

# HAMPSHIRE COUNTY COUNCIL

## Decision Report

<b>Decision Maker:</b>	Executive Member for Hampshire 2050 and Corporate Services
<b>Date:</b>	6 March 2025
<b>Title:</b>	Test Valley (North) and East Hampshire District Local Cycling and Walking Infrastructure Plans
<b>Report From:</b>	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 Plans (LCWIPs) for Test Valley (North) and East Hampshire District.

### Recommendations

2. That the Executive Member for Hampshire 2050 and Corporate Services approves the Test Valley (North), East Hampshire District Local Cycling and Walking Infrastructure Plans (LCWIPs) detailed in Appendices A and B respectively.
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 LCWIP documents prior to publication, including the insertion of a foreword and typographic and accessibility (formatting) corrections as necessary.

### Executive Summary

4. This paper seeks to summarise the work that has been undertaken in preparing the two LCWIPs, and seeks approval of the LCWIP documents as part of the transport strategy for the relevant areas.
5. LCWIPs are strategic documents that identify improvements that could be made to walking and cycling infrastructure in the future. They are not intended to provide a current state network map, but rather provide a strategic vision for a future network of safe and convenient walking and cycling routes.
6. The LCWIPs have been prepared using Hampshire County Council's standard methodology which has been developed through previous work on LCWIPs for other districts in the County. This methodology has Department for Transport

guidance at its core and has included stakeholder consultation and extensive collaboration with the relevant district, borough and national park authorities.

### **Contextual information**

7. 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.
8. The CWIS sets out how the development of LCWIPs should be used to take a strategic approach to identifying improvements in walking and cycling infrastructure at a local level. The recommended approach to developing LCWIPs is set out within the Department for Transport’s Local Cycling and Walking Infrastructure Plan Technical Guidance. The guidance includes a 6-stage process for LCWIP development which has been used in preparing the Test Valley (North) and East Hampshire District LCWIPs:
  - 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. For all LCWIPs developed by Hampshire County Council the most recent technical guidance has been used, including Local Transport Note 1/20 (LTN 1/20) which has been applied to designing cycle infrastructure. Application of this guidance is particularly important when applying for Government funding to demonstrate that standards have been met.
10. As well as supporting bids for central Government funding, the development of these LCWIPs supports delivery of Hampshire’s Local Transport Plan 4 (LTP4) objectives. LTP4 seeks to deliver the vision of “a carbon neutral, resilient and inclusive transport system designed around-and with- people”. Supporting this

vision are the guiding principles of “giving people a choice of high quality travel options” and “providing a transport system that promotes high quality, prosperous places, and puts people first”. The development of LCWIPs supports both of these guiding principles as the provision of well-planned, high quality cycling and walking infrastructure will add to people’s choice of travel options, and the investment in local infrastructure will support the delivery of high quality places.

11. A core driver for change in LTP4 is the need to reduce carbon emissions across the county, as identified in the Hampshire County Council Climate Change Strategy 2020-2025. The strategy identifies Hampshire County Council’s role as one to lead, empower and stimulate action on climate change. The LCWIPs enable the county council to do this by setting the strategic basis through which opportunities and funding for delivery of sustainable transport infrastructure can be leveraged.
12. As noted in the LTP4, in order to reach Hampshire’s carbon reduction targets by 2030, there would need to be approximately a 10% reduction in total car vehicle kilometres between 2019 and 2030, combined with national and local action to encourage uptake of zero emission vehicles. Delivery of improvements to walking and cycling infrastructure, such as those identified in the LCWIPs will support the reduction in vehicle kilometres as it will be possible to make more journeys by walking and cycling.
13. An increase in the proportion of trips being made by walking and cycling will also support the ambitions of Hampshire’s Public Health Strategy. The strategy has two ambitions; to increase the number of years Hampshire residents can expect to live in good health, and to reduce the unfair gap in healthy life years between the most and least healthy. The strategy focuses on having an impact on people’s health by addressing the building blocks of health, such as the spaces we live in and how we travel. LCWIPs have an important role in shaping both of these building blocks.
14. As noted within Hampshire’s Public Health Strategy, there are strong links between health and wealth, and therefore having a healthy population is vital for Hampshire’s economic prosperity and continued growth. This is reflected within the recently updated Economic Strategy for Hampshire which identifies Hampshire as a county delivering good growth. The role of the LCWIPs in providing further opportunities for connectivity and accessibility will support this continued good growth.

### **Development of the LCWIPs**

15. Both LCWIPs were developed through a combination of desktop assessments, route audits across the borough, 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 each area with proposals for improved and new infrastructure informed by local stakeholders and residents who know the network best.
16. For the Test Valley (North) and East Hampshire District LCWIPs the information gathered allowed for the identification of a primary, secondary and local cycling network. Primary routes represent busy, direct and main routes; secondary

represent medium usage routes through local areas and feed into the primary routes. Local routes cater for local cycle trips and often provide links to primary or secondary routes.

17. The LCWIPs identified core walking zones and walking routes. Core walking zones are areas with several walking trip generators located in close proximity, such as town or local centres and identify investment in pedestrian infrastructure over a larger area rather than a specific route. Walking Routes feed into the core walking zone, and link residential areas and other key destinations with the core walking zones.

### **Test Valley (North) LCWIP- Walking and Cycling Routes**

18. For the Test Valley (North) LCWIP, six primary cycle routes were identified.

These are:

- North Andover to Romsey (via Stockbridge)
- Newbury Road to Eastern Avenue roundabout
- Weyhill Road to Picket Piece
- Bridge Street to Picket Twenty
- Smannell Road to northern East Anton entrance
- London Road junction to The Middleway junction

19. The following walking routes have been identified in the Test Valley (North) LCWIP:

- Andover Town Centre to Enham Arch retail park
- Andover Town Centre to Enham Arch roundabout
- Eastern Avenue roundabout to Vigo Primary School
- Andover Town Centre to London Road
- Andover Town Centre to Asda Superstore
- Andover Town Centre to Salisbury Road
- Junction Road to Andover Railway Station
- Andover Town Centre to Andover Hospital

### **East Hampshire District LCWIP- Walking and Cycling Routes**

20. Five primary cycle routes were identified for the East Hampshire District LCWIP. These are:

- Whitehill & Bordon to Rowlands Castle
- Horndean to A3 Portsmouth Road
- Holybourne to Alton Sports Centre
- Medstead Road junction to High Street
- Central Petersfield- Princes Road to Penns Place

21. Within the East Hampshire District LCWIP walking routes have been identified, located in Alton, Petersfield and Bordon. These are:

- Town Centre to Alton College and the former Alton School (Alton)

- Town Centre to Eggars School (Alton)
- Town Centre to Paper Mill Lane via footpath (Alton)
- Town Centre via Kings Pond to Alton Railway Station (Alton)
- Town Centre to Alton Community Hospital (Alton)
- Southwest High Street Circular (Petersfield)
- High Street to Bedford Road (Petersfield)
- Chapel Street to Woodbury Avenue via Bell Hill (Petersfield)
- Petersfield Railway Station to Tor Way (Petersfield)
- High Street to Churcher's College (Petersfield)
- Folly Market to Love Lane Sports Playing Field and Herne Junior School (Petersfield)
- Tor Way to Pulens Lane via Tilmore Brook (Petersfield)
- High Street to Penns Place and Taro Leisure Centre (Petersfield)
- High Street to Lindford Circular Walk (Bordon)
- Chalet Hill to Woodlea Primary School and Deadwater Valley (Bordon)
- High Street to Forest Road and Hogmoor Inclosure (Bordon)
- High Street to Oakmoor School and Ennerdale Road (Bordon)

## **Finance**

22. The development of the Test Valley (North) and East Hampshire District LCWIPs was funded by Central Government with match funding from Hampshire County Council.
23. Delivery of the measures identified in the LCWIPs will be dependent on availability of funding from central government, developer contributions or other sources of grant funding.

## **Consultation and Equalities**

24. The development of the Test Valley (North) and East Hampshire District LCWIPs has been undertaken in collaboration with Test Valley Borough Council, East Hampshire District Council and the South Downs National Park Authority.
25. In the early stages of developing the Test Valley (North) and East Hampshire District LCWIPs 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 LCWIPs which were issued for public consultation between 7 October and 17 November 2024.
26. Each of the LCWIPs 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 and cycling network surveys.

27. A 6-week public consultation was carried out, advertised widely on social and print media, and through local networks. Briefings were provided at the beginning of the consultation for stakeholders who had been involved in earlier stages. Separate briefings were provided for Hampshire County Council and Test Valley Borough Council Councillors from the north Test Valley area and for Hampshire County Council and East Hampshire District Councillors for the East Hampshire area.
28. 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.
29. 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 and cycling routes. Alignments of several routes were modified based on feedback from the consultation, several interventions on routes/core walking zones were added or modified and various text changes were made to clarify or strengthen elements of the plan.
30. In relation to the Test Valley (North) LCWIP responses were received from members of the public and various advocacy groups. There were 45 responses to the walking zone survey and 38 responses to the cycling network survey. 70 comments were placed on the Viewpoint map for the project. 19 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, 44% of respondents to the walking survey said they would walk more. 78% of those that responded to the cycling survey stated they would cycle more if the proposed cycling network was developed.
31. Similarly, respondents to the East Hampshire District LCWIP included those from individuals as well as organisations. There were 223 responses to the walking survey and 162 to the cycling survey. Supplementing the information captured through the survey were the 175 comments that were placed on the ViewPoint map and 44 unstructured responses received via email. When asked if the interventions within the East Hampshire District LCWIP would encourage them to walk more, 53% of respondents said they would. Similarly, when asked about cycling interventions 44% of respondents said they would cycle more if the proposed interventions were delivered.
32. Further details on the engagement and consultation process and summary responses can be found in pages 125 to 132 of the Test Valley (North) LCWIP and pages 214 to 223 of the East Hampshire District LCWIP. Consultation summary reports were also produced for each of the LCWIPs, which are attached as Appendix C and Appendix D to this report.
33. The equalities impact assessment demonstrates that there is a neutral impact on both members of the public and staff relating to the decisions recommended in this report. The LCWIPs consider the quality of the existing walking, wheeling and cycling network for all users.

## **Climate Change Impact Assessments**

34. 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.
35. The preparation and adoption of these LCWIPs 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.
36. The climate change impact of the types of measures proposed within these three LCWIPs is considered in detail in the Carbon Evidence Base that supports LTP4. This can be found at:  
<https://www.hants.gov.uk/transport/localtransportplan/supportingdocumentation>

## **Climate Change Adaptation**

37. 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**

38. 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**

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

**Other Significant Links**

<b>Links to previous Member decisions:</b>	
<u>Title</u> <a href="#">Decision - Local Cycling and Walking Infrastructure Plans – Update</a>	<u>Date</u> 07/11/2022
<a href="#">Decision - Rushmoor Local Cycling and Walking Infrastructure Plan</a>	09/03/2022
<a href="#">Decision - Basingstoke Local Cycling and Walking Infrastructure Plan</a>	09/03/2022
<a href="#">Decision- Hart Local Cycling and Walking Infrastructure Plan</a>	27/06/2024
<a href="#">Decision- Winchester District Local Cycling and Walking Infrastructure Plan</a>	05/12/2024
<b>Direct links to specific legislation or Government Directives</b>	
<u>Title</u> <a href="#">Local Cycling and Walking Infrastructure Plans Technical Guidance</a>	<u>Date</u> April 2017

**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:**

The equalities impact assessment demonstrates that there is a neutral impact on both members of the public and staff relating to the decisions recommended in this report. The LCWIPs consider the quality of the existing walking, wheeling and cycling network for all users.