifying existing patterns of, and barriers to walking and cycling potential new journeys
 - network planning for cycling- Identifying origin and destination points and cycle flow and convert these into a network of routes with identified improvements
 - network planning for walking- Identifying key trip generators, core walking zones and routes by undertaking audits and identifying improvements
 - prioritising improvements- Prioritising improvements to develop a phased programme for future investment
 - integration and application- Integrate outputs into local planning and transport policies, strategies and delivery plans.
9. This process of developing the Hart LCWIP was supplemented with a robust approach to consultation and engagement, following Hampshire County Council’s usual practices. This includes stakeholder workshops and opportunities for members of the public to provide feedback.

10. The development of the Hart LCWIP has also taken into account the latest Government guidance, including [Local Transport Note 1/20](#) (LTN 1/20). This technical guidance, published in 2020, provides Local Highway Authorities with guidance on the design of cycling infrastructure. Local Authorities should demonstrate that due consideration has been given to this guidance when designing new cycle infrastructure. This is of particular importance when applying for Government funding, which may be withheld if the standards within LTN 1/20 have not been met.

Developing the Hart LCWIP

11. The Hart LCWIP was developed through a combination of desktop assessments, route audits across the district, stakeholder workshops and feedback from members of the public. This approach resulted in gaining a detailed picture of the existing state of the walking and cycling network in Hart, with proposals for improved and new infrastructure informed by local stakeholders and residents who know the network best.

12. The information gathered allowed for the identification of a primary and secondary cycling network. The primary routes are judged to be the most popular and strategic routes, linking residential areas with the key trip attractors. These are often the existing main roads in an area. Secondary routes can be locally important but are less strategic as they fill the gaps in the primary network, they are also often thought of as connector routes. 12 primary cycling routes were identified. These are:

- Yateley to Blackwater
- Hartley Wintney to Elvetham Heath
- Hook to Hartley Wintney
- A30 (boundary with Basingstoke and Deane) to Hook
- Fleet to Farnborough
- Fleet to Church Crookham
- Crookham Village and Sandy Lane
- Hook to Odiham
- Fleet to Crookham Village
- Fleet station to Crookham Village
- Yateley to Fleet railway station
- Blackwater to Hawley.

13. Similarly, the LCWIP identifies core walking zones. These are areas with several walking trip generators located in close proximity, such as town or local centres. Walking zones set out areas for investment in pedestrian infrastructure over a larger area rather than a specific route. Seven core walking zones have been identified:

- Yateley
- Blackwater
- Fleet town centre
- Church Crookham
- Hartley Wintney
- Hook
- Odiham.

Finance

14. The development of the Hart LCWIP has been undertaken in partnership with Hart District Council, supported by consultants Sustrans. The total cost to develop the LCWIP is £63,815, of which Hampshire County Council has contributed £35,813.
15. In July 2022 the Government wrote to the Leaders of all Local Highway Authorities to inform them that changes were planned to the funding arrangement for transport. This included potentially withholding a proportion of highway maintenance funding depending on each authority's performance in developing a Local Transport Plan (LTP) and delivery of essential infrastructure for active travel and public transport, as well as electric vehicle charging facilities. LCWIPs form a key part of the evidence base for the LTP, therefore development of the Hart LCWIP supports the case for a full funding settlement for Hampshire County Council.
16. In 2020 Government published Gear Change, it's vision to transform the role that walking and cycling play in England's transport system. The vision included the plan to invest two billion pounds in active travel infrastructure, and the establishment of a new active travel inspectorate, Active Travel England (ATE), to oversee standards and support local authorities to deliver quality plans and infrastructure.
17. Active Travel England (ATE) has a number of functions, including managing the national active travel budget, monitoring performance, providing training to local authorities and showcasing good practice in design, implementation and public engagement. As part of its role ATE annually audits the capability and ambition of all Local Highway Authorities in England to develop and deliver high quality cycling infrastructure. Hampshire County Council was assessed as having "strong local leadership and support, with strong plans and emerging work".
18. The performance of each Local Highway Authority (LHA) in the audit was used by ATE to set the levels of funding that was allocated to each LHA through the Active Travel Capability Fund. Hampshire County Council was awarded £1,005,000 in 2024, which is three times higher than the funding the County Council was allocated in 2021/22, reflecting the positive feedback from ATE's audits of capability and ambition in the intervening period.

Performance

19. Delivery of the improvements identified within the Hart LCWIP will be monitored on a regular basis to ensure that they are in line with current best practice and funding opportunities are leveraged. The LCWIP document will be reviewed in four to five years, or if there are any significant changes in local circumstances, to reflect any changes to the network due to new infrastructure delivery and to ensure that the document aligns with latest guidance.

Consultation and Equalities

20. The Hart LCWIP has been developed in partnership between Hampshire County Council and Hart District Council, with support from consultants Sustrans. County Council and District Council officers have worked together closely to ensure that views at both a county and district level have been considered.
21. In the early stages of developing the Hart LCWIP workshops were held with key local stakeholders to gain insight into popular local walking and cycling routes as well as areas that could be improved as part of the future network. This stakeholder input was used to inform the development of the draft LCWIP which was issued for public consultation between 12 June and 20 August 2023.
22. The draft Hart LCWIP was hosted on a dedicated website which allowed respondents to review the LCWIP document and add their comments to interactive maps. The maps enabled respondents to tell us how they felt using a particular route, as well as where they felt existing infrastructure could be improved. The consultation website also enabled respondents to complete separate walking zone and cycling network surveys.
23. A 10-week public consultation was carried out, advertised widely on social and print media, through local networks and at face-to-face events. Responses were received from members of the public and various advocacy groups. There were 249 responses to the walking zone survey and 283 responses to the cycling network survey. 793 comments were placed on the Viewpoint map for the project. 24 unstructured responses were received via email from public bodies, local groups and individuals. When asked how the proposals would impact on current walking and cycling habits, 77% of respondents to the walking survey said they would walk more. 89% of those that responded to the cycling survey stated they would cycle more if the proposed cycling network was developed. Feedback from the consultation has been used to review the LCWIP proposals and make enhancements where possible.
24. The consultation surveys sought respondents' views on the proposed walking zones and cycling routes, including asking which zones and routes should be prioritised for investment and improvement. Respondents' views were supplemented by demographic questions, which were not mandatory.
25. Prior to consultation the draft was discussed with the five Hampshire county councillors for Hart. A follow-up briefing was held with the county councillors after the report was updated following the consultation, to update them on progress and they were supportive of the document.
26. The feedback gathered through the engagement and consultation was used to make appropriate amendments to the network and interventions proposed and help prioritise the walking zones and cycling routes. Details on the engagement and consultation process and summary responses can be found in pages 36-40 of the LCWIP.
27. A consultation summary report was also produced which is attached as Appendix B.

28. Hart District Council adopted the LCWIP at a cabinet meeting on 7th March 2024.
29. A neutral impact on people with protected characteristics has been identified from this decision. Whilst the Hart LCWIP provides a policy basis for improving relevant infrastructure, it does not however deliver change itself. Therefore, whilst any transport schemes that are identified in the LCWIP are expected to have positive impacts on a range of protected characteristics such as age, disability, pregnancy & maternity, poverty and rurality by providing improved access and connectivity by non-motorised transport, they will be subject to their own Equalities Impact Assessment as schemes progress to delivery.

Climate Change Impact Assessments

30. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience of its projects and decisions. These tools provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council's climate change targets of being carbon neutral and resilient to the impacts of a 2°C temperature rise by 2050. This process ensures that climate change considerations are built into everything the Authority does.
31. The preparation and adoption of the LCWIP will not, in itself, have any discernible impact on climate change, until any schemes are delivered, which will be assessed at an appropriate time. However, in due course, the delivery of walking and cycling schemes will potentially contribute to achieving targets on carbon reduction and will, ultimately and in combination, make a positive impact in helping the switch away from carbon-based transport modes.

Climate Change Adaptation

32. The climate change adaptation tool was not applicable to this report because the decision relates to a number of possible individual projects, which are subject to assessment individually at the point at which they come forward. The document itself is strategic in nature and therefore doesn't have a direct impact on climate change.

Carbon Mitigation

33. The climate change mitigation tool was not applicable to this report because the decision relates to a number of possible individual projects, which are subject to assessment individually at the point at which they come forward. The document itself is strategic in nature and therefore there are no clear mitigation measures which could be taken forward at this time.

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

Hampshire maintains strong and sustainable economic growth and prosperity:	yes
People in Hampshire live safe, healthy and independent lives:	yes
People in Hampshire enjoy a rich and diverse environment:	yes
People in Hampshire enjoy being part of strong, inclusive communities:	yes

Other Significant Links

Links to previous Member decisions:	
<u>Title</u>	<u>Date</u>
Decision - Local Cycling and Walking Infrastructure Plans – Update	<u>07/11/2022</u>
Decision - Rushmoor Local Cycling and Walking Infrastructure Plan	<u>09/03/2023</u>
Decision - Basingstoke Local Cycling and Walking Infrastructure Plan	<u>09/03/2023</u>

Section 100 D - Local Government Act 1972 - background documents

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

<u>Document</u>	<u>Location</u>
None	

EQUALITIES IMPACT ASSESSMENT:

1. Equality Duty

The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited by or under the Act with regard to the protected characteristics as set out in section 4 of the Act (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation);
- Advance equality of opportunity between persons who share a relevant protected characteristic within section 149(7) of the Act (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic within section 149(7) of the Act (see above) and persons who do not share it.

Due regard in this context involves having due regard in particular to:

- The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity which participation by such persons is disproportionately low.

2. Equalities Impact Assessment:

A neutral impact on people with protected characteristics has been identified from this decision. Whilst the Hart LCWIP provides a policy basis for improving relevant infrastructure, it does not deliver change itself. Therefore, whilst any transport schemes that are identified in the LCWIPs are expected to have positive impacts on a range of protected characteristics such as age, disability, pregnancy & maternity, poverty and rurality by providing improved access and connectivity by non-motorised transport, they will be subject to their own Equalities Impact Assessment as schemes progress to delivery.