



NOTICE OF MEETING

Meeting:	Overview and Scrutiny Committee
Date and Time:	Tuesday 14 November 2023 7.00 pm
Place:	Council Chamber
Enquiries to:	Committee Services Committeeservices@hart.gov.uk
Members:	Dorn (Chairman), Butler (Vice-Chairman), Smith, Butcher, Coburn, Davies, Engström, Harward, Farmer, Thomas and Vernon

Chief Executive

CIVIC OFFICES, HARLINGTON WAY
FLEET, HAMPSHIRE GU51 4AE

AGENDA

This Agenda and associated appendices are provided in electronic form only and are published on the Hart District Council website.

Please download all papers through the Modern.Gov app before the meeting.

- At the start of the meeting, the Lead Officer will confirm the Fire Evacuation Procedure.**
- The Chairman will announce that this meeting will be recorded and that anyone remaining at the meeting had provided their consent to any such recording.**

- 1 MINUTES OF PREVIOUS MEETING** 4 - 9
- The minutes of the meeting of 17th October 2023 are attached to be confirmed and signed as a correct record.
- 2 APOLOGIES FOR ABSENCE**
- To receive any apologies for absence from Members*.
- *Note:** Members are asked to email Committee Services in advance of the meeting as soon as they become aware they will be absent.
- 3 DECLARATIONS OF INTEREST**
- To declare disclosable, pecuniary and any other interests*.
- *Note:** Members are asked to email Committee Services in advance of the meeting as soon as they become aware they may have an interest to declare.
- 4 CHAIRMAN'S ANNOUNCEMENTS**
- 5 PUBLIC PARTICIPATION (ITEMS PERTAINING TO THE AGENDA)**
- Anyone wishing to make a statement to the Committee should contact Committee Services at least two clear working days prior to the meeting. Further information can be found [online](#).
- 6 PRESENTATION BY CORE GRANT RECIPIENTS**
- Members to receive a short presentation from core grant recipients outlining the impact the core grant has had on their organisation.- Citizens Advice
- 7 INTERIM REVIEW OF MEDIUM-TERM FINANCIAL STRATEGY** 10 - 22
- To note emerging pressures on the Council's finances and agree a budget strategy for the coming year and consider changes to the MTFS
- 8 FEEDBACK FROM SERVICE PANEL MEMBERS - CORPORATE** 23 - 44
- Feedback from Service Panel members
- 9 SUPPLEMENTARY PLANNING DOCUMENT - CYCLE AND CAR PARKING IN NEW DEVELOPMENTS** 45 - 133

	To provide an update on the draft document following public consultation, prior to consideration by Cabinet	
10	OUTCOME OF TRIAL OF NEW PARKING MACHINES	134 - 137
	To review the trial of the new machine, and consider future options for their use.	
11	LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN (LCWIP)	138 - 273
	To provide an update on the draft LCWIP following public consultation prior to consideration by Cabinet.	
12	BUTTERWOOD HOMES SCRUTINY PANEL REPORT	
	To receive a report from the Scrutiny Panel on Butterwood Homes	
13	CCTV TASK AND FINISH GROUP	
	To report back on the findings of the Task and Finish Group.	
14	CABINET WORK PROGRAMME	274 - 282
	To consider the Cabinet Work Programme.	
15	OVERVIEW AND SCRUTINY WORK PROGRAMME	283 - 288
	To consider and amend the Overview and Scrutiny Work Programme.	

Date of Publication: Monday 6 November 2023

OVERVIEW AND SCRUTINY COMMITTEE

Date and Time: Tuesday 17 October 2023 at 7.00 pm

Place: Council Chamber

Present:

Dorn (Chairman), Axam, Butcher (arrived 7.24), Butler (Vice-Chairman), Coburn, Farmer, Harward, Smith, Thomas (arrived 7.03) and Vernon

In attendance:

Officers: Mark Jaggard, Executive Director Place
Kirsty Jenkins, Executive Director - Community
Daniel Hawes, Planning Policy and Economic Development Manager
Joanne Rayne, Finance & Property Manager
Christine Tetlow, Programme Manager
Claire Lord, Committee and Members Services Officer

51 MINUTES OF PREVIOUS MEETING

The minutes of September 19th 2023 were confirmed and signed as a correct record.

Proposed Cllr Dorn, Seconded Cllr Smith
Unanimous (Cllrs Axam and Butler abstained as not at meeting)

52 APOLOGIES FOR ABSENCE

Apologies had been received from

Cllr Davies – Cllr Axam attended as a substitute.
Cllr Engström.

53 DECLARATIONS OF INTEREST

No declarations made.

54 CHAIRMAN'S ANNOUNCEMENTS

The Chairman announced that the Butterwood Homes report would be a verbal report.

The Chairman commented on the recent Treasury Management training. He thanked the trainer for a informative evening and asked members to direct any further questions they had to Mr Clark the section 151 officer.

55 PUBLIC PARTICIPATION (ITEMS PERTAINING TO THE AGENDA)

None.

56 BUTTERWOOD HOMES SCRUTINY PANEL REPORT

The lead officer declared an interest in this item and left the room during it.

It was explained to the members that although the scrutiny committee had met at the end of September there was no update to give as Butterwood Homes had not provided any financial reports prior to or at the Scrutiny Panel meeting. It was confirmed that papers had now been received, but there had not been time to scrutinise or discuss them. The members of the Scrutiny Panel said that they could not at the current time comment on the management of Butterwood Homes, but agreed to bring a report to the next meeting.

Concern was expressed that the financial reports had not been produced as a matter of course, given that Butterwood Homes manages £7 million worth of assets for the Council.

It was stressed that the scrutiny of the financials reports was an important part of the governance process and so it was essential that the information was provided in a timely manner.

RECOMMENDATION

That O&S contact the directors of Butterwood Homes to express their concern that the financial data was not provided prior to the Scrutiny Panel meeting and that the situation should be rectified as soon as possible.

Proposed Cllr Dorn, Seconded Cllr Coburn
Unanimous

57 CONSERVATION AREA APPRAISAL TASK AND FINISH GROUP

The Lead Officer re-entered the room.
Cllr Butcher arrived during this item.

It was explained that this item was an update on how the recommendations made by the Task and Finish group were progressing.

It was confirmed that a template both in Word and Publisher had been produced, and the accessibility guidelines which had been shared with the Parish and Town Councils were attached at Appendix 3 in the agenda.

A query was raised around the parishes being allocated a named officer to help them with the process. It was confirmed that the 3 parishes currently going through the process had now had a named contact Officer.

A query was raised around the topic of the use of consultants. It was confirmed that, for procurement policy reasons, Hart District Council could not recommend an individual consultant. However, it could recommend a type of consultant and suggest where to go to ask for help in selecting one. . It was highlighted that the action plan recommends speaking to other Parish or Town Councils, and it also recommended that the IHBC (Institute of Historic Building Conservation) may be able to provide advice.

It was suggested that within the guidance notes there should be some information about setting milestones, as these were an important aid to keeping projects on track. It was agreed that this would be a helpful addition to the guidance notes.

The meeting commented on the fact that some of the items in the report were still in draft form, it was queried when they would be completed and whether it would be useful to bring this item back to O&S once it was completed. The members were told that all elements should be finished by the end of the year. It was therefore agreed to bring the report back to O&S in February 2024.

58 Q2 BUDGET MONITORING REPORT AND FORECAST OUTTURN FORECAST

A presentation was given to the meeting from Finance. It was explained that the current forecasted surplus was £899k which is a decrease to the surplus forecast in Q1. The decrease is mainly due to a reduction in income from planning applications mitigated by an increase in income from recycling waste. The meeting was told that Finance continues to manage the cash flow according to the Treasury Management Strategy and as interest rates remain high this has returned a large Treasury surplus versus budget.

Members asked whether there was a better way to budget for planning income. The meeting was told that although the council was in regular contact with developers it was very hard to predict when large planning applications would be submitted.

A query was raised about the increase in the forecast spend in “Supplies and Services”; it was explained that this should be read in conjunction with the increase in “Income” – an additional grant was received for Homes for Ukraine (shown in Income) with the corresponding spend in “Supplies and Services”. There is also an increase in print and postage due to an unanticipated increase in the price of stamps plus and an inadequate budget.

Discussion took place around the effect the solar panels had had on the electricity bill. The meeting asked for information on how much electricity was being sold back to the grid. Members were informed that there wasn't that much data at present as the panels had not been in place for that long. However, it was confirmed that the primary purpose of the panels was to power the offices not to sell back to the grid. It was agreed that figures would be provided in future.

Following on from the Treasury Management training it was asked if the Council had the correct Prudential Indicator levels. It was confirmed that Link, who delivered the training were correct to flag the discrepancy, but this is not an imminent problem for Hart due to the value of Reserves. The position will be reviewed as part of the annual Treasury Management Strategy.

59 VIABILITY APPRAISALS FOR NEW DEVELOPMENT SUPPLEMENTARY PLANNING DOCUMENT

The Executive Director - Place was thanked for producing a very detailed and technical report. It was remarked that the document was very comprehensive and raised questions relating to timings and VAT. However, it was agreed that these issues could be discussed outside of the meeting.

Cllr Dorn confirmed that he had raised some detailed points prior to the meeting to the Planning Policy team. The Executive Director – Place said that these contained some helpful points which could be reviewed before the SPD was considered by Cabinet in November.

60 FEEDBACK FROM SERVICE PANEL MEMBERS

Place

Feedback from the Service Panel meeting was given. The committee was told that it had been a very positive meeting.

- It was confirmed that many of the staff issues had now been rectified. It was acknowledged that it was important to understand how this issue had occurred, so that it could be avoided in future. It was commented that the time it took to process planning decisions was so significantly down in Q2 that it would take impressively good performances in Q3 and 4 to attain the annual target. It was explained that the “perfect storm” had been created by 2 of the Team Leaders leaving the Council and the replacement contractors not performing up to standard, plus early maternity leave. It was stated however that the council was performing above the government benchmark for intervention.

Discussion took place around the KPI for works to trees protected by Tree Preservation Orders (TPO). The meeting was told that the KPI only relates to works to Trees covered by TPOs. However, the tree work also

includes proposed works for trees in Conservation Areas, and requests for new TPOs. The meeting was reassured that when there was a safety issue TPOs were dealt with, within 5 days.

Community

Feedback from the service panel meeting was given. The members were informed that the service was making good progress.

- It was reported that the Anti-Social Behaviour (ASB) statistics were ok but, not a true reflection as members of the public did not always report incidents of ASB. The meeting was told that incidents in the Hart centre were on the increase and that sadly the disc system that was being introduced to help combat this had not been taken up as much as was hoped. Fleet BID, the meeting was told, will be promoting the scheme.
- It was noted that, sadly, the engagement with schools had decreased. It was felt that this maybe due to a change in head at one of the local schools and it was hoped that it would improve again in the near future.
- An update on the tendering for Fleet Pond was given. It was reported that, after the lack of response to the initial tender request, smaller tender requests would be sent out.
- The meeting was told that there had been a large increase in the requests for footage from the CCTV centre, most of which were from the police. It was agreed that this was a positive sign that communication between the new centre and the police was in place.

A query was raised about whether the issue with the Homeless Out of Hours number had been resolved. It was confirmed that it had been.

Discussion took place around the Military Covenant Silver Award; it was confirmed that the council was on track to achieve the award in March and that the HR policies and staff training required were in hand.

61 CABINET WORK PROGRAMME

It was noted that the planning Enforcement Plan which was on the Cabinet work programme had been added to the O&S work programme.

62 OVERVIEW AND SCRUTINY WORK PROGRAMME

The meeting was told that Hampshire County Council had replied to the committee's request to provide statistics and attend a meeting. It was stated that the email received would be circulated, however it had not provided the information requested. The members were asked, having read the email from Hampshire County Council, to reply to the chairman whether they were happy with the reply or still wanted more information from Hampshire.

It was commented that the work programme showed that there were a lot of items being brought to the November meeting. It was agreed to look to see if anything could be moved.

It was raised that there wasn't a date for Task and Finish group to bring their findings before the committee. It was commented that the T&F group were not yet ready to commit to a date to bring their findings to the meeting.

The meeting closed at 8.23 pm

OVERVIEW AND SCRUTINY COMMITTEE

DATE OF MEETING: 14 NOVEMBER 2023

TITLE OF REPORT: INTERIM REVIEW OF MEDIUM-TERM FINANCIAL STRATEGY

Report of: Director of Corporate Services and S151 Officer

Cabinet Member: Councillor James Radley, Deputy Leader and Finance

1 PURPOSE OF REPORT

1.1 The Medium-Term Financial Strategy (MTFS) and the annual budget setting are major decisions for Hart District Council. Scrutiny of budget proposals demonstrates transparency and good governance. This report provides an interim review of the MTFS, the Overview and Scrutiny Committee is requested to review and to forward comments to Cabinet.

2 OFFICER RECOMMENDATION

2.1 That the Overview and Scrutiny Committee reviews this report and passes any comments to Cabinet on the interim Medium-Term Financial Strategy.

3 MEDIUM TERM FINANCIAL STRATEGY

3.1 The purpose of the Medium-Term Financial Strategy is to set a robust overall financial framework for the Council's spending plans over the next four years to support delivery of the Corporate Plan priorities within the context of a balanced annual budget.

3.2 The main objectives of the Medium-Term Financial Strategy are:

- To look to the longer term to help plan sustainable services within an uncertain external economic and funding environment.
- To help ensure that the Council's financial resources are directed to support delivery of the Corporate Plan priorities and achievement of value for money.
- To illustrate the financial effects of existing financial commitments over the medium term, both revenue and capital, under several possible scenarios, and to set the parameters for the efficiency and savings strategy necessary to achieve a balanced budget.
- To provide a robust framework to assist the decision-making process.
- To maximise the Council's financial resilience and manage risk and volatility, including maintaining adequate reserves.
- To secure, maintain and develop the Council's capital assets consistent with asset management plans and the Capital Strategy.
- To provide a single document to communicate the financial context, aims and objectives to staff and stakeholders and support working with partners.

4 MTFS AND BUDGET 2024/25

- 4.1 The Council needs to plan over the medium term for an increase in financial risk and year on year volatility. The economic outlook and the future of government funding to councils continues to be unclear and it remains important that the Council has a level of reserves that allows it to withstand unanticipated financial impacts of future developments at a local and national level. The interim reserves review approved by Council in September laid the foundations for strengthening financial resilience.
- 4.2 For context, Appendix 1 summarises the main components of Hart's income and expenditure budgets and sets out how the net annual budget is funded, including from government grant. This analysis illustrates the risk to government grants in future as the government is committed to review each funding element.
- 4.3 Appendix 1 also summarises the current year's projected outturn as this, and the previous year's outturn are important reference points when preparing future year's budget forecasts. The appendix then develops the latest position on the MTFS and identifies risks, opportunities and potential actions for addressing future budget gaps.
- 4.4 In summary, current forecasts indicate that actions taken during the current year plus the continuation of some favourable budget variations should give sufficient flexibility to balance the revenue budget in 2024/25. It should be noted that this position is predicated on a further freeze in government grant and a council tax increase set at the maximum permitted level. There are clearly other assumptions and estimates factored into the forecast, including for inflation and interest receipts, and these may change in the coming months before the final budget and MTFS is considered by Council so they will be closely monitored.
- 4.5 In terms of future years beyond 2024/25, the forecast is currently showing a significant budget deficit, growing each year. This is mainly due to:
- inflation on costs being higher than income from permissible council tax increases
 - an assumed annual reduction in government grant from 2025/26, following the funding review(s)
 - the impact of waste collection costs and recycling income
- 4.6 A firm budget strategy and action plan for the MTFS period will be developed once the 2024/25 budget has been agreed. Based on this interim MTFS forecast, to ensure that a balanced and sustainable medium-term budget, it is likely that further on-going efficiency savings and agreed strategies for increased investment income will need to be delivered.

5. EQUALITIES

All activity will comply with the authority's statutory duties.

6. CLIMATE CHANGE

- 6.1 The budget and MTFS will support the council's ambition to become a carbon neutral authority by 2035. There are no direct carbon/environmental impacts arising from the recommendations, however, it should be noted that the base budget includes the salary cost of the climate change officers and an amount to

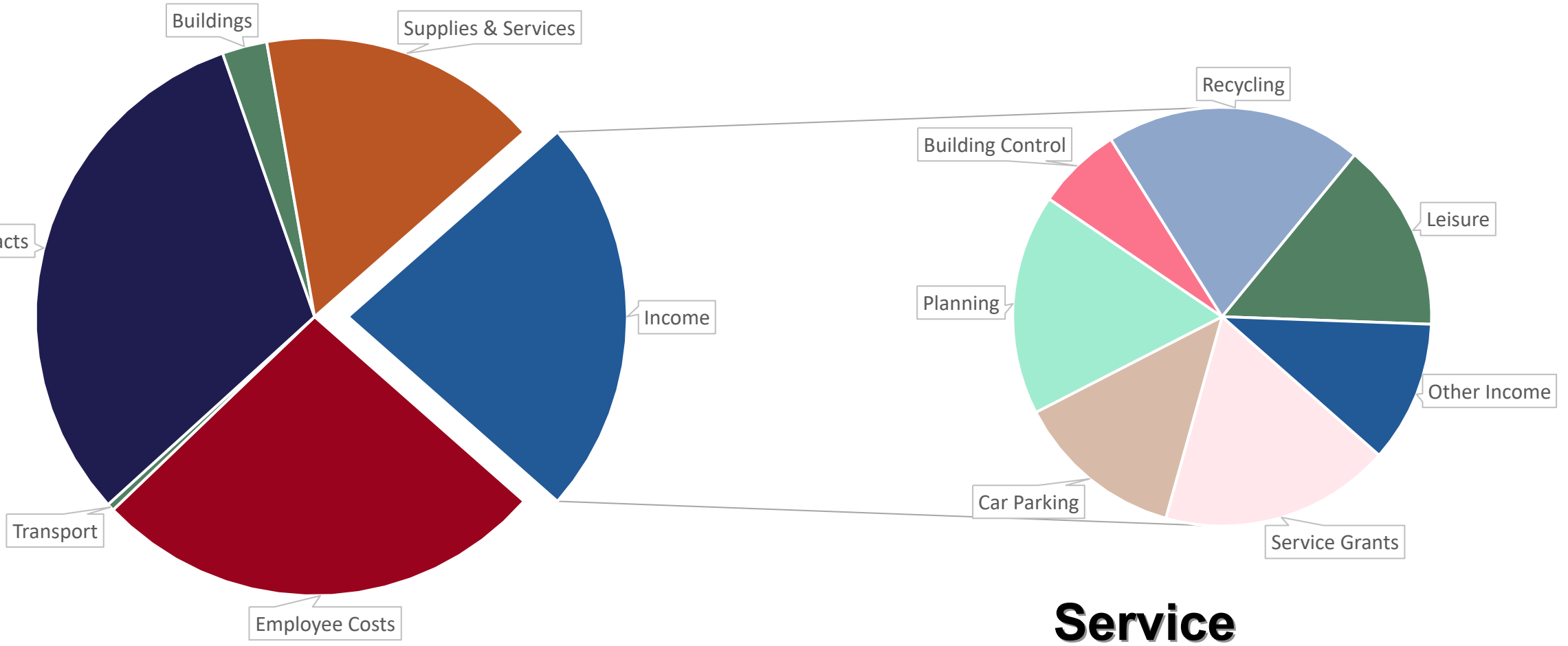
deliver projects. In addition, every effort will be made to lever in external funding to help deliver the action plan.

CONTACT: Graeme Clark, Director of Corporate Services
email: graeme.clark@hart.gov.uk

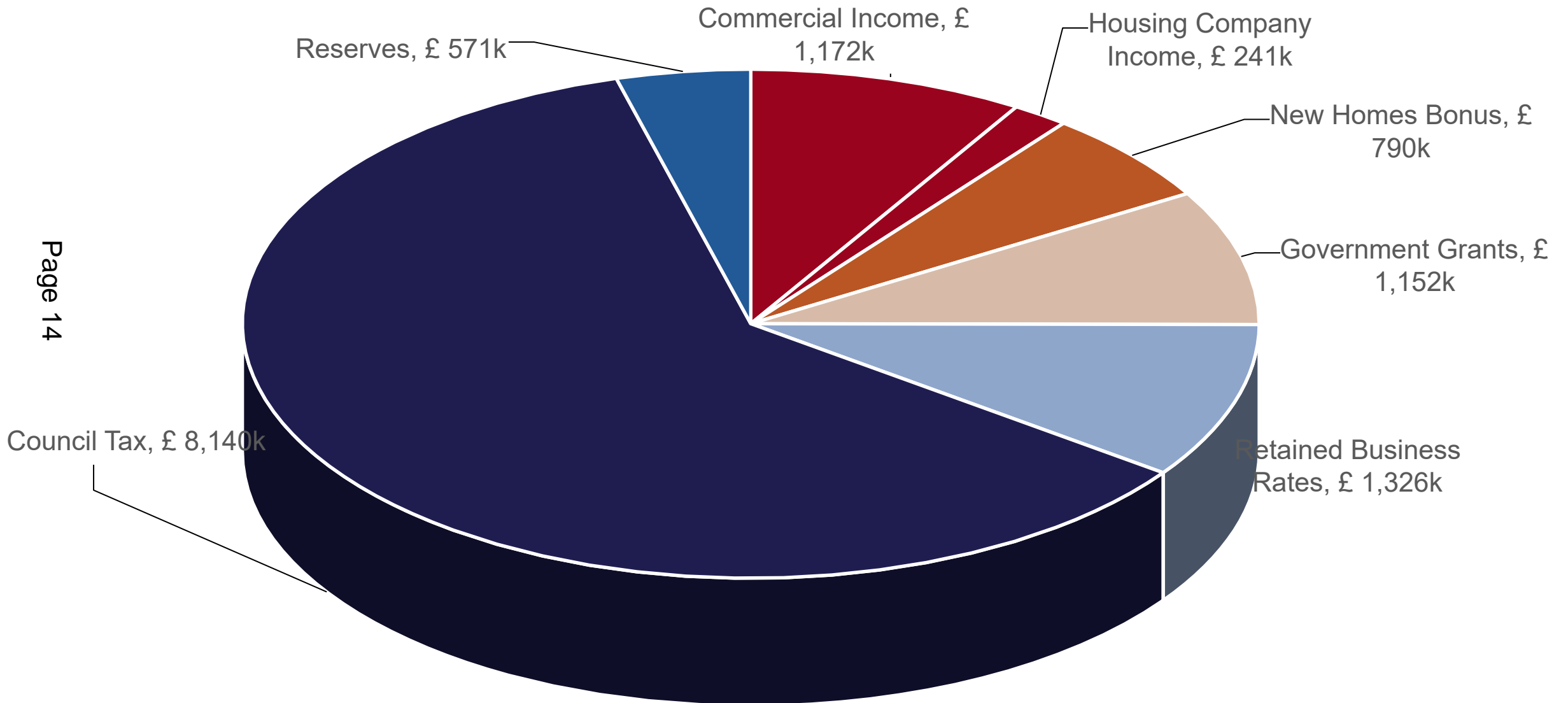
APPENDICES:
Appendix 1 – Budgets, MTFS forecasts and budget assumptions

Net Expenditure 23/24 - £13.4m

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Financing - £13.4m



Government funding 2023/24 £000

	2022/23	2023/24	Notes
Retained business rates	1,400	1,326	Budgeted at safety net amount
New Homes Bonus	1,603	790	2023/24 is one year only
Revenue Support Grant	0	69	Rolled up amounts of other grants detailed below
Lower Tier Grant	62	0	
Services Grant	95	54	Reduced due to cancellation of National Insurance increase one year only
One-off funding guarantee	0	1,029	New one-off grant to ensure that LAs get 3% increase in overall Spending Power
CTax Support admin	50	0	See above
CTax Family Annexe discount	19	0	See above
Total	3,229	3,268	

MTFS as at February 2023

Forecast change from previous year's budget () indicates favourable variance	2024/25	2025/26	2026/27
£000	Change from 23/24 draft budget	Change from 24/25 forecast	Change from 25/26 forecast
Cost/Savings			
Net inflation *	560	400	240
External audit fees	100		
Waste contract and IAA changes		?	?
Capita 5C contract	?	?	?
Tier 1 savings **		250	
Additional Tier 2 savings ***	(154)		
MRP	11	4	11
Funding			
Council tax growth in base	(70)	(50)	(30)
Retained business rates #		200	200
Other Government funding #		200	200
NHB #	100	100	100
Budget shortfall – before council tax increase	547	1,104	721
Council tax increase ****	(240)	(210)	(220)
Budget shortfall	307	894	501

Forecast 23/24 outturn headlines

Estimated variation from 23/24 approved budget	£000 Favourable (F) or Adverse (A)	Certainty level at this stage
Investment interest	572(F)	High
Recycling income	192(F)	Medium
Green waste subscription income	120(F)	Low
Pay costs	76(F)	Low
Planning fees	173(A)	Medium
Building control fees	52(A)	Medium
Other	164(F)	Low
Total	899(F)	

Budget 2024/25

- Assumptions
 - Inflation, interest rates, Government funding
- Service pressure
 - Homelessness
 - Recruitment and retention
- Additional costs and income loss
 - Planning and building control income
 - Management staff cost and salary benchmarking
- Additional income and cost savings
 - Planning charges
 - Civic centre rental income
 - Pensions and pay award
- Fees and charges – CPI increase unless special case
- Capital programme – bids and budget profiles

Risks and Opportunities

- Waste – HCC's IAA, contract renewal and Environment Act
- Government funding – no short or long term certainty
- Land charges – income transfer to government
- Contracts – opportunities and risks
- Ability to deliver further efficiencies and cost savings without reducing services

MTFS revised forecast

Forecast change from previous year's budget () indicates favourable variance	2024/25	2025/26	2026/27	2027/28
£000	Change from 23/24 budget	Change from 24/25 forecast	Change from 25/26 forecast	Change from 26/27 forecast
Cost/Savings				
Net inflation	824	496	434	397
External audit fees	100			
Waste contract and IAA changes		100	200	200
Capita 5C contract	-	(50)	(100)	-
Tier 1 savings	100	100		
Additional Tier 2 savings approved Feb 2022	(154)			
Treasury interest	(300)			
Other budget savings/adjustments	(250)			
Funding				
Council tax growth in base	(77)	(50)	(30)	(30)
Retained business rates		200	200	200
Other Government funding		200	200	200
NHB		100	100	100
Budget shortfall – before council tax increase	243	1,096	1,004	1,067
Council tax increase	(243)	(210)	(220)	(220)
Budget shortfall	0	886	784	847

MTFS Assumptions

-Inflation

	24/25	25/26	26/27	27/28
Pay	3%	2%	2%	2%
Contracts	7%	4%	3%	3%
Other	5%	3%	3%	2%

-Council tax increase of 1% = £81k. 2.99% will be allowable in 24/25, uncertain beyond that but assumed revert to £5 per Band D

-No certainty provided regarding future years' grant and NHB beyond 2023/24 – assumed reductions apply from 25/26

-Assumed waste budget impact as per HCC's proposals and higher base cost from Sept 2026

-Interest rate reduces and stabilises from 25/26

Addressing budget gaps in future years

- Smooth impact with reserves
- Efficiency reviews – use reserves to meet project costs
- Income – new and increased
- Capita exit
- Vacancy target and control
- No-inflation on non-contract/staff budgets
- Property – new and rent reviews
- Treasury interest from broadening policy further



Corporate Service Overview & Scrutiny Panel meeting – Quarter Two October 2023

Contents

- 1 Service Overview
- 2 Service Priorities (taken from Service Plan)
- 3 Place Service Risk Register
- 4 Key Performance Indicators and targets
- 5 Quarter Two 2023/24: Key Challenges and Achievements
- 6 Looking forward to second half of 2023/24

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Version 2 – 24 Oct 2023	Will be updated to reflect comments made at Service Panel meeting prior to submission to main O&S meeting 14 November 2023	
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Agenda Item 8

1 Service Overview

Corporate Services covers a broad range of both front and back-office functions for the council including:

- Audit and performance
- Communications and website
- Elections, electoral registration and data governance,
- Committee services
- Climate change
- IT, digitalisation and change
- Contracts* and procurement
- Finance including treasury
- Human resources and payroll
- Delivering government schemes of financial assistance to residents

*A range of outsourced services are contract managed by the corporate team including

- Revenues and Benefit Services (Capita)
- Reception and some elements of IT (Capita)
- Leisure Centre operation (Everyone Active)
- Waste and recycling collection (through the joint client team hosted by Basingstoke and Deane Council)
- Contact Centre (hosted by Basingstoke and Deane Council)

2: Service Priorities (taken from approved Service Plan)

The table in the Service Plan sets out the approved service priorities for 2023/24, over and above day to day service delivery.

	Service Priority	Expected Outcomes	Target Completion date	Update Q2 Green = complete/on track Amber = not started/further work to do Red = behind schedule
1	Review Medium Term Financial Strategy to ensure the Council's financial resources and commitments are aligned with its strategic priorities, underpinned by robust financial controls and effective monitoring	<p>Produce budget strategy to address forecast MTFS shortfall 2024/25 and beyond, and to strengthen resources to priority areas, developed in conjunction with service managers and councillors</p> <p>Detailed budget review and rebase, including staff and central cost allocations</p> <p>Review reserves, including SANGs, as per Council approval Feb 2023</p> <p>Revised MTFP including risk and sensitivities, submit for Council approval</p> <p>Strengthen staff cost budgeting and monitoring</p>	<p>Oct 2023</p> <p>Aug 2023</p> <p>Aug 2023</p> <p>Feb 2024</p> <p>Nov 2023</p>	<p>Underway - informed by 22/23 outturn and Q2 monitoring 23/24</p> <p>Cabinet and Council approved realignment of reserves to meet priorities and pressures and reset minimum working balance</p> <p>Interim report to go to O&S November and Cabinet Dec</p> <p>Complete - reconciliation undertaken and revised establishment controls in place</p>

	Service Priority	Expected Outcomes	Target Completion date	Update Q2 Green = complete/on track Amber = not started/further work to do Red = behind schedule
2	Update the Commercial Strategy to ensure it supports the MTFS and reflects the latest statutory framework	Restated priorities and actions with associated savings/income targets, linked to overall MTFS	August 2023 Cabinet	Reflected in the reserves review – to be addressed further in MTFS report in November. The business efficiency and income generation themes continue, the commercial property acquisition aim of the strategy has been scaled back due to government restrictions and current economic conditions
3	Ensure an effective transition from the Mendip/Capita outsourced arrangement and the production of high-quality statutory Accounts	<p>Smooth transition and knowledge transfer</p> <p>22/23 pre-audit Accounts published</p> <p>Ensure adequate skills and experience in the HDC finance team</p> <p>Effective forward planning for technical accounting changes, including new lease accounting standards</p>	<p>July 2023</p> <p>June 2023</p> <p>Ongoing</p> <p>March 2024</p>	<p>Complete – one post vacant but filled with experienced agency</p> <p>Achieved 31 May deadline</p> <p>Building through training. Senior post revised to increase technical requirement</p> <p>Technical training forward plan in place</p>

	Service Priority	Expected Outcomes	Target Completion date	Update Q2 Green = complete/on track Amber = not started/further work to do Red = behind schedule
4	Plan and implement changes as a result of the Elections Act 2022 for May 2024	<p>Elections team fully trained and aware.</p> <p>All IT and procedural changes implemented and tested.</p> <p>Staff, councillors, T&P councils and the public informed through effective comms strategy</p>	Throughout the 23/24 year	<p>Tranche 2 changes will come into force in advance of the May 2024 polls.</p> <p>Details are now available on the new postal and proxy voting procedures which go live on 31 October 2023.</p> <p>Details on future changes will be provided when ready, these include but are not limited to voting and candidacy rights for EU citizens, life votes for overseas electors.</p> <p>Training will be provided as and when required and supplied. First training session Thursday 12 October provided by the AEA.</p> <p>Elections team will plan the implementation of the changes as more details are provided</p>

	Service Priority	Expected Outcomes	Target Completion date	Update Q2 Green = complete/on track Amber = not started/further work to do Red = behind schedule
5	Successfully deliver May 2023 local elections	Implementation of all new statutory requirements Achievement of full staff recruitment for election duties Smooth running on the day with positive feedback from candidates, agents and voters	May 2023	Completed – lessons learned session and staff feedback exercise held

	Service Priority	Expected Outcomes	Target Completion date	Update Q2 Green = complete/on track Amber = not started/further work to do Red = behind schedule
6	Improving external communication	<p>Deliver phase two of website development – outcomes including:</p> <ul style="list-style-type: none"> • form enhancements • integrated payments • resident newsletter • mapping capabilities • media library • accessibility • pdf pages into publications • microsite scoping <p>Development of marketing and advertising policy</p> <p>Hart News review and re-launch</p> <p>Social media policy development</p> <p>Achieve accessibility standards across internal and external channels</p>	March 2024	<p>Phase 2 website development progress</p> <ul style="list-style-type: none"> • Form enhancements – in flight • Integrated payments – moved to phase 3, now due Q1 2024 • Resident newsletter – complete • Mapping capabilities – due Q4 • media library – complete • Accessibility - complete • Pdf into publication – scoping phase Q4 • Microsite – in flight with launch scheduled end of November <p>Marketing & advertising – scheduled for Q4</p> <p>Hart News – winter edition due Q3</p> <p>Social media – scheduled Q4</p>

	Service Priority	Expected Outcomes	Target Completion date	Update Q2 Green = complete/on track Amber = not started/further work to do Red = behind schedule
7	Committee services	Ongoing rollout of ModGov Report Manager for Portfolio Holders and Shared services Review effectiveness of ModGov at Hart	July 2023 March 2024	Report Manager for Portfolio Holders to be agreed – Q4 Review to be completed by end of Q3 including Civica audit on current system configuration scheduled on 19 Oct
8	Refresh Hart's Digital Strategy and customer offer	2019 Digital Strategy review measuring the outcomes delivered as part of the original programme of activity. Draft, consult and deliver new Digital Strategy across service areas setting out new focus for the next three years	March 2024	Work due to start in Q3-4
9	Improve customer offer and access to services and council information	Review of current customer offer across all channels in preparation for contract review for outsourced services with BDBC Review of current telephone choices for customers accessing 01252 622122 with proposal for new IVR	March 2024	Scheduled for Q3-4 Dependency on "implement cloud based telephony system". Now scheduled for Q3

	Service Priority	Expected Outcomes	Target Completion date	Update Q2 Green = complete/on track Amber = not started/further work to do Red = behind schedule
10	IT - On-premises server upgrade/ move to cloud - Windows 2012 support ends in Oct 2023	Full supported IT infrastructure	September 2023	Completed – All servers on Windows 2016 or above. Plan now to upgrade estate to Windows Server 2022
11	Implement Cloud based telephony system	Migrate away from on-premises based telephony system	December 2023	Completed – Telephony system has migrated to Microsoft Teams
12	Rationalise/ decommission on-premises IT equipment	Complete final stage of the server room refresh The Council controls its overhead costs for direct dial telephony whilst expanding the flexibility for staff via a non desk-based solution	July 2023	All hardware – switches and firewalls have been decommissioned – Final task is to remove the old unused cabling from the racks and to remove the old Capita hardware
13	Review and develop a strategy	Cabinet approval for options appraisal and direction to ensure lead-in times are	Sept 2023	Outsourced and Shared Services options appraisal to be drafted. Capita options

	Service Priority	Expected Outcomes	Target Completion date	Update Q2 Green = complete/on track Amber = not started/further work to do Red = behind schedule
	for key outsourced and shared services	adequately prepared for and a pathway to secure value for money and robust services is agreed – to include: <ul style="list-style-type: none"> • Capita services contract • Council provided outsourced contracts including legal, licensing and building control <p>Forward plan for new financial systems currently part of Capita contract</p>	March 2024	being assessed with Client team for feasibility and timing in conjunction with other Councils.
14	Waste and recycling - develop options for new legislation and contract renewal, and ensure robust contract monitoring through the client management arrangement	Cabinet approval for options appraisal and direction to ensure lead-in times are adequately prepared for and a pathway to secure value for money and robust services is agreed Implement new legislation in the most cost-effective way possible Reduce carbon impact of service	Ongoing	Client management in Q2 saw the agreement with Serco on missed bin figure reporting and an agreed route forward for alternative HVO fuel. Action to be progressed for servicing Waste vehicles. Awaiting more details from Government on impact and funding of Environment Act

	Service Priority	Expected Outcomes	Target Completion date	Update Q2 Green = complete/on track Amber = not started/further work to do Red = behind schedule
		Review performance monitoring of the contract and the client team		In discussion with HCC regarding new arrangements included in revised Inter-Authority Agreement across all Hampshire councils including the operational and financial arrangements of the new waste disposal infrastructure
15	Robust and effective procurement process and practice across the council that secures value for money and is legally compliant	Prepare for Procurement Bill and update guidance and rules as required Guidance and the Contract Procurement Rules (CPRs) are up to date and in line with the updated legislation expected to be passed in 23/24	Feb 2024	Guidance on Sharepoint has been updated to reflect new CPRs. Procurement Bill entering Final Stages before Royal Consent.
16	Achieve the Council's Climate change aspirations and targets through a strengthened staff resource and robust action plan	New appointments made to complete the revised sustainability team Present a revised climate change action plan, including financial implications, to Cabinet via O&S	May 2023 April 2023	Action plan consulted with Members working group and O&S in June, and approved by Cabinet on 6 July Officer group active and coordinating the programme of work with Project Board having high level oversight

	Service Priority	Expected Outcomes	Target Completion date	Update Q2 Green = complete/on track Amber = not started/further work to do Red = behind schedule
				Budget allocations approved by Cabinet September New stakeholder group met in September Energy audits underway and funding bids for key buildings submitted for PSDS on 10 Oct HVO fuel project for waste vehicles underway, to start April 24
17	Ensure effective Internal audit provision that adds value to services, gives assurance about controls and governance and confidence to the Audit Committee	Implement the new service provided by Southern Internal Audit Partnership (SIAP) and quickly embed the new arrangements Service managers and Audit Committee receive clear reports with high level of buy-in to recommendations	Sept 2023	New service in place, SIAP report to Audit Committee July and Oct on progress
18	Highly effective, skilled and well-motivated staff at the Council	Review HR policies and procedures to ensure all are current and effective and support staff recruitment and retention	Dec 2023	Underway

	Service Priority	Expected Outcomes	Target Completion date	Update Q2 Green = complete/on track Amber = not started/further work to do Red = behind schedule
	supported by an excellent HR service	Undertake audit of JDs to ensure a full set of up-to-date documents is held with good controls on access and revisions Improve staffing management information including FTEs, turnover and pay and conditions	Aug 2023 March 2024	Audit complete – very small number missing and being addressed, most reflect current role Underway – exit interviews reported to SLT July, with sickness and turnover information to follow
19	To have strong, effective and transparent governance for corporate and service projects, with adequate skills and capacity in project resources	Consolidating project resource and strengthen reporting lines Implement actions arising from audit reports and lessons learned analysis from closed projects Implement new Terms of Reference for corporate Project Board and improve report back to Cabinet and O&S	June 2023 Ongoing April 2023	Strengthened Job Descriptions and new 'Task Group' of project managers being created to ensure consistency and provide support Closed project lessons learned reported to Project Board New Terms of reference approved by Board April 2023 and increased oversight of portfolio holders

3: Corporate Services Risk Register

A detailed service risk assessment has been completed and is reviewed on a quarterly basis (minimum). This helps inform the Hart District Council Corporate Risk Register which is reported to Overview & Scrutiny Committee on a quarterly basis.

Top 5 risks from Corporate Risk Register – impact on achieving corporate objectives, assessment at 10 July 2023

Description	Residual rating	Potential Impact	Source of Risk	Controls in place
Waste and recycling service facing significant change in next 3 years due to new legislation, new disposal arrangements with HCC and Serco contract end-date	16 (likely 4 x critical 4) Increased likelihood from possible to likely since Q1	Potential material financial impact on budget – uncertain costs and government funding Potential impact on residents from changes to collection arrangements	Uncertainty in government funding and timing of new arrangements HCC cabinet report agreed new IAA and default financial mechanism on 18 July Serco contract end date Sept 2026	Governance with B&D and HCC Watching brief with government changes, timing and funding
Risk of a successful Cyber-attack impacting on the Council's systems and data	12 (likelihood possible 3 x impact critical 4)	Reputational damage Data loss or ransom could use significant staff and other resources and have major financial impact	Constant threat of attacks directly and via third party data holders	Insurance policy in place for financial consequences Secured grant funding and have put in a range of measures to strengthen resilience Undertaken training and awareness for staff and planned for councillors

Secure future provision of legal services that delivers the Council's needs and provide good value for money	9 (likelihood possible 3 x major impact 3)	Potentially less cost effective and disjointed provision of legal services Service delays	Failure to agree revised terms for continuation of service and securing good value for the Council	Active dialogue in place under the partnership governance arrangements with Basingstoke and Deane Council who provide the current shared service Productive meeting held September should lead to revised agreement and renewed partnership approach
Medium Term Financial Strategy and Budget – unable to deliver sustainable balanced budget over the medium term	12 (likelihood possible 3 x critical impact 4) Increased from 9 in Q1 due to continued uncertainty in economy and government funding	MTFS currently shows a budget shortfall from 2024/25 Savings and efficiency programmes will be needed if income and external funding remain static or decline in future. New Homes Bonus, retained business rates and planning income are key risk areas	Uncertainty around timing and impact of government funding Volatile economic conditions including inflation and interest rates making accurate forecasting difficult Government restrictions on commercial property deals	Outturn and reserves review provide an opportunity to assess current risks and financial pressures and take steps to alleviate these in the medium term including base budget alignment MTFS emerging pressures will be assessed and reported to O&S and Cabinet in the Autumn ahead of budget setting in February
Delivery of climate change action plan objectives and achievement of zero carbon aims	9 (likelihood possible 3 x major impact 3)	If staff capacity and focus is not sufficient and funding (external and internal) is not secured, this will impact on the speed and extent of achieving the agreed plan and consequent carbon reduction	Funding resourcing Engagement from staff, councillors and the community (residents and businesses)	Refreshed Action Plan approved by Cabinet following scrutiny. Strengthened staff resource in place and new officer group active. The Council has approved a further £300k budget in 2023/24 to progress the climate change programme

			<p>Reserves review has identified the funding need to deliver the action plan.</p> <p>Local Partnerships are supporting as a critical friend including signposting external funding and sharing good practice and success from other councils</p> <p>Good progress with energy audits and submitting grant funding applications</p>
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4 Performance indicators and targets

Performance Indicator	Target	Q2
<p>CP1 - Percentage of the Internal Audit Plan completed during the year</p> <p><i>Year to date figures, values are cumulative (higher is better)</i></p>	100% by year end	See Audit Cttee report 24 October
<p>CP2 - Percentage customer satisfaction with Internal Audit. (Southern Internal Audit Partnership SIAP)</p>	90%	<p>N/A - New service</p> <p>99% achieved across other SIAP contracts Apr 23</p>
<p>CP3 - Quality of customer service call handling</p> <p><i>This indicator is measured from the scoring of a recorded call against quality standards from a monitoring sample (higher is better)</i></p>	90%	80%
<p>CP4 - Implementation of savings schemes targets to meet MTFS requirements.</p>	100%	Annual PI
<p>CP5 - Percentage of telephone calls answered by the Contact Centre in 30 seconds.</p> <p><i>Percentage value given is as at end of the quarter (higher is better)</i></p>	70%	80%

<p>CP6 - Percentage of Non-domestic Rates collected.</p> <p><i>Year to date figures, values are cumulative (higher is better)</i></p>	98%	As at Sept 54.17% (Sept 22/23 was 57.99% outturn 95.09%)
<p>CP7 - Percentage of Council Tax collected.</p> <p><i>Year to date figures, values are cumulative (higher is better)</i></p>	98%	As at Sept 57.47% (Sept 22/23 was 57.43% outturn 98.52%)
<p>CP8 - Percentage uptime of key systems</p> <p><i>Percentage value given is for the quarter and rounded to one decimal place (higher is better)</i></p>	99%	99%
<p>CP9 - Percentage of uptime of Hart's website</p> <p><i>Percentage value given is for the quarter and rounded to one decimal place (higher is better)</i></p>	99.5%	100%
<p>CP10 - Number of missed collections excluding garden waste (per 100,000)</p> <p><i>Target aims to miss no more than 65 bins per 100,000 collected for all bin collection types except garden waste. A missed collection is where a round has taken place and a bin (or bins) has been missed, this excludes any mutually pre-agreed suspension of service, usually applied where events are beyond the control of either the authorities' or their contractor. (lower is better)</i></p>	<p>July: 22</p> <p>Aug:35</p> <p>Sept: 60</p> <p>(22/23 figures</p> <p>Aug:3665</p> <p>Sept: 33,340)</p>	

<p>CP11 - Number of missed garden waste collections (per 100,000)</p> <p><i>Target aims to miss no more than 250 bins for garden waste services during the summer, and 150 during the winter. A missed collection is where a round has taken place and a bin (or bins) has been missed, this excludes any mutually pre-agreed suspension of service, usually applied where events are beyond the control of either the authorities' or their contractor. (lower is better)</i></p>	<p>July: 85 Aug: 84 Sept: 44</p> <p>(22/23 figures Aug: 18761 Sept: 30238)</p>
<p>CP12 - Overall cost of waste per household</p> <p><i>Set annually based on the number of households served and reported in Q4. Calculated as net cost of HAWCLT, HAWCOM, HAWSTE for the 22/23 budget divided by the Council Tax Stock of properties produced by the VOA (lower is better)</i></p>	<p>Annual PI</p> <p>£25</p>
<p>CP13 - Total recycling rate</p> <p><i>Percentage value given is for the quarter (higher is better)</i></p>	<p>46%</p> <p>Figures for Q1 not yet available as full downstream calculation outstanding (outturn 22/23 42.6%)</p>

5 Quarter two 2023/24: Key Challenges and Achievements

Finance

- Q2 forecast reported to O&S and Cabinet highlighting overall favourable variance from budget.
- New treasury management policy has been implemented with additional reporting requirements and a focus on ESG assessment. The new approach and financial thresholds approved by Council in February are helping us to benefit from higher interest rates on offer.
- External audit of 21/22 completed and final report going to Audit Committee 24 October.

Elections

- Training is starting on Tranche 2 changes on Thursday 12 October, two further training sessions booked December and February.
- The team will monitor the workload going forward/leading up to the May election as the processing on paper postal application forms could be time consuming depending on volume.
- Whilst the recruitment of polling station and count staff was successful this year, it is getting more challenging, particularly with the new Voter ID and other procedural changes. This is a particular concern if there is a Parliamentary Election called at short notice.

HR

- Support for a number of recruitments in key roles, including senior planning officers.
- Good progress reviewing HR policies and JD status.
- Leading various aspects of the corporate follow up to the staff survey results, with targeted efforts on staff welfare and engagement in initiatives to improve the working environment for staff. HR have supported the relaunch of monthly 'Team brief' and 'Lunch and Learn' sessions, both have been well attended and well received.
- Staff Benefit provider launched.
- Staff induction relaunched.

IT

- Completed phase one of the phones project to move to a Teams-based environment, giving more flexibility and reducing mobile phones.

Comms/Committee/Climate/Digital

- Accessibility project is underway with numerous specific and general training sessions held. Web and other content reviewed, and plans being formulated to improve accessibility to meet required standards over time.

-Review undertaken of Committee end to end process including report creation, agenda management, role of the Committee services team and the use of ModGov. Action plan being considered by SLT.

Contracts and Procurement

-The procurement manager has supported service managers with a number of key procurements including planning policy and green space projects.

-The challenge is to raise awareness and ensure compliance with Contract Procedure Rules in a consistent but proportionate way.

-Progressing the early exit aim for some aspects of the Capita contract, with initial focus on IT which completed 30 September. Close working with the Waste/recycling client team to achieve service performance improvements in key aspects of the contract including missed bins.

- Supporting the Climate Change Action Plan through procurement processes and engagement on major contracts in preparation for various parts of the plan have been a focus in Q2.

- Engagement and groundwork with HMLR on the migration of LLC1 Land Charges formally commenced, awaiting HMLR timetabling for next actions.

Internal Audit

-The new outsourced Internal Audit provider started work in March and has reported to the March, July and Oct meetings of Audit Committee. Challenge of the new arrangement is that certain core governance functions need to be resourced including risk coordination, Annual Governance statement and corporate policy reviews such as Whistleblowing and Counter Fraud work.

6 Looking forward to the second half of 2023/24

-Climate Change programme will develop with prioritisation and costing of the action plan and the identification of initial work through the officer group. Comms and engagement will be key both internally and externally. The officer group and external stakeholders group will meet in Q3 to help influence the direction of our efforts and completion of agreed actions. Bids for funding will be submitted in Q3.

-MTFS and detailed budgets will be reviewed and reported to O&S and Cabinet, along with routine monitoring of progress in year. Government grant settlement not expected until late December which hampers budget setting process.

-IT will continue the projects to internalise infrastructure and move to a more flexible cost-effective phone solution.

-Developing the waste service option appraisal will be a significant piece of work in Q3, particularly given the time pressures referred to above.

-Continue the exit strategy from aspects of the Capita 5 'C's contract.

-Options for the replacement of the finance and HR IT systems will be considered in Q3.

-website phase 2?

-continued elections prep for new requirements, plus Winchfield neighbourhood plan referendum and polling district and polling station review.

OVERVIEW & SCRUTINY

DATE OF MEETING: 14 NOVEMBER 2023

**TITLE OF REPORT: CYCLE AND CAR PARKING IN NEW DEVELOPMENT
SUPPLEMENTARY PLANNING DOCUMENT**

Report of: Executive Director – Place

Cabinet Portfolio: Planning Policy and Place

Key Decision: No

Confidentiality: Non-Exempt

PURPOSE OF REPORT

1. To seek the views of the Committee on the working draft Cycle and Car Parking in New Development Supplementary Planning Document following public consultation prior to its consideration by Cabinet.

RECOMMENDATION

2. That the Overview & Scrutiny Committee provides comments to Cabinet on the working draft of the revised Cycle & Car Parking in New Developments Supplementary Planning Document attached at Appendix 1, and the draft responses to representations made through the public consultation at Appendix 2.

BACKGROUND

3. In August 2022 Cabinet endorsed the content of a [Technical Advice Note \(TAN\) on Cycle & Car Parking in New Development](#), and adopted the cycle and car parking standards within it as a material consideration in the determination of planning applications.
4. The TAN replaced the Parking Provision Interim Guidance 2008, bringing the Council's guidance on cycle and car parking in new developments up to date in the context of the adopted [Local Plan \(Strategy & Sites\) 2032](#), changes to national planning policy, and the Council's Climate Emergency declaration.
5. It was always intended to convert the TAN into a Supplementary Planning Document (SPD) so that the guidance is afforded greater weight in decision-making. This requires several statutory processes to take place including a screening exercise for strategic environment assessment and habitat regulations assessment, and a six-week public consultation on the draft SPD.
6. Apart from some minor updates and amendments the consultation draft of the SPD was essentially the same as the TAN.

MAIN ISSUES

7. Consultation on the SPD ran for 6 weeks from 12 May to 23 June 2023, promoted through a press release, the Council's website, and posts across the Council's social media platforms. County and Parish Councillors were notified via a Councillor Connect newsletter email. Organisations and individuals on the Planning Policy database were notified directly by email or letter. This included statutory consultees, landowners, developers, Parish and Town Councils and residents' groups. Hard copies of the consultation documents were also available

to view at the Council Offices. This was carried out in line with the Council's Statement of Community Involvement, 2021.

8. There were 23 respondents making over 160 comments in total. Respondents include Hampshire County Council, a Member of Parliament, five Parish or Town Councils, Hampshire Constabulary, two adjoining Borough Councils, Blackwater Valley Friends of the Earth and two residents.
9. A summary of comments and the Council's draft response is set out in Appendix 2.
10. In terms of cycle parking there was broad support for the cycle parking standards, and some helpful feedback on detailed issues around secure and convenient storage.
11. With regards to car parking there was a wider range of views. Hampshire County Council were concerned about the car parking standards, believing that they over-provide parking and therefore fail to discourage car ownership and consequently car use, contrary to the objective for modal shift towards sustainable transport modes.
12. On the other hand, some concerns were raised that the car parking standards are too low or could result in parking in inappropriate locations such as rural lanes. A local MP was concerned that the SPD was an attempt to massively reduce the use of private vehicles and objected to this approach.
13. This range of views illustrates some of the challenges around car parking standards.
14. A number of comments were also made on details around the design of parking and other detailed aspects of the SPD.
15. In conclusion, no changes to the quantitative standards for cycle and car parking are proposed. The SPD sets out an approach which seeks to accommodate cars within well designed developments, avoid inappropriate car parking, and encourage the use of cycles.
16. Although the quantitative parking standards for cycles and cars do not change, the SPD is being refined in other detailed aspects where suggested changes will improve the document.
17. Appendix 1 sets out the working draft of the revised SPD. Appendix 2 sets out summaries of comments received and a draft Council response to those comments including any proposed changes over the draft that went out for consultation. Both of these documents are working drafts and subject to change. Feedback from the Overview & Scrutiny Committee is sought and will inform the final versions of these documents that go to Cabinet.

ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

18. The alternative is not to convert the TAN into SPD. However, the TAN would not be afforded as much weight as an SPD when determining planning applications.

CORPORATE GOVERNANCE CONSIDERATIONS

Relevance to the Corporate Plan

19. The Corporate Plan 2023-2027 puts sustainability at the heart of the planning process, seeking well designed developments and promotes walking and cycling in helping to achieve a carbon neutral district by 2040.

Service Plan

- Is the proposal identified in the Service Plan? Yes
- Is the proposal being funded from current budgets? Yes
- Have staffing resources already been identified and set aside for this proposal?
Yes

Legal and Constitutional Issues

20. The SPD has been prepared following relevant planning legislation. There are no direct legal issues arising from the report, other than the need to carry out some statutory procedures upon adoption. The SPD will be a material consideration in the determination of planning applications.

Financial and Resource Implications

21. No additional financial or resource implications have been identified.

Risk Management

22. There is the opportunity for legal challenge to the adoption of an SPD, however this risk is low. The SPD has been prepared following the relevant legislation.

EQUALITIES

23. An Equalities Impact Assessment (EqIA) Screening Assessment has been undertaken on the SPD and concluded that the SPD will have a positive impact upon all sections of the community, particularly the disabled and older people in specialist housing by ensuring that cycle and car parking standards accommodate their specific accessibility needs. The screening assessment concluded that a full EqIA is not needed.

CLIMATE CHANGE IMPLICATIONS

24. One of the main aims of the SPD is to encourage a shift away from private car use and encourage cycling. This will make a positive contribution towards the Council's target of Hart district being carbon neutral by 2040.

ACTION

25. Finalise the responses to representations received and the SPD, taking into account comments from Overview and Scrutiny, and take to Cabinet to be considered for adoption.

Appendices

Appendix 1: Cycle and Car Parking in New Development Supplementary Planning Document (post consultation working draft), November 2023

Appendix 2: Summary of Representations and Council Response (Working Draft)

Background Papers:

- [Consultation Draft of the Cycle and Car Parking in New Development Supplementary Planning Document, May 2023](#)



Cycle and Car Parking in New Development

Supplementary Planning Document (post consultation working draft)

November 2023

Planning Policy and Economic Development
Hart District Council, Harlington Way, Fleet, GU51 4AE

If you have any queries or wish to view this document in an alternative format please contact:

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Version 1	Consultation draft	May 2023
Version 2	Draft for Overview & Scrutiny	November 2023

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Key messages

- The Council has declared a climate change emergency with the ambition to make Hart district carbon neutral by 2040.
- Planning policy aims to reduce emissions of greenhouse gases and other pollutants, reduce car use, promote sustainable transport and active travel, and achieve well-designed places.
- New development must provide the appropriate amount of cycle and car parking and be designed to encourage a shift away from car use towards walking, cycling and other sustainable modes of transport.
- To encourage use of cycles over the car where possible, at least one secure bicycle parking space (Sheffield stand or equivalent) must be provided at least as close to the front door as on plot car parking.
- Electric car charging provision must be provided in line with Building Regulations. These must be designed into schemes to optimize convenience for electric car users.
- There is an ever-evolving variety of transport options available to people, in addition to cars and cycles (for example, mobility scooters, motorcycles, electric scooters). Good

developments will provide convenient and secure storage space to facilitate those choices.

1.0 Introduction

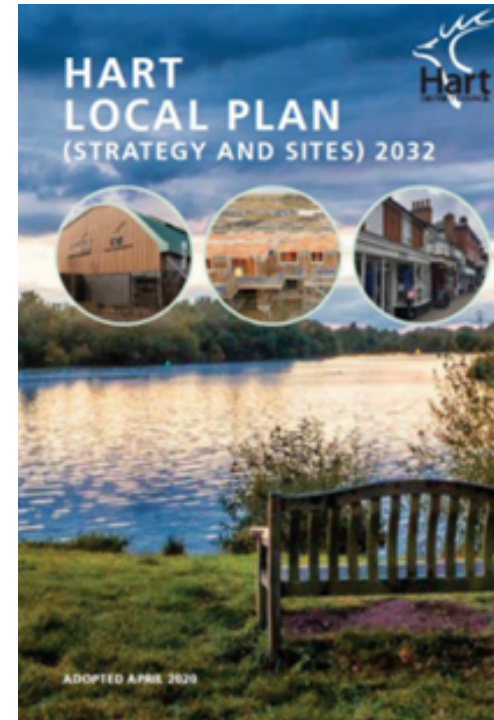
- 1.1 This Supplementary Planning Document (SPD) provides guidance on the provision of cycle and car parking with new development that requires planning permission (including development/changes of use of existing buildings).
- 1.2 The aim is to ensure that an appropriate level of well-designed vehicle and cycle parking is provided in all new developments. This will avoid the various problems created by both over-and under-provision of parking and encourage the use of cycles over cars for a greater number of trips.
- 1.3 This document sets out:
 - the policy context for Hart’s parking standards and some key characteristics for Hart district including car ownership rates,
 - standards for cycle and car parking provision with residential development,
 - specifications for parking provision with design and layout considerations,
 - cycle parking standards for non-residential development,
 - car parking standards for non-residential development, and
 - the documentation required in support of planning applications.
- 1.4 This document has been informed by evidence produced by i-Transport (Parking Standards Review for Hart District Council, March 2022).
- 1.5 *[subject to adoption]* This SPD was adopted by Cabinet on [insert date] and is a material consideration in the determination of planning applications. It supersedes the [Cycle and Car Parking in New Development Technical Advice Note](#) that was endorsed, and in part adopted, on 4 August 2022

2.0 Background

Local context

2.1 The Hart Local Plan (Strategy & Sites) 2032 was adopted in April 2020.

- Local plan objective ‘to maximise opportunities for the provision of sustainable transport infrastructure that supports new development, including facilities for walking, cycling and public transport’,
- Policy NBE9 Design – criterion f) states ‘it includes well-designed facilities/areas for parking (including bicycle storage) taking account of the need for good access for all users’, and
- Policy INF3 Transport – criterion d) states ‘provide appropriate parking provision, in terms of amount, design and layout in accordance with the Council’s published parking standards, or as set out in Neighbourhood Plans’.



2.2 The SPD provides district wide guidance on parking standards and design in support of local plan policies referred to above. It is a material consideration in the determination of planning applications. In addition, there are several made **Neighbourhood Plans** across Hart district which form part of the development plan for the area, some of which include parking policies and standards. Planning applications must be determined in accordance with the development plan unless material considerations indicate otherwise. If there is a conflict between a made Neighbourhood Plan and this SPD, for

example there are different standards for the quantum of car parking, the neighbourhood plan policy will generally take precedence. Due weight will be given to relevant policies in existing plans according to their consistency with the National Planning Policy Framework.

2.3 The Council's [Corporate Plan 2023/2027](#), approved February 2023 which includes a commitment to:

- Encourage more cycling and walking in the district by extending the Green Grid network and working with Hampshire County Council and others to improve infrastructure and reduce barriers to walking and cycling.

2.4 Safe and secure cycle parking with new development will help to reduce barriers to cycling.

2.5 The ambition for the Green Grid is to provide routes between all settlements to encourage walking, cycling and other forms of sustainable healthy transport. As well as connecting communities together, there is an opportunity to connect people to existing green spaces and other key destinations.

2.6 In partnership with Hampshire County Council, Hart has commissioned a Local Cycling and Walking Infrastructure Plan ([LCWIP](#)) for Hart district. The purpose of the LCWIP will be to identify opportunities for improved walking and cycling routes thereby increasing active travel and the wider benefits this will bring in terms of reducing emissions, improving air quality and health

and wellbeing improvements. This is due to be adopted by the end of 2023. The Council will also have regard to opportunities to improve cycling and walking infrastructure identified in Neighbourhood Plans. Development may be required to provide contributions towards delivery of the walking and cycling infrastructure identified in the LCWIP.

2.7 In April 2021 Hart District Council declared a **Climate Emergency**. The Council has pledged to:

- Make Hart District carbon neutral by 2040 whilst bringing forward the current 2040 target to 2035 for areas under direct control of Hart District Council.
- Report to full Council every six months setting out the current actions the Council is taking to address this emergency and the plan to measure annual District-wide progress towards meeting the 2040 target.
- Meaningfully engage with the local community and to work with partners across the District and County to deliver these new goals through all relevant strategies and plans drawing on local, national, and global best practice.
- Actively work with Hampshire County Council and the Government to provide the additional powers and resources needed to meet the 2040 target.
- Actively encourage and push for Hampshire County Council to reduce its target for net zero carbon to

2040, acknowledging that 2050 is too far away for such an emergency.

2.8 Hampshire County Council is preparing a new Local Transport Plan (LTP4) with a vision for the county's transport and travel infrastructure to 2050. The draft plan contains several relevant policies which aim to:

- Put climate change at the heart of decision making,
- Support communities to live locally,
- Improve air quality, and
- Prioritise walking and cycling over private car use.

National context

2.9 The [National Planning Policy Framework](#) (NPPF) published in September 2023 refers at paragraph 107 to setting local parking standards for both residential and non-residential development and that these should take account of:

- a) accessibility of the development,
- b) the type, mix and use of development,
- c) the availability of and opportunities for public transport,
- d) local car ownership levels, and
- e) The need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

2.10 NPPF paragraph 133 refers to '[Building for a Healthy Life – A Design Toolkit for neighbourhoods, streets, homes and public spaces](#)' which was published in 2020 and endorsed by Homes England, the HBF, Design Network and the Urban Design Group, reflecting the requirement for appropriate designs and layouts. Further details are also expressed in the companion guide to Building for a Healthy Life published by Homes England – [Streets for a Healthy Life](#).

2.11 NPPF paragraph 134 explicitly states that 'development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design...' reflecting the guidance in the National Design Guide and National Model Design Code (see below) and taking into account any local design guidance.

2.12 The elements of the NPPF referred to in previous paragraphs 2.9 to 2.11 have been retained in proposed changes to the NPPF published for consultation in December 2022.

2.13 Detail of cycle infrastructure provision was published in July 2020 by the Department of Transport [LTN 1/20 Cycle Infrastructure Design, Dept for Transport](#). At the same time the Government published '[Gear Change : a bold vision for cycling and walking](#)'. This sets out actions required to improve cycling and walking under four themes of:

1. better streets for cycling and people,

2. cycling and walking at the heart of decision making,
3. empowering and encouraging local authorities, and
4. enabling people to cycle and protecting them when they do.

2.14 In January 2021 the Government published [National Design Guide](#) and then in June/July 2021:

[National Model Design Code: Part 1](#)

[National Model Design Code: Part 2](#)

2.15 National Model Design Code – Paragraphs 85-86 state:

“Well-designed car and cycle parking at home and at other destinations is conveniently sited so that it is well used. This could be off-street to avoid on street problems such as pavement parking or congested streets. It is safe and meets the needs of different users including occupants, visitors, and people with disabilities. It may be accommodated in a variety of ways, in terms of location, allocation and design.

Well-designed parking is attractive, well landscaped and sensitively integrated into the built form so that it does not dominate the development or the street scene. It incorporates green infrastructure, including trees, to soften the visual impact of cars, help improve air quality and contribute to biodiversity. Its arrangement and positioning relative to buildings limit its impacts, whilst ensuring it is secure and overlooked.”

2.16 The [Environment Act 2021](#) became law on 9 November 2021 which includes statutory targets for improving air quality amongst other matters.

2.17 Publication of the [IPCC](#) report in April 2022 – “[Climate Change 2022 : Mitigation of climate change](#)”, includes various references to lifestyle changes “*Having the right policies, infrastructure and technology in place to enable changes to our lifestyles and behaviour can result in a 40-70% reduction in greenhouse gas emissions by 2050.*” This puts greater emphasis on individuals taking action to reduce carbon emissions, in Hart district, this means pushing for a modal shift for trips of less than a mile which is the bulk of trips by car (National Travel Survey). Such actions can also have more personal benefits through improving health and well-being, preventing illness being a key element of the [NHS Long Term Plan](#).

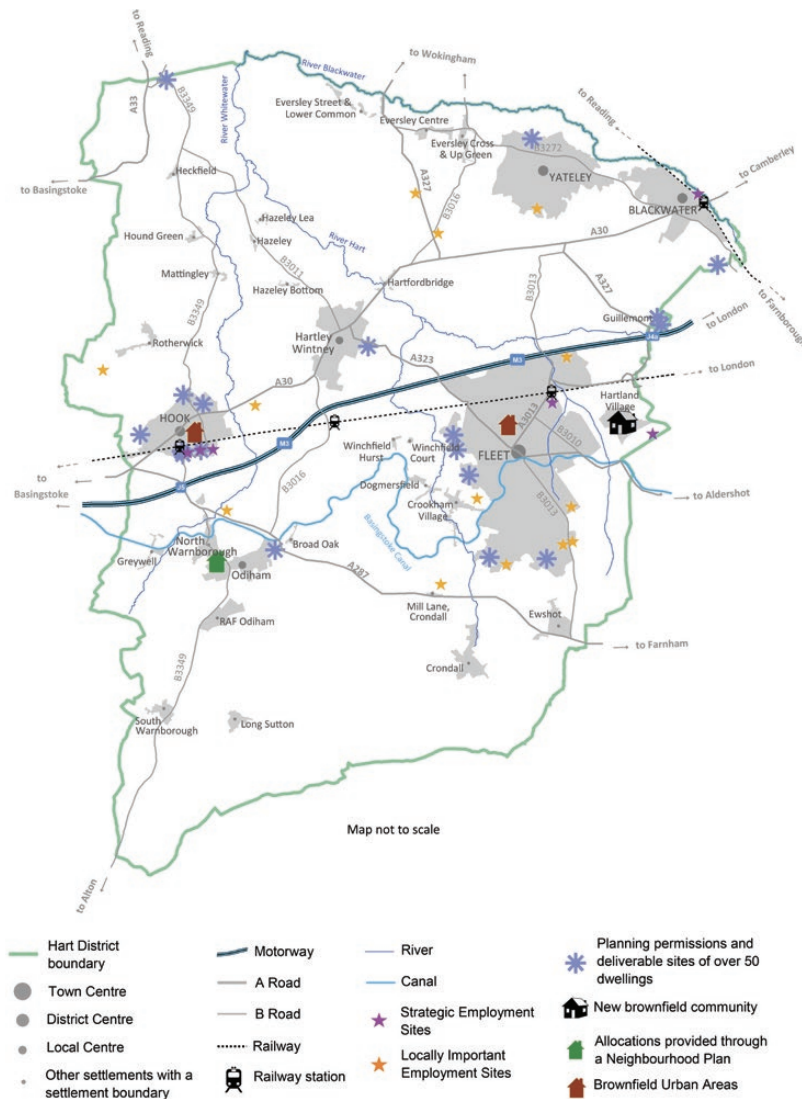
2.18 Reference to 15-minute cities / 20-minute neighbourhoods has been highlighted over the past few years with communities accessing local services and facilities, as has healthy place-making. The Covid-19 pandemic has brought about fundamental shifts in working culture with full and part-time hybrid remote working patterns now commonplace. These changes offer considerable opportunities to encourage people to adopt more environmentally friendly forms of travel, particularly for shorter trips and especially for those of a mile or less. Parents of school age children who might previously have dropped off their children at school by

car before continuing a longer distance commute are now more likely to be working at home some or all of the week. Here lies a major opportunity to encourage parents and their children to walk or cycle to and from school. However, this will only happen if street design invites walking and cycling, making it an attractive, safe and convenient option. Changes are also required to the design of individual homes and their plots, providing highly visible, convenient, and secure bicycle storage.

- 2.19 Active Travel England (ATE) is the government's executive agency responsible for making walking, wheeling and cycling the preferred choice for everyone to get around in England. As of 1 June 2023, ATE is a statutory consultee on all planning applications for developments equal to or exceeding 150 homes, 7,500 m² of floorspace or an area of 5 hectares.
- 2.20 New [Building Regulations](#) which took effect in June 2022 mean that new homes and buildings in England will be required by law to install electric vehicle charging points.
- 2.21 The remainder of this SPD covers:
- transport movement and car ownership in Hart district
 - cycle parking
 - car parking
 - Documentation to support a planning application, Travel Assessments and Travel Plans.

3.0 Hart district's characteristics

- 3.1 NPPF paragraph requires local parking standards to take account of:
- a) the accessibility of the development,
 - b) the type, mix and use of development,
 - c) the availability of and opportunities for public transport,
 - d) local car ownership levels, and
 - e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.
- 3.2 Hart district varies from urban areas to more rural settlements. Therefore, any standards need to be considered alongside the placemaking quality of a development and the parking strategy for the site, reflecting the accessibility of the site to local services (including main transport links) and facilities.
- 3.3 The Hart Local Plan (policy SS1) focusses new development to be within defined settlements which are spread around the district.
- 3.4 New developments tend to be primarily for homes, with some commercial activity in the larger more urban areas such as Fleet, Yateley and Hook.



- 3.5 Up to date public transport information is published on [Hampshire County Council's](#) website which includes [The Farnborough-Fleet-Bordon Public Transport Guide](#) (September 2021).
- 3.6 In addition to regular bus services covering the larger settlements, many of the smaller settlements have access to Hart Taxishare which is similar to a bus service but needs to be pre-booked and covers residents in Crondall; Ewshot; Dogmersfield; Winchfield; Fleet; Odiham; Mattingley; Hook; Well; North Warnborough; Hartley Wintney; Church Crookham; South Warnborough; Greywell and Long Sutton.
- 3.7 Within Hart district there are mainline rail stations at Blackwater, Fleet, Hook and Winchfield, providing regular services to London, but also allowing for rail journeys within the district. The location of the rail line through the centre of Hart district further provides opportunities for this to be an alternative means of transport to car use, although it is recognised that this may be for part of a journey given the need to access the rail station.
- 3.8 Car ownership in Hart district is high. Table 1 shows that in Hart, 92% of households own at least one car, compared to 87% for Hampshire, and 83% for the South-East.

Table 1: 2021 Census – Car/Van availability (households)

Location	No cars	1 car or van	2 cars or vans	3 cars or vans	4 or more cars or vans
Hart	8%	35%	40%	11%	6%
Hampshire	13%	39%	34%	9%	4%
Southeast	17%	41%	31%	8%	4%

Source: Census 2021, TS045 – Car or van availability

3.9 Car ownership rates in Hart district increased between 2011 and 2021 from an average of 1.67 cars per household to 1.73 cars per household (2011 and 2021 Census data). However, future growth is predicted to be at a lower rate, reflecting the already high car ownership rates (and therefore less room for growth). For further information see: *Parking Standards Review for Hart District Council, i-Transport, 22nd March 2022*, available on request (please email planningpolicy@hart.gov.uk).

3.10 Other general factors of change include matters such as:

- the number and percentage of petrol and diesel cars is decreasing whilst the number and percentage of alternative fuel vehicles is increasing. Alternative fuel vehicles have increased from 1% of all new car registrations in 2011 to 21% in 2020,
- fewer young people choosing to own a car,

- increase in opportunities for shared mobility – this includes shared rides; cars; cycles and scooters including electric cycles and scooters,
 - shared rides can be informal (lift sharing) or more formal through using tools (such as apps) to connect passengers and drivers,
 - Car Clubs can provide socially inclusive, low emission mobility which helps to break dependency on private car ownership. In addition, they can:
 - reduce parking congestion as multiple users share one car and one parking space,
 - reduce traffic on the road as car club members tend to drive less and use public transport, walk and cycle more, and
 - offer significant benefits with respect to air quality as the cars are newer and cleaner.

4.0 Residential cycle parking

4.1 The ambition is to encourage a shift in how people move around their communities; away from the private car to more sustainable modes of transport. This will help deliver the Council's ambitions around:

- adapting to and mitigating from the effects of climate change,
- delivering healthy environments where active lifestyles prevent illness; and
- delivering environmental improvements.

4.2 Safe and secure cycle parking is an important component to encourage cycling both as an element of active travel to reduce dependency on the car but also for the health and wellbeing benefits. The emergence of electric bicycles means cycling is a realistic choice for many journeys, not just the shorter journeys (the cost of electric cycles also reinforces the need for secure parking options). Secure cycle parking has the following attributes:

4.3 Roads, paths and layouts that encourage walking and cycling are also needed. As part of the wider picture the Council has a vision for a '[Green Grid](#)' of routes between settlements and green spaces to encourage walking, cycling and other forms of sustainable healthy transport. Guidance on the design of pedestrian and cycle routes is set out in [Local Transport Note \(LTN\) 1/20](#).

4.4 For all new residential developments, the Council requires developers to promote sustainable travel choices. The availability of safe and secure cycle parking at home, at the destination or at an interchange point has a significant influence on cycle use. In addition, cycle parking must be pleasant, sufficient and convenient ([LTN 1/20 Cycle Infrastructure Design, Dept for Transport, July 2020](#)).

4.5 Therefore, cycle parking must be considered early in the planning and design process and take into consideration the following:

- provision for traditional 'manual' cycles and electric cycles,
- means of charging electric cycles,
- space for secure storage both covered / lock-able,
- provision for different types of cycles – cargo cycles; adapted cycles. For typical dimensions of different types of cycles see Section 5.4 of [LTN1/20 Cycle Infrastructure Design published by the Department of Transport](#),
- for larger scale developments unallocated cycle parking should be distributed around the development rather than in one location, particularly if there are several entrances to the site. The distribution of cycle parking needs to respond to the proportion of people using each entrance, and

- To encourage residents to ride their cycle instead of using their car, cycle storage must be conveniently located and readily accessible. At least one secure cycle space must be close to the front door of the property. Others could be included within a suitable garage or shed/storage space.

- 4.6 For residential developments secure parking may be achieved by installing specialised storage or a small permanent cycle stand. If cycle parking is provided in back gardens it must be easily accessible and secure (it is generally discouraged as it is frequently not convenient to access).
- 4.7 For extensions and small-scale residential developments provision needs to be responsive to the location and scale of the proposal.
- 4.8 Where there are communal areas and open spaces within a larger development, a cycle stand may be more appropriate such as a Sheffield-style stand (as shown in the image below), which can provide two cycle parking spaces, one either side of the stand.



Figure 1 Sheffield Stands



Figure 2 Example of covered cycle storage



Figure 3: Example of covered cycle storage

4.9 The standards below are the minimum number of cycle parking spaces required. One space means that one bicycle can be secured. A cycle stand can provide two cycle parking spaces (e.g. Sheffield style stand).

4.10 It will also be necessary to consider provision for visitors on the basis of 0.2 spaces per home. When calculating total number of spaces these should be rounded up to a whole figure.

4.11 Cycle parking for residents must be provided as follows:

1 bed home: 2 cycle spaces minimum

2 bed home: 3 cycle spaces minimum

3 bed home: 4 cycle spaces minimum

4 bed home: 5 cycle spaces minimum

5 bed home: 6 cycle spaces minimum

- *1 space must be close to the front door*
- *1 space should be able to accommodate a non-standard 'cargo' bicycle (see Appendix 1)*

Unallocated/visitor cycle parking:

- **0.2 spaces per home (rounded up)**
- **5% of unallocated/communal provision should be able to accommodate a non-standard bicycle**

4.12 These standards apply across the whole district.

4.13 At least one space must be provided in close proximity to the front door of the property so that it provides a significant attractor to use the bicycle as an alternative to the car. For apartment buildings this can take the form of an enclosed cycle structure within the main building.

However, the entrance to this structure must be closely related to the front door of the building.

- 4.14 Developers should make it clear in their plans how cyclists can access the storage. For example, for cycle storage in a garage, there should be sufficient space to get a cycle into and out of the garage with a car parked on the drive; and where the cycle storage is to the rear of a property, access paths and gates must be well designed. Developers are encouraged to consider integrating secure external cycle stores to the front of properties.
- 4.15 At least one space per home should be able to accommodate a non-standard bicycle, such as a cargo cycle, and adapted cycles. Section 5.4 of the [LTN1/20 Cycle Infrastructure Design published by the Department of Transport](#) provides details of non-standard bicycles and their dimensions (see extract at Appendix 1).

5.0 Residential car parking

Car parking standards

- 5.1 Providing sufficient car parking is consistent with objectives for modal shift. Ownership does not necessarily translate into higher usage, particularly where public transport is available and where street and settlement design invites people to walk or cycle for short distance trips. If insufficient car parking is provided in new developments, or it is poorly designed, displaced car parking will become widespread. This includes half-on, half-off pavement parking. Displaced car parking does not invite people to walk and cycle and frequently makes it more difficult (or impossible) to walk or cycle around places easily, safely and enjoyably.
- 5.2 The car parking standards below reflect the Council's ambition to reduce carbon emissions, improve the environment and promote modal shift to active travel choices, and the matters expressed in the NPPF (see paragraph 3.1 above).
- 5.3 The standards are neither maximum nor minimum, but a guide as to the appropriate quantum of parking to be provided. They should be considered carefully, alongside the placemaking quality of a development and the parking strategy for the site, allowing for flexibility in providing alternative parking solutions such as shared mobility, access to alternative modes of transport and

opportunities for active travel. Where different standards are used, planning applications must include information to justify a departure from the guidance and demonstrate that the functional parking needs of the development will be accommodated (see Section 7: Documentation to support a planning application).

5.4 Car parking standards (number of spaces)

1 bedroom home: 1.0 allocated and 1.0 unallocated

2 bedroom home: 2.0 allocated and 0.5 unallocated

3 bedroom home: 2.0 allocated and 1.0 unallocated

or 3.0 allocated and 0.5 unallocated

4 bedroom home: 3.0 allocated and 0.5 unallocated

5 bedroom home: 3.0 allocated and 1.0 unallocated

An under-provision of allocated spaces needs to be made up with unallocated spaces.

A minimum of 5% of unallocated spaces should be designed for use by disabled people.

The total requirement for the development will always be rounded up to a whole number.

5.5 Parking spaces can be allocated or unallocated:

- Allocated includes any spaces within the curtilage of a property and any spaces in communal areas where the space is reserved for a particular property,

- Unallocated covers all parking spaces that are not allocated, visitor parking is usually served by unallocated parking and should be located close to where it is likely to be needed.

New paragraph: For 3-bedroom homes either car parking standard can be used. It is for the applicant to demonstrate which standard is most appropriate and results in the best design solution.

5.6 When a development involves an increase in bedrooms to an existing property this will normally trigger an increase in the parking requirement at that property. Rooms which could be used as bedrooms but are labelled on plans as office/study/family room will be treated as bedrooms for the purposes of applying the parking standards unless it is clear from the planning application and any supporting evidence that the room is unlikely to be used as a bedroom.

Disabled parking

- 5.7 The requirements for disabled parking for residential use are set out in the [Building Regulations Part M](#):
- Wheelchair user homes (housing category M4(3)) – at least one car parking space within the curtilage of the dwelling or within a communal parking area

- Accessible and adaptable homes (housing category M4(2)) – at least one car parking space which is 3.3m wide if within the curtilage of the dwelling
- In addition, a minimum of 5% of unallocated car parking spaces should be designed for use by disabled people.
- For further information see the “Disabled parking specifications...” in Paragraph 5.18.

Older persons accommodation car parking standards

- 5.8 In addition to residential accommodation in the form of houses or flats, there is also provision through older persons housing. This can range from self-contained older persons accommodation for those who are mobile and active to more specialised accommodation with varying degrees of support or care. Car ownership is typically higher in relation to self-contained older persons accommodation and declines significantly once older people reside in care homes. This view is supported by census data that shows car ownership per household decreases from 1.74 to 0.64 between the ages of 55 and 85+. There is a need however, to ensure sufficient provision for staff and visitors, at varying times of the day.

Categories of specialised older persons accommodation:

- **Housing for older people.** *This includes what was referred to in the SHMA as ‘sheltered’ and ‘enhanced sheltered’. Includes older people’s housing for social/affordable rent (e.g. contemporary ‘sheltered’ housing), and older people’s housing for sale, typically referred to as retirement housing.*
- **Housing with care.** *Includes Extra Care housing for rent, and housing with care for sale/shared ownership, sometimes referred to as retirement villages (where it may or may not have an onsite care home)*
- **Residential care.** *Provides live-in accommodation, typically in en-suite rooms, with 24 hour-a-day supervised staffing for residents, who may need extra help and support with their personal care. For example, help with things such as washing, dressing, personal hygiene, medication, toileting, communication, feeding and mobility.*
- **Nursing care.** *These provide 24 hour care and support, as with residential care, but with added nursing care and assistance for residents who require input from and supervision by a registered nurse, who is in situ to devise and monitor care plans and provide and administer treatment.*

Note: age-restricted market housing is not included within this typology as a type of specialized housing and accommodation for older people.

Source: Advice on the need for specialised accommodation for older people within Hart District as set out in the 2016 SHMA, Housing LIN, June 2021

5.9 On this basis, parking for older persons accommodation should follow the approach below:

- Provision of accommodation for the active elderly (self-contained housing for older people) who are likely to be mobile, still in ownership of a car and have a high level of independence, the above residential standards should be applied to all proposals, taking into consideration the location of the development and access to alternative forms of transport. Parking spaces will also be required for staff and visitors and there should be provision of disabled spaces and facilities for charging of electric cars and mobility vehicles. Cycle parking must also be provided – see section on cycle parking. The Council will look favourably upon the introduction of pool car clubs to such developments whereby electric cars and (four wheeled) scooters reduce demand for parking spaces.
- Parking for residential developments for less active elderly persons in care and nursing homes should be considered on a case-by-case basis taking into consideration the parking (car and cycle) needs of residents, visitors and staff. These may also require higher provision of disabled spaces and should make adequate provision for access, parking

and charging of mobility vehicles. Justification for the level provided will need to be set out within a Transport Assessment (see details below).

Car parking specifications

- 5.10 The dimensions of the spaces matter. Inadequate width or length is likely to result in alternative parking that has not been planned for. Common problems include a failure to allow for doors to open and vehicles overhanging footways. Equally, providing areas of hard surfacing, such as unmarked cycle routes and short verge crossings, may tempt householders to park in places that will obstruct other street users.
- 5.11 On average, cars have got larger over time, both in width and in length. A summary of the minimum dimensions for parking spaces is set out below:

Dimensions of car parking spaces (width x length):

Standard parking space	2.5m x 5.0m
Parallel parking space	2.0m x 6.0m
Tandem (2 cars)	2.5m x 11.0m
Double garage (internal dimension)	6.0m x 7.0m

- *An additional minimum of 0.5m will need to be added to the above spaces where either dimension is adjacent to a wall or other obstruction.*

- *Where a driveway is to be used for parking in front of a garage, the overall length of the space will need to be a minimum of 6.0m to allow access to the garage.*

- 5.12 Single garages are not counted as a parking space. This is because they are typically used for storage. Garages do, however, provide useful space for the ever-changing variety of other transport options including larger vehicles such as mobility scooters, powered two wheelers, tricycles etc.
- 5.13 Double garages count as one parking space if they have a clear internal dimension of 6.0m x 7.0m. Access to the garage should be wide and convenient for easy use with modern cars.
- 5.14 Car ports are counted as a parking space if the parking space meets the minimum dimensions set out above, and if it is demonstrated that the items that residents typically store in garages are provided in another location, for example, garden maintenance equipment, bicycles, dry re-cycling.
- 5.15 Parallel car parking spaces are those provided parallel to the highway/pavement and so do not need to be as wide as normal spaces.
- 5.16 To accommodate side-by-side parking on a driveway, additional width will be required where it is also used for pedestrian/cycle access.

- 5.17 For tandem parking (one behind the other), the maximum of 2 spaces will be counted, even if there are 3 or more spaces in tandem. Tandem parking (one vehicle behind another) will only be acceptable for individual properties.

Disabled parking specifications

- 5.18 The minimum dimensions for disabled parking are:
- Residential disabled space – in curtilage: 3.7m x 6.2m (this is a standard parking space plus 1.2m clear access zone to one side and the rear)
 - Off-street disabled space – perpendicular to the access aisle: 2.4m x 6.0m plus 1.2m clear access zone to each side (this can be shared with adjacent spaces)
 - Off-street disabled space – parallel to the access aisle: 2.4m x 6.0m plus a minimum 1.8m clear access zone to the side
 - On-street disabled space – parallel to a kerb: 2.7m x 6.6m
 - On-street disabled space – in the middle of a road: 3.0m x 6.6m
- 5.19 Any disabled parking space should be as close as possible to the main entrance of the property/premises

with step-free access and parking spaces should have a firm and level surface.

- Within the private curtilage of a dwelling (including the car port or garage), it is a standard parking bay with an additional minimum clear access zone of 1.2m to one side and to the rear.
- Within a communal parking area, it is a standard parking bay with an additional minimum clear access zone of 1.2m to both sides.

5.21 Covered parking spaces provide protection from adverse weather when transferring from a wheelchair to a vehicle. Any uprights, posts etc should be sited to avoid impediment of the wheelchair user.

5.23 Further requirements for disabled car parking spaces are set out in the [Department of Transport's Inclusive Mobility](#) (December 2021) and [Building Regulations Part M](#).

Electric vehicle charging points

5.24 EV charging points must be provided in accordance with [Building Regulations Part S](#) which came into effect on 15 June 2022. The location of electric charging points should be considered at the design stage to and informed by site specific context and characteristics in order to optimise convenience for users of electric cars (there could be other factors that influence the location of

charging points such as the need to avoid or mitigate harm to heritage assets). Part S currently applies to:

- new residential and non-residential buildings;
- buildings undergoing a material change of use to dwellings, such as converting a barn into a home;
- residential and non-residential buildings undergoing a major renovation where 10 or more dwelling are being created; and
- mixed-use buildings that are either new or undergoing a major renovation.

Design and layout considerations

5.25 Below are the **minimum** requirements for the application of the residential parking standards and must be considered within **all** planning proposals and details submitted with the planning application:

- a) A plan showing the location and dimensions of all car parking spaces associated with the development, identifying which spaces are allocated, unallocated and disabled.
- b) Where unallocated parking is to be accommodated on the public highway this should be accompanied by an assessment of the parking stress in the area and the capacity for on-street parking based (see paragraph 7.1(4)). The nature of some roads, for example rural lanes, may mean reliance on on-street parking is inappropriate on highway safety grounds.

- c) For developments of 50 or more homes, evidence of exploring the feasibility for a car club or similar facility for the site either alone or in combination with other sites.
- d) Where there are changes to existing properties such as changes of use, extensions and garage conversions which require planning permission:
- Applicants will be required to provide sufficient parking based on the standards specified. Where it is impractical to meet the standards, planning applications must be accompanied by an assessment of the parking stress in the area and the capacity for on-street parking.
 - It will be the developer's responsibility to make sure that the changes made to an existing property will not prejudice the retention of adequate parking within the curtilage of the property.
 - Where the proposal is for the conversion of a dwelling or other uses into an HMO (House of Multiple Occupation) one space per bedroom will be required.
- e) where there is 'off-plot' allocated and non-allocated parking provision which is not adopted by the Highway Authority the developer will have to provide the appropriate arrangements for their future management and maintenance.
- f) Street width design to be considered and amended to accommodate on-street parking and to reflect any landscaping and planting of street trees to avoid future issues arising.
- g) Where unallocated parking spaces are distributed throughout a development, an increased carriageway width should be used to allow cars to park on either side of the street, leaving at least an appropriate width carriageway, particularly to allow for access and turning movements of larger vehicles, such as emergency vehicles and refuse vehicles.
- h) The design of unallocated parking should make it clear where it is appropriate to park and prevent or discourage inappropriate parking (particularly on footways).
- i) To add appropriate planting to soften the visual impact of cars and to delineate parking vs non parking areas.
- j) Wherever parking is provided it needs to be more attractive than inappropriate parking opportunities. It should be accessible, lit to British Standard (BS) 5489-1:2020, overlooked, and attractive.
- k) Where parking is to be within the public realm or a parking court it must:
- be secure;
 - be part of a coherent overall layout;

- be small (for example, no more than 5 properties served);
- be wholly overlooked by habitable rooms within dwellings;
- be lit at night to British Standard (BS) 5489-1:2020;
- have convenient pedestrian connections to the properties being served. Residents must be able to get to the front door of their home safely and conveniently from their allocated parking spaces. Where pedestrian footpaths are provided that connect courtyard parking spaces with the front door of people's homes these must be afforded good, clear sightlines and be lit to British Standard (BS) 5489-1:2020; and
- properties with car parking spaces allocated within a parking courtyard must also be designed so that appropriate amenity/defensible space is achieved between the car parking spaces and the building and that appropriate and secure boundary treatments and access/egress points (e.g. a key operated lockable gate) are implemented to enable direct rear access into the home via a kitchen, utility room or hallway. Direct access via a lounge and/or patio doors is not acceptable.

otherwise result in the loss of front gardens to parking without planning permission.

5.26 In order to maintain the design quality of a new development, the Council may use planning conditions to remove permitted development rights which would

6.0 Non-residential parking standards

Cycle parking

- 6.1 For non-residential cycle parking, applicants should use the minimum standards contained within the [LTN1/20 Cycle Infrastructure Design published by the Department of Transport \(section 11.3 Table 11-1\)](#). These are also set out at Appendix 3 of this document.

Car parking

- 6.2 Non-residential car parking standards are set out at Appendix 3. These are unchanged from the Parking Provision Interim Policy 2008 as they are considered to remain up to date. This was a conclusion from a review of those standards by i-transport following a benchmarking exercise against other local authority parking standards (Parking Standards Review for Hart District Council, 22 March 2022). It should be noted that the non-residential parking standards differ depending on whether the development is within Zone 1 or not, Zone 1 being with 800m of Fleet or Hook Station, and 400m of Blackwater Station.

7.0 Documentation to support a Planning Application, Transport Assessments and Travel Plans

- 7.1 With regards to car and cycle parking, as a minimum developers will be expected to submit the following information with a planning application, either within a Design and Access Statement (DAS), or within a Transport Assessment (TA).
- 1) A plan showing the location of all car parking spaces associated with the development, identifying which spaces are allocated, unallocated and disabled.
 - 2) A plan showing where the unallocated parking will be accommodated (including where this is on-street).
 - 3) A written statement setting out the design rationale for the parking provision and details of which spaces will be allocated or otherwise, and the management strategy.
 - 4) Where unallocated parking is to be accommodated on the public highway – an assessment of the parking stress of the area, and whether there is the capacity to accommodate additional on-street parking. Any parking surveys undertaken should include the following information:

- Scaled plan indicating existing vehicular accesses, on-street parking bays, unmarked roadside parking and waiting restrictions.
 - Information relating to the likely levels of parking demand generated by the development. This will usually be those generated by the standards set out in this SPD.
 - An assessment of parking stress in an identified vicinity of the application site. This needs to be recorded regularly during the week, within school term time, when the highest number of residents are at home, generally in the late afternoon and evening, and between 11pm and 6am one weekday and one weekend day, by an independent assessor. The applicant will need to be able to demonstrate that the survey undertaken is fair and representative.
 - The parking stress survey results would be required to provide mapped records of the parked vehicles locations at each regular count interval and would need to be at a time unaffected by seasonal variations; and
 - Information relating to proximity of public transport.
- Further information in relation to the Council's requirements for a Vehicle Parking Stress Survey is set out at Appendix 6.
- 5) For developments of 50 homes or more – evidence of correspondence with a car club operator regarding the feasibility of a car club for the site.
 - 6) For developments of older persons accommodation – a Transport Assessment (TA) setting out justification for the proposed parking provision.
- 7.2 There may be circumstances where the recommended parking standards are not appropriate and a developer should submit evidence to justify a higher or lower level of parking within a Transport Assessment (TA), taking into consideration the scale and location of the development; accessibility to public transport; proportion of unallocated spaces and quality placemaking.
 - 7.3 Key tools used to appraise and determine the transport impacts of a development proposal are Transport Assessments (TA) and Travel Plans (TP). [Hampshire County Council](#) as Highway Authority includes on its website details of when an assessment and plan may be required and the level of detail to be included.
 - 7.4 These residential standards ensure that new developments provide the right amount (and type) of parking. However, there will be situations where a risk remains that developments could cause parking problems in surrounding areas. Developers remain

responsible for mitigating this impact of their development.

- 7.5 These issues should be considered through the normal development management processes.
- 7.6 [Transport Assessments](#) (TA) should be commensurate with the scale of the proposed development, detail the estimated impact of developments on the highway network and identify any mitigation required. For residential developments an assessment is required for developments over 50 homes for further details contact Hampshire Development Planning at highways.development.control@hants.gov.uk

New paragraph:

Hampshire's Development Planning Team also offer a pre-application service which can be useful for developers to access bespoke advice on their application. More information is available via the following link: [Pre-application advice | Hampshire County Council \(hants.gov.uk\)](#)

- 7.7 [Travel Plans](#) (TPs) aim to reduce the number of people travelling by car alone and to increase active travel and sustainable travel modes. They can also demonstrate how development can reduce its carbon impact. For further details contact travelplans@hants.gov.uk

Appendix 1 Dimensions of cycles

Figure 5.2: Typical dimensions of cycles



Taken from [Cycle Infrastructure Design](#) (LTN 1/20)

Appendix 2 Residential cycle parking standards

Number of bedrooms	Number of Allocated Spaces (minimum)
1 bedroom home	2
2 bedroom home	3
3 bedroom home	4
4 bedroom home	5
5 bedroom home	6

Notes

- 1 space must be close to the front door
- 1 space should be able to accommodate a non-standard 'cargo' cycle (see Appendix 1)

Unallocated/visitor cycle parking:

- 0.2 spaces per home (rounded up)
- 5% of unallocated/communal provision should be able to accommodate a non-standard cycle

Appendix 3 Non-residential cycle parking standards

Minimum Cycle Parking Standards for Non-Residential Uses (Source: LTN 1/20 Table 11-1)

Land Use Type	Sub-Category	Short stay requirement (obvious, easy to access and close to destination)	Long stay requirement (secure and ideally covered)
All	Parking for adapted cycles for disabled people	5 percent of total capacity co-located with disabled car parking	5 percent of total capacity co-located with disabled car parking
Retail	Small (less than 200 m ²)	1 per 100 m ²	1 per 100 m ²
Retail	Medium (between 200 and 1000 m ²)	1 per 200 m ²	1 per 200 m ²
Retail	Large (greater than 1000 m ²)	1 per 250 m ²	1 per 500 m ²
Employment	Office, financial and professional services, research and development, industrial processes akin to previous B1c use class) (Class E)	1 per 1000 m ²	1 per 200 m ²
Employment	Industrial or warehousing (Class B2 or B8)	1 per 1000 m ²	1 per 500 m ²
Leisure and Institutions	Leisure centres, assembly halls, hospitals, and healthcare.	The greatest of - 1 per 50 m ² or 1 per 30 seats of capacity	1 per 5 employees
Leisure and Institutions	Educational Institutions		Separate provision for staff and students. Based on Travel Plan mode share target minimum Staff – 1 per 20 staff Students - 1 per 10 students

Appendix 4 Residential car parking standards

Number of Bedrooms	Number of Allocated Spaces	Number of Unallocated Spaces	Total provision
1 bedroom home	1	1	2
2 bedroom home	2	0.5	2.5
3 bedroom home	2	1	3
OR	3	0.5	3.5
4 bedroom home	3	0.5	3.5
5 bedroom home	3	1	4

Notes:

- An under-provision of allocated spaces needs to be made up with unallocated spaces.
- A minimum of 5% of unallocated spaces should be designed for use by disabled people.
- The total requirement for the development will always be rounded up to a whole number.

Appendix 5 Non-residential car parking standards

1. Commercial Development		
Type of Development	Zone 1	Elsewhere
Office (other than financial and professional services)	1:45 m ²	1:30 m ²
Research and Development or Light Industry	1:60 m ²	1:45 m ²
General Industry	1:60 m ²	1:45 m ²
Warehousing	1:90 m ²	1:90 m ²
2. Retail Development		
Type of Development	Zone 1	Elsewhere
Non-food retail and general retail (covered retail areas)	1:20 m ²	1:20 m ²
Non-food retail and general retail (uncovered retail areas)	1:20 m ²	1:20 m ²
Food retail	1:14 m ²	1:14 m ²
3. Education Establishments		
Type of Development	Zone 1	Elsewhere
Schools	1.5 spaces per classroom	1.5 spaces per classroom
16+ Colleges and Further Education colleges	1 space per 2 staff + 1 space per 15 students	1 space per 2 staff + 1 space per 15 students
Day nurseries/playgroups (private) and crèches	1 space per 1.33 FTE staff	1 space per 1.33 FTE staff
4. Health Establishments		
Type of Development	Zone 1	Elsewhere
Private hospitals, community and general hospitals, etc.	Determined within Travel Plan	Determined within Travel Plan
Health centres	5 spaces per consulting room	5 spaces per consulting room
Doctors, dentists or veterinary surgery	3 spaces per consulting room	3 spaces per consulting room

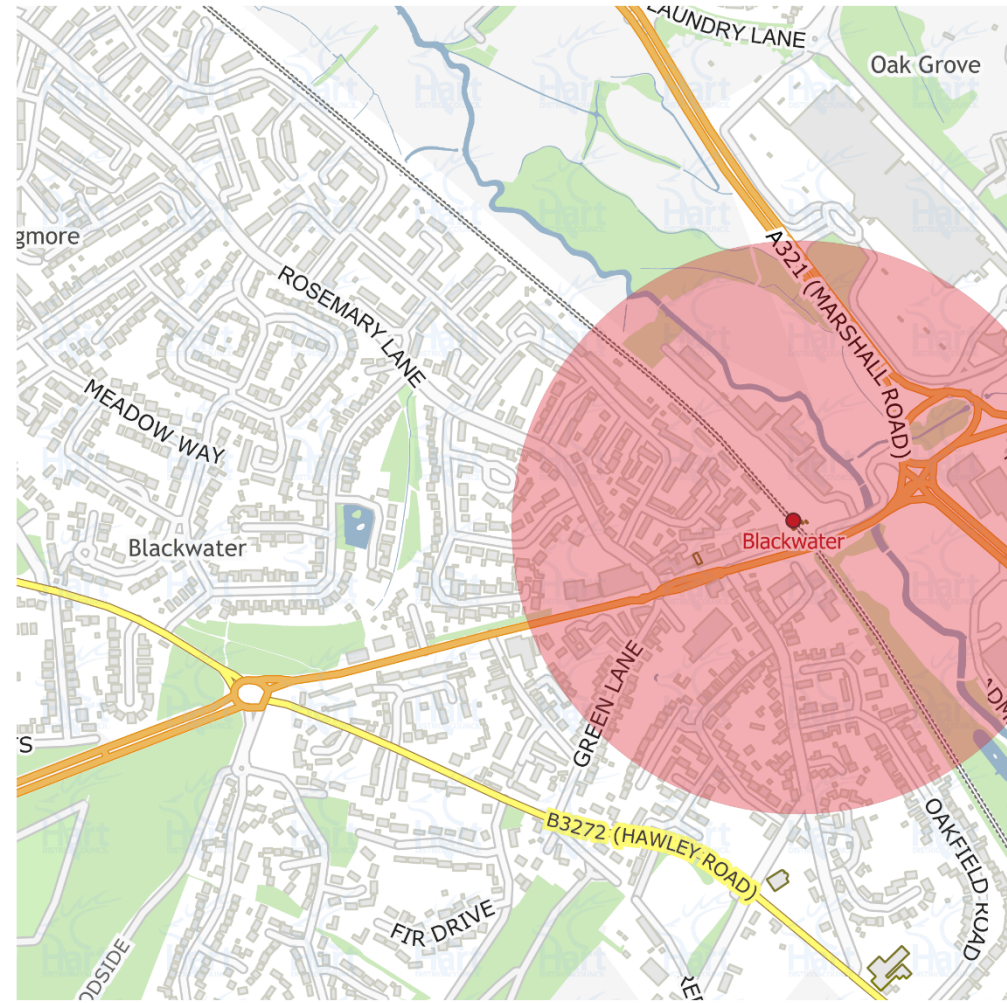
5. Care Establishments - public and private		
Type of Development	Zone 1	Elsewhere
Day centres for older people, adults with learning disabilities	Staff: 1 space per 2 FTE Visitors: 1 space per 2 clients	Staff: 1 space per 2 FTE Visitors: 1 space per 2 clients
Homes for Children	Residential Staff: 1 space per 1 FTE Non-residential staff: 1 space per 2 FTE Visitors: 1 space per 4 clients	Residential Staff: 1 space per 1 FTE Non-residential staff: 1 space per 2 FTE Visitors: 1 space per 4 clients
Family Centres	Staff: 1 space per 2 FTE Visitors: 1 space per 1 client	Staff: 1 space per 2 FTE Visitors: 1 space per 1 client
Residential units for adults with learning or physical disabilities	Residential Staff: 1 space per 1 FTE Non-residential staff: 1 space per 2 FTE Visitors: 1 space per 4 clients	Residential Staff: 1 space per 1 FTE Non-residential staff: 1 space per 2 FTE Visitors: 1 space per 4 clients
6. Leisure, Assembly and Places of Public Assembly		
Type of Development	Zone 1	Elsewhere
Hotels/motels/guest houses/boarding houses	1 space per bedroom	1 space per bedroom
Eating and drinking establishments	1 space per 5 m ² dining area/bar area/dance floor	1 space per 5 m ² dining area/bar area/dance floor
Cinemas, multi-screen cinemas, theatres and conference facilities	1 space per 5 fixed seats	1 space per 5 fixed seats
Bowling centre, bowling greens	3 spaces per lane	3 spaces per lane
Sports halls	1 space per 5 fixed seats plus 1 space per 30 m ² playing area	1 space per 5 fixed seats plus 1 space per 30 m ² playing area
Swimming pools, health clubs/gymnasia	1 space per 5 fixed seats plus 1 space per 10 m ² open hall/pool area	1 space per 5 fixed seats plus 1 space per 10 m ² open hall/pool area
Tennis Courts	3 spaces per court	3 spaces per court
Squash Courts	2 spaces per court	2 spaces per court
Playing fields	12 spaces per ha of pitch area	12 spaces per ha of pitch area

Golf Courses	4 spaces per hole (with other facilities, club house, etc. treated separately)	4 spaces per hole (with other facilities, club house, etc. treated separately)
Golf Driving Ranges	1.5 spaces per tee/bay	1.5 spaces per tee/bay
Places of Worship	1 space per 5 fixed seats plus 1 space per 10 m ² open hall	1 space per 5 fixed seats plus 1 space per 10 m ² open hall
7. Motor Trade		
Type of Development	Zone 1	Elsewhere
Workshops – staff	1:45 m ²	1:45 m ²
Workshops – customers	3 spaces per service bay	3 spaces per service bay
Car sales – staff	1 space per FTE	1 space per FTE
Car sales – customers	1 space per 10 cars on display (applies to the number of cars on sale in the open)	1 space per 10 cars on display (applies to the number of cars on sale in the open)

Notes

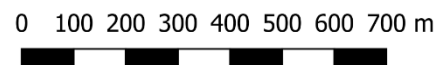
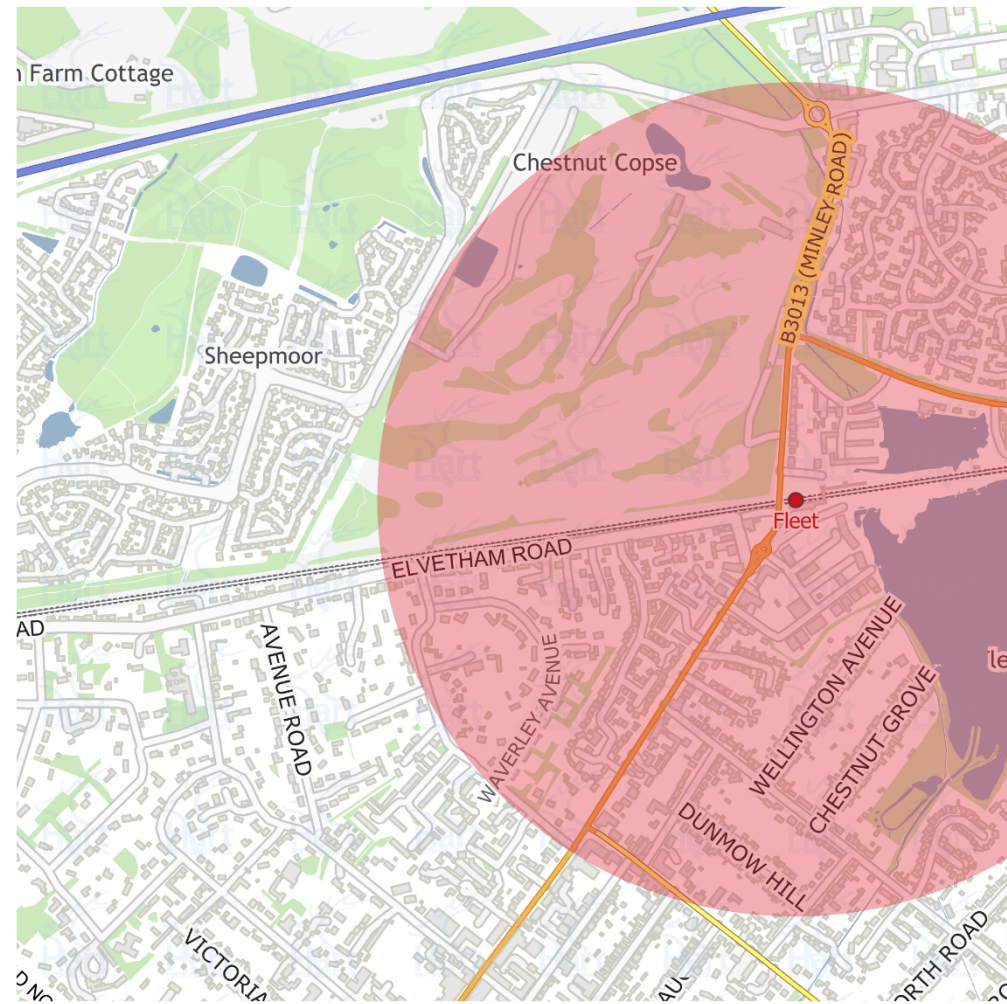
1. Zone 1 =
 - a. 400m around Blackwater Station
 - b. 800m around Fleet Station
 - c. 800m around Hook Station
2. All references to floorspace are gross external floorspace in square metres (m²)
3. Parking for disabled people should be additional to the maximum parking standards. Development proposals should provide adequate parking for disabled motorists, in terms of numbers and design. The British Standards Institution recommends that commercial premises should have one space for every employee who is a disabled motorist plus 5% of the total capacity for visitor parking should be designated as disabled parking, with a further 4% of the total visitors parking consisting of enlarged standard spaces.
4. For mixed use development, the gross floorspace given over to each use should be used to calculate the overall total maximum parking figure. Where a proposal involves the provision of an ancillary office within a development (i.e., within an industrial or warehousing unit) then car parking standard should be derived by calculating the relevant quantum for each element and adding them together.
5. The parking standards in categories 2 to 7 are **maxima**, but category 1 is the **minimum** standard that should be provided.
6. Parking standards for schools apply to school staff, not to parents or carers.

Zone 1: 400m around Blackwater Station



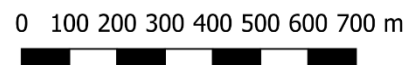
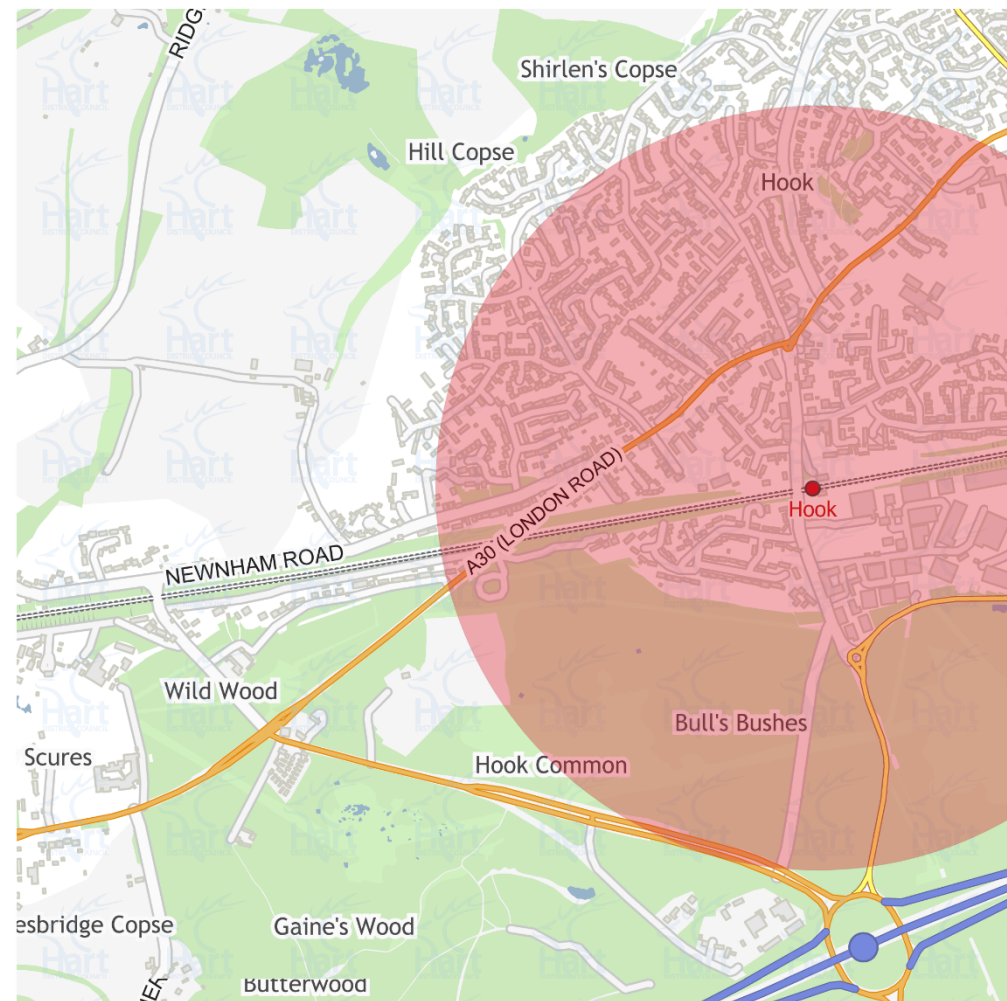
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Zone 1: 800m around Fleet Station



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Zone 1: 800m around Hook Station



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Appendix 6 Vehicle Parking Stress Survey Guidance

[Work in progress]

Introduction

1. Development's potential to increase the amount of on-street vehicular parking is more commonly known as parking stress. High levels of vehicular parking stress can adversely affect highway safety, the free flow of traffic, amenity, access by emergency services, refuse collection and servicing and the delivery of goods. Therefore, the Council's analysis of these impacts forms an important part of the Council's assessment of development proposals and requires applicants to submit full and robust information in this regard. An unacceptable increase in vehicular parking stress, or the submission of an insufficient level of information could lead to a recommendation for refusal of a planning application.
2. The requirement for a vehicular parking stress survey is not restricted to development proposals for residential use alone. Sometimes they may be required for commercial uses, depending on their scale and nature. Submitting a survey assists the Council in making an informed and timely decision and this in turn will benefit applicants.

3. It is important to note that even for developments where on-site parking is proposed this may not accommodate all vehicles generated by a development, so a parking survey may still be required. An assessment of potential vehicle ownership of future occupants is expected to be undertaken to understand the scale of any overspill parking. This is to be based on the parking standards within this SPD or local census information for car and van ownership. The cumulative effect of other consented development in the immediate area should also be taken into account when assessing the effect of vehicular parking on street.

Undertaking a Survey

4. The following guidance should be followed when undertaking a survey. If it is not followed the Council may not be able to make a full and proper assessment of the proposed development

Type of Development

Residential Developments

5. The Council requires a vehicular parking survey to cover the area where residents of a proposed development may want to park. This generally covers an area of 200m (or a 2 minute walk) around a site. For further detail see 'Extent of survey' below.
6. The survey should be undertaken regularly, during the week when the highest number of residents are at home, generally late in the afternoon and evening. A

snapshot survey between the hours of 2300-0600 should also be undertaken on one weekday and one weekend day.

Commercial Developments

7. Surveys for commercial developments should cover an area within 500m walking distance (or a 5 minute walk) of a site. For further detail, see 'Extent of survey' below. Surveys should generally be done during proposed opening hours on an hourly beat basis.
8. Excluding the extent and time of the surveys the same principles apply as a survey for a residential development as set out below, but applicants should contact the Case Officer dealing with their planning application for clarification if required.

Additional survey times for all developments

9. Additional survey times may be necessary where the development site:
 - is a town centre location;
 - has regular specific uses close to the site (e.g. place of worship, education etc.);
 - has commercial uses close to the site;
 - is close to railway stations/areas of commuter parking.
10. In the above circumstances, developers should contact the Case Officer dealing with their planning application

for further advice regarding the scope of the parking survey.

11. Surveys ***should not*** be undertaken:

- in weeks that include Public Holidays and school holidays, and it is advised that weeks preceding and following holidays should also be avoided;
- on or close to a date when an event is taking place locally since this may impact the results of the survey.

12. In some cases, the hours of the survey may need to be extended or amended. Applicants should contact the Council prior to undertaking a survey for the avoidance of doubt.

Glossary

[Work in progress]

Car club - A car club is a service that allows its members to hire a car for short-term use enabling members to have the option of using a car from time to time without having to own one.

Carbon emissions – Carbon emissions refers to Carbon Dioxide/CO² which is a greenhouse gas linked to climate change.

Carbon neutral - A person, organisation, or company is carbon neutral if they balance the Carbon Dioxide/ CO² they release into the atmosphere through their everyday activities with the amount they absorb or remove from the atmosphere. This is also called net zero carbon emissions or net zero carbon, because overall no carbon dioxide is added to the atmosphere.

Development Plan - Is defined in section 38 of the Planning and Compulsory Purchase Act 2004, and includes adopted local plans, neighbourhood plans that have been made and published spatial development strategies, together with any regional strategy policies that remain in force. Neighbourhood plans that have been approved at referendum are also part of the development plan, unless the local planning authority decides that the neighbourhood plan should not be made.

Electric Vehicle Charging Points /Electric Car Charging Points – A ‘plug’ style point where electric powered vehicles can recharge their batteries.

Highway – A transport corridor that is commonly used for motorised vehicles, walking, and cycling. The highway includes footways, the road, bus lanes, and cycle paths (not just the road carriageway). A highway ‘corridor’ is any continuous length of highway, usually between two significant intersections. Several highway corridors are referred to as the highway network

LCWIP – Local Cycling and Walking Infrastructure Plan

Mixed Use Development – Development which involves more than one land use. For example, retail and residential (shops with flats above them) or industrial and residential.

Modal Shift – The term used to describe a change in the mode/type of transport used, for example mode shift would be used to describe a change from car use to bus use.

Mode Share – This is a figure represented as a percentage and describes how many people use a given mode/type of transport within an area or at a specific surveyed point.

National Planning Policy Framework (NPPF), 2023 – Sets out the Government’s planning policies for England and how these are expected to be applied.

Neighbourhood Plan - A neighbourhood plan should support the delivery of strategic policies set out in the local plan or spatial development strategy and should shape and direct development that is outside of those strategic policies (as outlined in paragraph 13 of the NPPF, 2021). The plan should contain policies for the development and use of land.

Parking Management Plan – A Parking Management Plan is a long-term strategy for allocating, managing, and monitoring parking provision (allocated and unallocated).

Pedestrian – Includes those using wheelchairs and mobility scooters as well as people on foot.

Placemaking – Shaping public spaces and new developments through high quality planning, design, delivery and management.

Supplementary Planning Document (SPD) – A document which provides additional guidance and information in relation to the policies set out in Development Plan Documents. They do not form part of the Development Plan and are not subject to an independent examination but they are material considerations in the determination of planning applications.

Sustainable Travel – Modes of transport which are considered to promote the sustainability (long-term successful functioning) of the transport network, e.g. walking, cycling, and public transport use.

Transport Assessment – A document which details the estimated impact of a development on the highway network. The assessment studies existing transport infrastructure and the current traffic situation. It predicts the effect that the proposed development would have. For further information refer to Hampshire County Council's website [Transport assessments | Hampshire County Council \(hants.gov.uk\)](https://www.hants.gov.uk/transport-assessments)

Travel Plan – A strategy document (including a package of measures) to be implemented when a development is in place to manage travel to and from the site, reduce transport impacts of that development, and encourage more sustainable modes of transport such as walking, cycling, bus usage or car sharing on an ongoing basis. It should be reviewed and amended throughout the life of the development. Travel plans are required for all planning

applications where a Transport Assessment is required. The exception is residential applications where a travel plan is required for an application of 100 or more households. For further information refer to Hampshire County Council's website [When is a travel plan required? | Hampshire County Council \(hants.gov.uk\)](https://www.hants.gov.uk/when-is-a-travel-plan-required)

15 Minute Cities/20 Minute Neighbourhoods - A way of describing a complete, compact and connected neighbourhood, where people can meet their everyday needs within a short walk or cycle. The concept presents multiple benefits including boosting local economies, improving people's health and wellbeing, increasing social connections in communities, and tackling climate change.

**Draft Cycle and Car Parking in New Development
Supplementary Planning Document
Summary of Representations and Council Response
*Working Draft***

1. Hart District Council consulted on a Draft Cycle and Car Parking in New Development Supplementary Planning Document for six-weeks from 12 May 2023 to 23 June 2023.
2. A total of 23 external responses were received during the consultation period.
3. This document provides, at Table 1, a summary of the representations received and the Council's draft response to each comment made.
4. Table 2 shows other changes to correct or clarify the SPD (very minor changes such as typos are not shown).

Table 1: Summary of Representations and Hart District Council's Draft Response

	Consultee and rep no.	Issue raised	HDC's draft response
1	08 - Winchfield Parish Council 08/01	Winchfield Parish Council (WPC) is concerned that the characteristics of rural parishes may not be reflected in SPD parking standards. In particular, on-street parking is unsuitable in rural areas where the road network is comprised predominantly of narrow lanes.	No change. The guidance is designed to apply across the whole district and to avoid problems of highway safety. The issue of rural lanes, on-street parking and highway safety is picked up at paragraph 5.25 (b).
2	08/02	Paragraph 2.2- Raises concerns that Paragraph 2.2 will ensure that the SPD overrides parking standards in any made neighbourhood plans. Proposes the deletion of the last sentence of this paragraph which refers to the regard that should be given to the age of neighbourhood plans, their consistency with national planning policy and other material considerations.	<p>Agree to delete final sentence and clarify that neighbourhood plan policies will generally take precedence. It should also be clarified that the SPD is a material consideration, and that due weight will be given to neighbourhood plan policies according to their consistency with the National Planning Policy Framework (Planning Practice Guidance Paragraph: 064 Reference ID: 61-064-20190315, Revision date: 15 03 2019).</p> <p><u>2.2 This SPD provides district-wide guidance on parking standards and design in support of the local plan policies referred to above. It is a material consideration in the determination of planning applications. In addition, there are several made Neighbourhood Plans across Hart district which form part of the development plan for the area, some of which include parking policies and standards. Made neighbourhood plans form part of the development plan for the area; p</u>Planning applications must be determined in accordance with the development plan unless material considerations indicate otherwise. SPDs are a material consideration when determining planning applications. If there is a conflict between a made neighbourhood plan and this SPD, for example there are different standards for the</p>

	Consultee and rep no.	Issue raised	HDC's draft response
			<p>quantum of car parking, the neighbourhood plan policy will generally take precedence. However, regard will be paid to the age of the neighbourhood plan and its degree of consistency with national planning policy and other material considerations such as the Council's declaration of a climate emergency. Due weight will be given to relevant policies in existing plans according to their consistency with the National Planning Policy Framework.</p>
3	08/03	<p>Paragraph 2.6-Suggests amending the wording of Paragraph 2.6 as shown to ensure that in line with national guidance the SPD gives due regard to opportunities for improving cycle and walking infrastructure set out in neighbourhood plans:</p> <p>“In partnership with Hampshire County Council, Hart has commissioned a Local Cycling and Walking Infrastructure Plan (LCWIP) for Hart district. The purpose of the LCWIP will be to identify opportunities for improved walking and cycling routes thereby increasing active travel and the wider benefits this will bring in terms of reducing emissions, improving air quality and health and wellbeing improvements. This is due to be adopted by the end of 2023. <u>Further regard should also be had to opportunities to improve cycling and walking infrastructure set out in Neighbourhood Plans</u>”.</p>	<p>Amend paragraph 2.6 as follows:</p> <p>In partnership with Hampshire County Council, Hart has commissioned a Local Cycling and Walking Infrastructure Plan (LCWIP) for Hart district. The purpose of the LCWIP will be to identify opportunities for improved walking and cycling routes thereby increasing active travel and the wider benefits this will bring in terms of reducing emissions, improving air quality and health and wellbeing improvements. This is due to be adopted by the end of 2023. <u>The Council will also have regard to opportunities to improve cycling and walking infrastructure identified in Neighbourhood Plans.</u></p>
4	08/04	<p>Paragraph 5.6</p> <p>Proposes strengthening the wording as follows:</p> <p>“When a development involves an increase in bedrooms to an existing property this will normally trigger an increase in</p>	<p>No change. As currently drafted the paragraph is clear that such rooms may be treated as bedrooms, but there needs to be room for judgement on a case-by-case basis.</p> <p>Amend 5.6 as follows:</p>

	Consultee and rep no.	Issue raised	HDC's draft response
		the parking requirement at that property. Rooms which could be used as bedrooms but are labelled on plans as office/study/family room <u>may will</u> be treated as bedrooms for the purposes of applying the parking standards <u>unless clear and detailed evidence is submitted to demonstrate that the room will not be used as a bedroom</u> ".	5.6 When a development involves an increase in bedrooms to an existing property this will normally trigger an increase in the parking requirement at that property. Rooms which could be used as bedrooms but are labelled on plans as office/study/family room <u>may will</u> be treated as bedrooms for the purposes of applying the parking standards <u>unless it is clear from the planning application and any supporting evidence that the room is unlikely to be used as a bedroom.</u>
5	08/05	Paragraph 5.25-To ensure the parking stress assessments set out in paragraph 5.25 meet industry standards, it is suggested that criterion b is amended to require the use of the Lambeth Methodology with additional text setting out the information to be submitted as part of the assessment.	<p>Agree that the SPD would benefit from additional guidance regarding parking stress assessments, drawing on the Lambeth Methodology where it is helpful to do so. This is to be added as a new appendix (Appendix 6)</p> <p>Amend 5.25(b) as follows:</p> <p>Where unallocated parking is to be accommodated on the public highway this should be accompanied by an assessment of the parking stress in the area and the capacity for on-street parking (<u>see paragraph 7.1(4) and Appendix 6</u>). The nature of some roads, for example rural lanes, may mean reliance on on-street parking is inappropriate on highway safety grounds.</p> <p>At paragraph 7.1(4) refer to the new Appendix 6 (para 7.1(4) explains that an assessment of parking stress is required if unallocated vehicle parking is to be accommodated on the highway).</p>
6	08/06	Suggests that the SPD refers to Active Travel England who are now a formal consultee in the planning process.	<p>Agree. Active Travel England became a statutory consultee after the Draft SPD was published for consultation.</p> <p>Add a new paragraph after 2.18:</p>

Consultee and rep no.		Issue raised	HDC's draft response
			<u>Active Travel England (ATE) is the government's executive agency responsible for making walking, wheeling and cycling the preferred choice for everyone to get around in England. As of 1 June 2023, ATE is officially a statutory consultee on all planning applications for developments equal to or exceeding 150 housing units, 7,500 m² of floorspace or an area of 5 hectares.</u>
7	22 - Ewshot Parish Council 22/01	Ewshot Parish Council is generally supportive of the response submitted by Winchfield Parish Council, particularly that due regard should be given to the fact that rural parishes have unique characteristics which may differ to those of urban areas. As in Ewshot where we are reliant on a small number of narrow lanes to navigate around the village where on-street parking is largely unsuitable as it prevents traffic flowing normally. This means it is very important that adequate provision is made within new development sites for parking. This is equally important where there are changes to existing properties, such as change of use, extensions and garage conversions which may result in additional vehicles at a property.	No change. The issue of rural lanes, on-street parking and highway safety is picked up at paragraph 5.25 (b) which requires a parking stress survey to be provided in cases where unallocated parking is proposed on the public highway to ensure there is adequate capacity. 5.25(b) recognises that "The nature of some roads, for example rural lanes, may mean reliance on on-street parking is inappropriate on highway safety grounds." The SPD will apply to existing properties, extensions, conversions etc where planning permission is required. It cannot be applied for development that can be carried out under permitted development rights.
8	22/02	Whilst we do not have a Neighbourhood Plan, we support the sentiment that due regard should be given where Neighbourhood Plans do exist, and any parking standards set out in a Neighbourhood Plan should not be overridden by this SPD.	Paragraph 2.2 has been clarified in this regard.
9	10 - Hook Parish Council	Hook Parish Council (HPC) accepts the key messages that frame the document (page 3).	Noted.

Consultee and rep no.		Issue raised	HDC's draft response
	10/01		
10	10/02	Requests that Paragraph 5.25 criterion (a) is expanded to require applicants to specify the dimensions of the car parking spaces proposed, not just the level of parking provision. This will ensure compliance with standards at Paragraph 5.11.	Agree. Amend Paragraph 5.25(a) to read: A plan showing the location and dimensions of all car parking spaces associated with the development, identifying which spaces are allocated, unallocated and disabled.
11	10/03	States that the rationale behind having two standards for 3-bed homes in paragraph 5.4 is unclear.	Insert new paragraph after 5.5: <u>For 3-bedroom homes either car parking standard can be used. It is for the applicant to demonstrate which standard is most appropriate and results in the best design solution.</u>
12	10/04	Requests removal of Figure 3 as the type of cycle parking shown is not a secure standard as stated at para 11.4.2 of LTN 1/20 and it should be removed.	Agree. Delete Figure 3
13	10/05	HPC also wish to comment on the representation made by Carter Jonas (CJ) on behalf of Winchfield Parish Council.	Noted.
14	10/06	HPC supports WPC's request for removal of last sentence of Paragraph 2.2.	See response to WPC comments at 08/02 and the changes to paragraph 2.2.
15	10/07	HPC supports WPC's request for additional sentence to be added to Paragraph 2.6, with minor rewording to read "Due regard should also be had to opportunities to improve cycling and walking infrastructure set out in Neighbourhood Plans".	See response to WPC comments at 08/03 and the change made to accommodate this request.
16	10/08	HPC is unsure why Carter Jonas have suggested the Lambeth Methodology is inserted at Paragraph 5.25 but agree that there is a requirement for an appropriate	See response to WPC comments at 08/05 and the changes made in response to this request.

Consultee and rep no.		Issue raised	HDC's draft response
		methodology and HDC should specify which will be accepted.	
17	11 - Crookham Village Parish Council 11/01	Paragraph 5.3-Suggests that the wording relating to the flexibility of the car parking standards, undermines the meaningfulness of the standards as a whole.	<p>Disagree that the flexibility built into Paragraph 5.3 undermines the meaningfulness of the standards. Rather, it makes clear that the guidance sets out appropriate levels of parking provision, whilst recognising that sometimes flexibility may be required in order to consider site specific characteristics and context.</p> <p>However, a minor clarification to this paragraph is proposed as shown below:</p> <p>The standards are neither maximum nor minimum, but a guide as to the appropriate quantum of parking to be provided. They should be considered carefully alongside the placemaking quality of a development and the parking strategy for the site, allowing for flexibility in providing alternative parking solutions such as shared mobility, access to alternative modes of transport and opportunities for active travel. Where different standards are used, planning applications must include information to <u>justify a departure from the guidance and demonstrate that the functional parking needs of the development will be accommodated</u> (see Section 7: Documentation to support a planning application).</p>
18	11/02	Suggests that the SPD needs to explicitly define whether new development relates to new builds only or extensions as well.	No change. Paragraph 1.1 states that the guidance applies to “new development that requires planning permission (including development/changes of use of existing buildings)”. In addition, Paragraph 5.6 and Paragraph 5.25,

Consultee and rep no.		Issue raised	HDC's draft response
			criterion d go on to provide further clarification as to the application of the guidance.
19	11/03	Suggests that a glossary of terms would aid reader understanding.	Agree, provide a glossary in the final version.
20	11/04	Suggests that there needs to be links between standards in the body of the document and tables in the appendices. There should be reference tables in the appendices for all standards defined in the SPD.	Agree. Insert new appendices with the quantitative standards for residential cycle parking and residential car parking. Use links in the final version between text in the main document and the appendices.
21	11/05	Suggests that descriptions of appropriate parking layouts would be improved by the addition of diagrams.	No change. This may be considered for future updates to the guidance.
22	11/06	Requests that when pre-app discussions about parking indicate a deviation from standards in neighbourhood plans, SPD should make it a requirement that Parish Councils are included in pre-app discussions.	Disagree. Procedures for pre-application discussions are a separate matter beyond the scope of this SPD.
23	11/07	Queries what evidence there is to support notion that the district can generate enough electricity from sustainable sources to become carbon neutral by 2040.	No change. This comment relates to the background section and reference to the Council's declaration of a climate emergency.
24	11/08	Queries the plans for recycling increasing volumes of end-of-life electrical waste.	No change. Approaches to waste and recycling in the District is beyond the scope of the SPD.
25	11/09	Suggests that the SPD could be improved by increasing focus on detailed policy instead of aspirational statements.	No change. The background information included in the document is relevant.
26	11/10	Page 3- Suggests that viable cycle options must include secure cycle parking at main destinations, including town centres, as cycles are attractive to thieves.	No change. The SPD sets out standards for secure cycle parking in residential developments and refers to cycle parking standards within LTN/20 for non-residential developments.

Consultee and rep no.		Issue raised	HDC's draft response
27	11/11	Page 3-The SPD cannot rely on Building Regulations Part S for charging facilities in community car parking areas or roadside places.	No change. The SPD applies to new development which is why it cross-refers to building regulations. Other initiatives are required to deliver charging facilities in places like public car parks and on existing streets.
28	11/12	Page 4-States that the SPD needs to include guidance on how the standards would apply to existing development when changes are proposed e.g. permitted development.	No change. The guidance applies to development that requires planning permission and is not applicable to the rights afforded under permitted development. Paragraph 1.1 is clear on this.
29	11/13	Page 5-Queries the justification of conditions at paragraph 2.2 limiting the weight given to neighbourhood plan parking standards when the same external factors also impact HDC standards.	Clarify para 2.2- see response to WPC comments at 08/02.
30	11/14	Page 6-Suggests including healthcare at paragraph 2.3.	Disagree, this is cross-referencing the Vision 2040.
31	11/15	Page 7-States that Hampshire County Council's (HCC's) prioritisation of walking and cycling over car use at para 2.8 is not viable for many residents and fails to consider the role of public transport.	Noted. The car parking standards take the relative lack of public transport into account. The cycle parking standards are part of the approach to try and achieve model shift away from the car, along with the emerging Local Cycling and Walking Infrastructure Plan (LCWIP).
32	11/16	Page 8-Assertion that Hart accepts inadequate car parking provision as part of new developments which are not served by viable public transport.	No change. The guidance is designed to ensure there is adequate parking provision.
33	11/17	Page 9-Statement that "Nothing will prevent illness – but actions might improve health."	Noted.
34	11/18	Page 9-In relation to the 15-minute city/20 minute neighbourhood concept detailed in paragraph 2.18 it is suggested that other factors also influence use of car for	Noted.

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		school run including catchment areas, school place allocations and journey time.	
35	11/19	Page 10- Suggestion that Paragraph 3.2 should reference access to main transport links.	Agree. Amend paragraph 3.2 as follows: Therefore, any standards need to be considered alongside the placemaking quality of a development and the parking strategy for the site, reflecting the accessibility of the site to local services (<u>including main transport links</u>) and facilities.
36	11/20	States that the map on page 10 is not clear enough.	Seek to address this in final version.
37	11/21	Page 11-Suggests changes in car ownership rates at paragraph 3.9 could be due to children living with parents for longer, and queries evidence that young people are less likely to own cars.	No change. [To be completed – refer to i-Transport study.]
38	11/22	Page 13-Suggests changes to end of paragraph 4.4 to state “and secure” on and off site.	Amend 4.4 as follows to gain clarity on this point: For all new residential developments, the Council requires developers to promote sustainable travel choices. The availability of safe and secure cycle parking at home, at the destination or at an interchange point has a significant influence on cycle use. <u>In addition, cycle parking must be pleasant, sufficient and convenient (LTN 1/20 Cycle Infrastructure Design, Dept for Transport, July 2020).</u>
39	11/23	Page 13-Queries why Paragraph 4.5 only requires one convenient cycle space and why standards don't relate to bedroom numbers and that they should apply to multi-occupancy buildings.	Paragraph 4.5, bullet point 6 states that <i>at least</i> one cycle space must be close to the front door of the property. It could be very challenging in design terms to accommodate more than this close to the front door.

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			For the avoidance of doubt the standards apply to all residential properties, including multi occupancy dwellings, and have been based on bedroom numbers. Also see response to comments at 05/04 above.
40	11/24	Page 15-See comment re. Paragraph 4.5 (comment 11/23) above.	Noted. See response to comments at 11/23 above.
41	11/25	Page 15-Queries why para 4.13 requires cycle parking close to a front door. Near a convenient external entrance would be more appropriate.	To be completed.
42	11/26	Page 16- Paragraph 4.14 - a bigger challenge (than getting a cycle out of the garage when a car is parked on the drive) is to get a bicycle in and out of a garage when there is a car inside it.	To be completed.
43	11/27	Page 16-Suggestion that the flexibility referred to in Paragraph 5.3 undermines the requirements set out in Paragraph 4.4 and would weaken the Council's position at appeal.	Disagree that the flexibility built into Paragraph 5.3 undermines the meaningfulness of the standards. Rather, it makes clear that the guidance sets out appropriate levels of parking provision, whilst recognising that sometimes flexibility may be required in order to consider site specific characteristics and context. See response to comments at 11/01.
44	11/28	5.4 Rounding up over a whole development would result in patchy under-provision of convenient parking spaces and on-street parking, especially for trade vehicles and visitors.	No change. It is unclear how this conclusion has been reached or how the issue can be addressed.
45	11/29	Page 17-Comment that Paragraph 5.7, bullet point 1 suggests only 1 car parking space, irrespective of household size.	No change, this section is cross-referring to building regulations.

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46	11/30	Page 17-States that final bullet point of para 5.7 does not say how unallocated spaces are to be distributed around the development.	No change. Paragraph 5.5 states that unallocated car parking "should be located close to where it is likely to be needed". and will be considered by the Council on a site by site basis.
47	11/31	Page 20- the description "parallel car parking spaces" also applies when two parking spaces are alongside each other away from the highway as mentioned in 5.16.	No change. The definitions of parallel and side by side parking in paragraphs 5.15 and 5.16 are clear and distinct.
48	11/32	Page 21-Queries what is meant by "it" in paragraph 5.22.	Re-cast 5.20 and 5.22 as bullets beneath para 5.19, since they both describe the size of the disabled space. This should improve clarity.
49	11/33	Page 21-In relation to paragraph 5.24, do Building Regulations Part S apply deal with the peak power capacity required?	No change. This is beyond the scope of the SPD.
50	11/34	Pages 21 & 22- Queries whether Building Regulations, Part S apply when accommodation is expanded.	Amend 2.5 as follows: EV charging points must be provided in accordance with Building Regulations Part S which came into effect on 15 June 2022. The location of electric charging points should be considered at the design stage to optimise convenience for users of electric cars. <u>Part S currently applies to:</u> <ul style="list-style-type: none"> • <u>new residential and non-residential buildings;</u> • <u>buildings undergoing a material change of use to dwellings, such as converting a barn into a home;</u> • <u>residential and non-residential buildings undergoing a major renovation where 10 or more dwelling are being created; and</u>

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			<ul style="list-style-type: none"> <u>mixed-use buildings that are either new or undergoing a major renovation.</u>
51	11/35	Page 22 - Suggests listing emergency vehicles under Paragraph 5.25 criterion g	<p>Amend 5.25 as follows:</p> <p>Where unallocated parking spaces are distributed throughout a development, an increased carriageway width should be used to allow cars to park on either side of the street, leaving at least an appropriate width carriageway, particularly to allow for access and turning movements of larger vehicles, such as <u>emergency vehicles and refuse vehicles.</u></p>
52	11/36	Page 22, Paragraph 5.25, criterion h -Queries whether design can be used to 'prevent' inappropriate parking on footpaths, and whether 'discourage' is the more appropriate term?	<p>Amend paragraph 5.25 (h) as follows:</p> <p>h) The design of unallocated parking should make it clear where it is appropriate to park and <u>prevent or discourage</u> inappropriate parking (particularly on footways).</p>
53	11/37	Page 22-Query why Paragraph 5.25, criterion k requires direct access from an allocated space to a home's front door, when parking courts are usually located to the rear of the property?	This paragraph has been clarified in response to separate comment.
54	11/38	Page 23-Paragraph 5.26- Need also to remove permitted development rights from garages and car ports in every case if the parking standards are to be effective in the longer term.	To be completed.
55	11/39	Page 23 - 6.2 To remain effective, all preserved elements of the 2008 standard should be restated in this document to increase their credibility at appeal (unless para 5.3 is retained).	This is unnecessary. Whilst the non-residential car parking standards themselves remain valid, much of the text within the 2008 document is out of date. Including the non-residential standards within an SPD should give them more weight than when in the interim guidance note.

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56	11/40	7.1. (1) - Need also to show access routes from spaces to properties for off-plot parking.	To be completed.
57	11/41	Paragraph 7.1 (4), Sightlines and proximity to corners are also key layout factors.	To be completed.
58	11/42	Page 24- 4.1 (4) bullet point 2 Parking standards say nothing about demand, especially when they are specified with an admitted underlying objective of curtailing demand. Isn't there a better metric against which to assess real demand in the location concerned? Or is the whole idea to constrain demand, not satisfy it?	No change. Here the SPD is saying there needs to be an understanding of parking demand generated by the development. This can be consistent with the parking standards (which are not designed to curtail demand), or something different if adequately demonstrated by the applicant.
59	11/43	Page 24 - para 7.1 (4) bullet point 3 Location for a parking assessment needs to be at a site with characteristics similar to that proposed, not just anywhere nearby.	To be completed.
60	11/44	Page 25 - 7.2 Need also to consider long-term availability of convenient public transport. Define 'quality place-making'.	No change. The reference to location of development covers the point about access to public transport, facilities etc. 'Placemaking' to be defined in the proposed glossary.
61	11/45	Page 25 - 7.4 Developers should submit their mitigation proposals, not just 'be responsible for'. Otherwise it will be too late of they don't bother.	To be completed, but suggest that para 7.4 needs clarification. Also amend para 7.6 regarding transport assessments so that it refers to mitigation: 7.6 Transport Assessments (TA) <u>should be commensurate with the scale of the proposed development</u> , detail the estimated impact of developments on the highway network

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			and identify any mitigation required and depending on the scale of development this may not be required although it may be necessary to reflect cumulative impacts....
62	11/46	Page 25 - 7.6 Previous TAs have not covered a wide-enough area to allow adequate assessment of the effect of development on the wider transport network.	No change. The appropriateness or acceptability of Transport Assessments submitted to support planning applications must be assessed on a case-by-case basis and should be commensurate with the scale of the proposed development.
63	11/47	Page 25 - 7.7 Travel plans historically have been toothless and ineffective greenwashing proclamations with no downstream remedy of inadequacies.	Noted.
64	11/48	Pages 31-35-Proposes redefining geographical areas in which non-residential car parking standards apply so that they are based on streets and natural boundaries, rather than radius from train stations. The SPD would also benefit from further justification for and implications of Zone 1 areas.	No change. This is not considered necessary. The Parking Standards Review 2022 by i-Transport stated "There is no justification at this time to change the standards relating to the quantum of car parking for non-residential uses".
65	19 - Hampshire County Council 19/01	<p>Car ownership levels and future growth</p> <p>Paragraph 3.9 states that car ownership rates in Hart have increased in recent years but future growth is expected to be at a lower rate because there will be less room for growth. The local highway authority would like to see the evidence that has been used to make this assertion.</p> <p>Robust policy measures will be required to constrain growth in private car ownership/use, including the amount of space that is allocated to parking for new development. The standards currently proposed within the draft SPD do not provide the level of constraint required and will encourage a</p>	<p>No change.</p> <p>The commentary in relation to car ownership trends reflects the evidence produced by i-Transport in the Parking Standards Review 2022.</p> <p>The car parking standards set out in the SPD reflect the specific characteristics of the district and take account of high car ownership levels as required by the NPPF.</p> <p>The standards seek to avoid the adverse impacts that have arisen from previous developments with inadequate parking e.g. parking on pavements, verges etc. This serves to harm</p>

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		continuation in the previous trajectory of increasing car ownership.	the street scene and potentially inconvenience pedestrians and cyclists
66	19/02	<p>Car ownership and usage</p> <p>Paragraph 5.1 states that “ownership does not necessarily translate into high usage”. This statement is not supported by the local highway authority as it is contrary to evidence gathered through the National Travel Survey which continues to show that increased car ownership leads to increased use of cars. This trend in the relationship between car ownership and car use has not shown any significant changes since the Covid-19 pandemic, and whilst trip purpose has shown some</p>	No change. The point here is that a household may, for example, need two cars to make different trips at the same time, even if overall that household is reducing its car usage. In Hart, where there is limited public transport and high rates of car ownership, it is sensible to design-in the expected parking required, whilst simultaneously seeking to make walking and cycling more attractive for shorter trips.
67	19/03	<p>Quantum of Car Parking</p> <p>The standards for car parking spaces are far higher than the local highway authority would expect and are likely to result in continued high levels of car ownership, car use and related traffic congestion in Hart. In particular, the provision of 2 parking spaces per 1 bedroom dwelling is considered excessive. Instead, consideration should be given to encouraging lower car parking provision, in favour of provision of car club vehicles, particularly for households where a second or third car is likely to be used only occasionally.</p> <p>It is also noted that the parking standards are to be applied consistently across the district. Instead, the local highway authority would be supportive of an approach where highly accessible locations (e.g. zone 1 as identified for non-</p>	<p>No change.</p> <p>In an area with poor public transport, it is unrealistic to expect people to forego their car when there is no realistic alternative. In Hart this will generally apply whether or not one lives close to a town centre or a public transport facility. This position is supported in The Parking Standards Review 2022 produced by i-Transport which states that due to the rural nature of the district it does not have the range of settlement types with the typical attributes associated with a highly accessible area to justify a zonal approach to car parking standards.</p> <p>Nevertheless, the SPD incorporates flexibility. Paragraph 5.3 states “The standards are neither maximum nor minimum, but a guide as to the appropriate quantum of parking to be provided. They should be considered carefully alongside the</p>

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		<p>residential development) could be considered for low-car or no-car development, supported by provision of car-club vehicles or shared bicycle hire on site.</p> <p>Hampshire County Council requests that the data used to establish the need for such high parking standards is shared, as at present the highway authority cannot support application of standards which will result in outcomes that will be contrary to the objectives of both the emerging Local Transport Plan 4 (LTP4) and NPPF.</p>	<p>placemaking quality of a development and the parking strategy for the site, allowing for flexibility in providing alternative parking solutions such as shared mobility, access to alternative modes of transport and opportunities for active travel. Where different standards are used, planning applications must include information to demonstrate that the functional parking needs of the development will be accommodated...".</p> <p>Para 5.25(c) requires applicants for developments of 50 or more homes to provide evidence that they have explored the feasibility for a car club or similar facility for the site either alone or in combination with other sites.</p> <p>A copy of the i-Transport Parking Standards Review was shared with HCC on 13 July 2023.</p>
68	19/04	<p>Disabled Parking</p> <p>Similar to the provisions suggested for older persons accommodation, it would be expected that sufficient facilities are provided within wheelchair user homes and accessible and adaptable homes for storage and charging of mobility scooters or adapted cycles.</p>	To be completed. Check Building Regulations
69	19/05	<p>Carbon emissions</p> <p>Registers support for Hart's ambitions to reduce carbon emissions, however the proposed car parking standards do not help to achieve this and will instead lead to continued car ownership and usage, resulting in continued high levels of carbon emissions.</p>	<p>No change.</p> <p>See response to comments at 19/01, 19/02 and 19/03.</p> <p>Whilst the Council supports emerging policies DM1 and DM2 in HCC's draft LTP4 in principle, it is not necessary to refer to them in the SPD, especially as they are yet to be adopted.</p>

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		Please refer to Policy DM1 and Policy DM2 of Hampshire County Council's draft Local Transport Plan 4 (LTP4) which discuss the importance of integrating land-use and transport planning to reduce carbon emissions. Particular attention should be paid to the requirement for the assessment of the carbon impact of development. The car parking standards proposed are likely to result in high carbon emissions and therefore higher mitigation costs for developers.	
70	19/06	<p>Electric Vehicle Charging Points</p> <p>The SPD should make reference to opportunities to charge electric vehicles for smaller infill or change of use developments where there isn't sufficient capacity to provide on-plot infrastructure. This could include providing a financial contribution towards electric vehicle charging infrastructure on the highway. The County Council is currently developing an Electric Vehicle strategy to support the local highway authority in advising developers.</p>	No change. Until such time as the County Council has an electric vehicle strategy the matter of electric vehicle charging points is solely covered by Building Regulations Part S which are referred to in the SPD.
71	19/07	Paragraph 4.4 should be strengthened by referring to the emerging Hart LCWIP, noting that development may be required to provide contributions towards delivery of the walking and cycling infrastructure identified in the LCWIP.	Rather than make this point at para 4.4, add the following text to the end of paragraph 4.3 which talks about the LCWIP: <u>Development may be required to provide contributions towards delivery of the walking and cycling infrastructure identified in the LCWIP.</u>
72	19/08	<p>Suitable types of cycle parking</p> <p>It is not clear whether Figures 1 to 5 are intended to be examples of good cycle parking design. If this is the case the County Council would request that Figure 3 is removed as the local highway authority would not support the provision of</p>	<p>Agree.</p> <p>Delete Figure 3</p> <p>Delete Figure 1</p> <p>Refer to cycle hangers?</p>

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		<p>butterfly type cycle stands (as shown in figure 3) as these do not provide a secure facility and cannot be used by all types of cycles. Cycle parking stands should provide the opportunity to lock the frame and wheel(s) of the cycle to an immovable object i.e. the cycle parking stand. Please refer to LTN 1/20 section 11.4 for guidance on suitable cycle parking types (Local Transport Note on cycle infrastructure design, published July 2020).</p> <p>The image in Figure 1 (domestic cycle store) is not considered appropriate for a document that is intended to guide developers on suitable provision for development. It is not expected that developers would provide this type of cycle parking. Instead, it might be more appropriate to include reference to cycle hangers that can be placed on-street (on the carriage, not on the footway) as these would be suitable for use for in-fill / windfall developments or for smaller flatted developments in urban locations where there is not sufficient space to provide secure cycle parking within the curtilage of the development.</p>	
73	19/09	<p>Documents to Support a Planning Applications etc. <u>Modes to be considered in assessments:</u></p> <p>The advice given in section 7 of the SPD focuses on car parking. It should be noted that for any application Hampshire County Council would need evidence to demonstrate the transport impact of a development, for all modes, and the possible mitigation available. For example, the Transport Assessment should provide details of all existing transport infrastructure, not just car parking and</p>	<p>The focus for this SPD is on parking standards. To clarify suggest the following change:</p> <p>7.1 <u>With regards to car and cycle parking</u>, as a minimum developers will be expected to submit the following information with a planning application, either within a Design and Access Statement (DAS), or within a Transport Assessment (TA).</p>

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		public transport, as noted in the SPD. There should be explicit mention within the SPD of the need to consider the existing active travel infrastructure in Hart and therefore how the development can support the delivery of the draft Hart LCWIP and Green Grid.	
74	19/15	<p>In paragraph 7.6 contact details are provided for 'Hampshire Highways'. The contact details are correct, but the correct team is called 'Hampshire Development Planning'.</p> <p>Hampshire Development Planning also offer a pre-application service which can be useful for developers to access bespoke advice on their application. Information is available here: https://www.hants.gov.uk/transport/developers/preapplication</p>	<p>Agree. Correct the reference to Hampshire Highways and insert new para to follow 7.6:</p> <p><u>Hampshire's Development Planning Team also offer a pre-application service which can be useful for developers to access bespoke advice on their application. More information is available via the following link:</u> https://www.hants.gov.uk/transport/developers/preapplication</p>
75	19/16	<p>Travel Plans</p> <p>It is good to see reference to Travel Plans in the SPD, however the local highway authority would like to see reference made to the role of travel plans in encouraging use of active and sustainable modes of travel. This section should also refer to how travel plans can be used to demonstrate how the development is reducing its carbon impact.</p>	<p>Amend 7.7 as follows:</p> <p>Travel Plans (TPs) aim to reduce the number of people travelling by car alone and to increase active travel and sustainable travel modes. <u>They can also demonstrate how development can reduce its carbon impact.</u> For further details contact travelplans@hants.gov.uk</p>
76	19/17	<p>Non-residential cycle parking</p> <p>HCC supports the use of LTN 1/20 to guide the design and quantum of cycle parking required for non-residential development. The standards for quantum of cycle parking spaces in LTN 1/20 are a minimum and the SPD should reflect this.</p>	<p>Amend 6.1 as follows:</p> <p>For non-residential cycle parking, applicants should use the <u>minimum</u> standards contained within the LTN1/20 Cycle Infrastructure Design (see section 11.3 Table 11-1)...</p>

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77	19/18	<p>Non-residential car parking</p> <p>It is noted that a benchmarking exercise has been undertaken to review whether the 2008 non-residential parking standards are still relevant. By comparing against other previously published parking standards the approach will bake-in outdated and inappropriate levels of parking.</p> <p>Instead, a better approach would be to consider whether the 2008 standards are still appropriate given Hart and Hampshire County Council's declaration of a climate emergency, recent changes in travel and parking demand, and whether the standards comply with the County Council's transport strategy as set out in the emerging LTP4.</p> <p>In the notes accompanying the table in Appendix 3 it is stated that the standards in category 1 is the 'minimum standard that should be provided'. The local highway authority does not support this approach, particularly in the locations identified as 'zone 1'. It is assumed that these locations are considered to be highly accessible, sustainable locations, with good public transport connectivity. It is not then clear why car use would be encouraged and enabled in these highly accessible locations by requiring the provision of car parking. It is suggested that the approach is taken (as is done elsewhere in the SPD) the number of spaces are a guide and the developer should provide evidence to support a move away from these.</p>	<p>No change. Whilst the main focus of the update on parking standards is concerned with residential standards, the non-residential standards were also sense-checked to ensure they are not out of kilter with standards elsewhere. The i-Transport work concluded that it is unnecessary to review the standards at this time. They have therefore been retained, unchanged in terms of the quantitative standards themselves and whether they are maxima or minima. However, this is something that can be looked at again when the SPD is reviewed.</p>
78	19/19	<p>Appendix 3 of the SPD also provides details for car parking for education establishments. A note should be added to the table to explain that this is not parking for parents / carers,</p>	<p>Add a new note beneath the non-residential parking standards:</p>

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		but rather for school staff. It should be noted that Hampshire County Council will not support on-site car parking provision for parents / carers or the provision of drop-off loops. On-site school parking guidelines (April 2013) are available on-line at https://documents.hants.gov.uk/parking/On-siteSchoolParkingGuidelines.pdf A revised guidance document on school parking is currently being prepared by the County Council.	<u>6. Parking standards for schools apply to school staff, not to parents or carers.</u>
79	19/20	Registers thanks for sharing the evidence base that supports the SPD and recognises that parking policy and standards is a local issue. Having reviewed the rationale and evidence for the parking standards proposed however, does not support the document or the associated evidence, as per the original consultation response.	Noted.
80	09 - Waverley Borough Council 09/01	Waverley Borough Council wish to register that they have declared a climate emergency and support the SPDs aim to encourage a shift to sustainable modes of transport.	Noted.
81	09/02	Welcomes strong guidance on cycle parking and references to LTN 1/20, as well as to the diversity of cycles, especially supporting disabled cycling	Noted.
82	09/03	The SPD makes repeated reference to "Cycle infrastructure design". Queries whether this should be "Cycle Infrastructure Design" (i.e. using capital letters)	Agree. Use capital letters where this is referenced.

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83	09/04	Paragraph 4.5-Requests that references to “bikes” should be changed to “cycles” to ensure the diversity of cycles is reflected.	Agree. Replace “bikes” with “cycles” in Paragraph 4.5, as well as those identified in Paragraphs 3.10, 4.2, 4.6, 4.8, 4.9, 4.14 and 4.15
84	09/05	Figure 3- States that Figure 3 shows a butterfly cycle stand which is not a secure type of cycle parking. Secure cycle parking should provide a locking point for the frame.	Agree. Delete Figure 3
85	05 - Hampshire and Isle of Wight Constabulary 05/01	Section 4: Residential Cycle Parking: Hampshire suffers high levels of pedal cycle theft. It is against this background that these comments are made.	Noted.
86	05/02	Section 4- It is important that a range of safe connectivity is provided throughout new development. Isolated pedestrian and cycle routes are less safe than those running adjacent to the public highway, especially after dark. Safe routes should have good natural surveillance from overlooking dwellings and the public realm, be straight, be wide at least 3m metalled surface, planting should not obscure natural surveillance and lit to British Standard (BS) 5489-1:2020. I would draw your attention to Local Transport Note (LTN) 1/20, paragraph 4.2.12.	Agree with the point made but wish for this section to retain an emphasis on parking. Add reference to further guidance. Amend paragraph 4.3 as follows: As part of the wider picture the Council has a vision for a ‘ Green Grid ’ of routes between settlements and green spaces to encourage walking, cycling and other forms of sustainable healthy transport. Guidance on the design of pedestrian and cycle routes is set out in Local Transport Note (LTN) 1/20 .
87	05/03	Section 4- states that the words “secure cycle parking” or similar are used in several places within section 4, however, nowhere within this section are the attributes of secure cycle	To be completed.

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	<p>parking defined. Some reference to the attributes of secure cycle parking should be included within the SPD as follows:</p> <p>Residential or Staff Parking:</p> <ul style="list-style-type: none"> • Within a secure structure, building or shed • With good natural surveillance • 4The door should be fitted with a lock that provides for a5authorised access only • Within the cycle store there should be a cycle anchor point for each cycle to be stored within the store • Lighting (not for stores within a dwelling's rear garden) <p>Within the public realm, a high street, or other facility:</p> <ul style="list-style-type: none"> • Sighted with good visibility from the public realm and any overlooking dwellings, close to the area is serves / building, not on the distant edge of a car park • Covered to provide protection from the elements • Fitted with cycle anchor points • Lighting to provide for the safety of the cyclist and to allow them to operate the cycle lock after dark. • Fall within the coverage of Closed Circuit Television (CCTV) cameras, if fitted. 	

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88	05/04	Paragraph 4.5, bullet point 6-Requests that the SPD is clarified in relation to appropriate design and location of cycle parking close to the public realm which are very vulnerable to crime.	To be completed.
89	05/05	Paragraph 4.6- Within a residential setting secure cycle parking is generally provided with a secure rear garden. If the secure cycle storage is not convenient to access that is generally because of poor design, which should be corrected at the design stage of development.	To be completed.
90	05/06	Figure 3 - States that cycle parking stand shown in Figure 3, which only attaches to front or rear wheel is not secure. The anchor point should allow the frame to be secured. The Sheffield stand provides the minimum level of security but better options such as "streetpod" are better.	Agree. Delete Figure 3.
91	05/07	Suggests that cars parked in the public realm are more likely to be the subject of an incident. Therefore, residential car parking spaces should be in locations that provide good surveillance from the owner's home.	No change. This point is already addressed at paragraph 5.25 j and k.
92	05/08	Paragraph 5.25, criterion d, bullet point 3 Proposes rewording the following text: "Where the proposal is for the conversion of a dwelling into an HMO (House of Multiple Occupation) one space per bedroom will be required." so that the word "dwelling" is replaced with "premises" or "building".	Agree. Amend 5.25 as follows: Where the proposal is for the conversion of a dwelling <u>or other uses</u> into an HMO (House of Multiple Occupation) one space per bedroom will be required.

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93	05/09	Paragraph 5.25, criterion k-Suggests amending the wording from: "Where a parking court is considered, it must:" to: "where parking is to be within the public realm or a parking court it must"	Agree. Amend paragraph 5.25 (k) as follows: Where a parking <u>is to be within the public realm or a parking court is considered</u> it must:...
94	05/10	Paragraph 5.25, criterion j-Suggests that references to "well lit" should be replaced with the British Standards reference "British Standard (BS) 5489-1:2020"	Agree. Amend 5.25 (j) as follows: Wherever parking is provided it needs to be more attractive than inappropriate parking opportunities. It should be accessible, <u>well lit to British Standard (BS) 5489-1:2020</u> , overlooked, and attractive.
95	05/11	Paragraph 5.25, criterion k-Suggests amendments to the text to make it clear that parking courts should be secure by having robust boundary treatments and a single point of access.	Agree that parking courts should be secure. However, a single access/egress point and robust boundary treatments may not be suitable in all instances and should be assessed on a "site by site" basis. E.g. where parking courts are to the front of properties, robust boundary treatments could have a negative impact in terms of character and appearance and there may not be sufficient circulation space to have a single access/egress point. Paragraph. 5.25, criterion k will be amended to add an additional bullet point as follows: Where a parking court is considered it must: <ul style="list-style-type: none"> • <u>be secure</u>
96	05/12	Paragraph 5.25, criterion k, bullet point 4- Suggests that the words "be lit at night" should be replaced with the British Standards reference "British Standard (BS) 5489-1:2020"	Amend 5.25 (k) bullet point 4 as follows: <ul style="list-style-type: none"> • lit at night <u>to British Standard (BS) 5489-1:2020;</u>

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97	05/13	Paragraph 5.25, criterion k, bullet point 5- Suggests that the words "be well lit" should be replaced with the British Standards reference "British Standard (BS) 5489-1:2020"	Amend 5.25(k) bullet point 5 as follows: ...Where pedestrian footpaths are provided that connect courtyard parking spaces with the front door of people's homes these must be afforded good, clear sightlines and be well lit to British Standard (BS) 5489-1:2020;...
98	05/14	Paragraph 5.25, criterion k, bullet point 6 –Suggests that the text in paragraph 5.25 criterion k, bullet point 6 gives the impression that access from public realm is directly via external door into property, which would increase vulnerability to crime.	Amend 5.25(k) as follows: Have convenient pedestrian connections to the properties being served. Residents must be able to gain direct access from their allocated parking spaces get to the front door of their home <u>safely and conveniently from their allocated parking space</u> . Where pedestrian footpaths are provided that connect courtyard parking spaces with the front door of people's homes these must be afforded good, clear sightlines and be well lit;
99	05/15	Suggests that the Council seeks advice from the Fire Authority as to any requirements to provide for the safety of the public in relation to electric vehicles due their ability to spontaneously combust.	No change. This falls outside the scope of planning guidance.
100	12 - National Highways 12/01	We note that the draft cycle and car parking guidance is for 'new development that requires planning permission (including development/changes of use of existing buildings)' (1.1, p4). We support Hart District Council's commitment to ' <i>reduced car use, promote sustainable transport and active travel</i> ' (second bullet, p3) by having ' <i>[n]ew development ... provide the appropriate amount of cycle and car parking and ... designed to encourage a shift away from car use towards</i>	Noted. No change.

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		<p>walking, cycling and other sustainable modes of transport' (third bullet, p3). Both the Local Road Network (LRN) and the SRN should benefit from reduced car use if the guidance is supported by the delivery of sustainable transport measures (an objective of the Hart Local Plan (Strategy & Sites) 2032) and Travel Plans (raised in the draft guidance). We welcome Travel Plans for all new developments, including residential developments.</p>	
101	12/02	<p>We note that the residential car parking standards are <i>'neither maximum nor minimum, but a guide as to the appropriate quantum of parking to be provided'</i> and <i>'should be considered carefully alongside the placemaking quality of a development and the parking strategy for the site, allowing for flexibility in providing alternative parking solutions such as shared mobility, access to alternative modes of transport and opportunities for active travel.'</i> (5.3, pp16&17). However, we welcome the fact that the car parking standards for six of the seven non-residential land use categories are maximum rather than minimum standards (Appendix 3, pp28-30 & note 5, p30). Commercial Development alone has minimum standards but with higher minimum provision for Office (B1(a)), Research and Development or Light Industry (B1(b) or (B1(c)) and General Industry (B2) within 400m of Blackwater Station and within 800m of Fleet and Hook Stations and we welcome this.</p>	Noted. No change.
102	13 - Blackwater Valley	<p>Suggests that the impact of LTN 1/20 has not been maximised. A full cross-check between the two documents should be completed.</p>	No change. The SPD is consistent with the guidance and recommended minimum standards in relation to cycle

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	Friends of the Earth 13/01		parking set out in LTN 1/20-Cycle Infrastructure Design in regard to both residential and non-residential uses.
103	13/02	Suggests that the SPD should cover all age ranges and bike types.	No change. Paragraph 4.5 of the SPD requires applicants to consider a range of cycle types early in the planning and design process, including, but not limited to, cargo bikes and adapted cycles which would cater to a range of ages.
104	13/03	Suggests that covered and secure cycle storage must be provided for residential uses, including for visitors.	No change. Paragraph 4.5, bullet point 3 of the SPD requires consideration of secure cycle parking storage that is both covered / lockable for residential uses which applies to allocated spaces for residents and unallocated spaces that would be used by visitors.
105	13/04	Suggests that there should be greater links to existing cycle networks.	No change. The matter of links to existing cycle networks is beyond the scope of this SPD. However, the Council is currently preparing a draft LCWIP which is referred to in Paragraph 2.6.
106	13/05	Suggests that proposals for car parking in new developments should match the current and projected provision offered by the existing use.	No change. This suggestion does not accord with national policy nor reflect the parking requirements of the proposed development.
107	13/06	The SPD needs to be clearer on requirement for electric vehicle parking spaces in older persons accommodation.	No change. At paragraph 2.4 the SPD already cross refers to Building Regulations Part S which set out the requirements for electric vehicle charging points.
108	18 - Historic England 18/01	Supports work done on the SPD to reduce emissions and support shift toward sustainable modes of travel.	Noted.

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		Reductions in car use can have positive impact on historic environments through reduced noise and air pollution, traffic, parking and congestion.	
109	18/02	Suggests that cycle interventions should be designed to protect and enhance historic environment. Historic England guidance on good practice can be found in Streets for All .	Noted.
110	18/03	Paragraph 4.5-Advises adding a bullet point to Paragraph 4.5 stating the following: "The character of the local area, informed by its environmental assets and enabling an appropriate response to its features of significance"	To be completed.
111	18/04	Paragraph 5.24-Advises amending the paragraph to state the following: "EV charging points must be provided in accordance with Building Regulations Part S which came into effect on 15 June 2022. The location of electric charging points should be considered at the design stage to optimise convenience for users of electric cars, while avoiding or mitigating harm to the local historic environment"	<p>The point here is that charging points are conveniently located so that petrol/diesel cars are not easier to use. However, suggest the following change:</p> <p>5.24 EV charging points must be provided in accordance with Building Regulations Part S which came into effect on 15 June 2022. The location of electric charging points should be considered at the design stage to optimise convenience for users of electric cars (<u>there could be other factors that influence the location of charging points such as the need to avoid or mitigate harm to heritage assets</u>).</p>
112	18/05	Paragraph 5.25-Advises adding an additional criterion to Paragraph 5.25, after "i" to state the following: "Proposals must take account of the local historic environment and demonstrate how local context has informed the scheme design".	No change. This is a requirement in any event.

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113	01 - Transport for London	Do not wish to comment.	
114	04 - The Coal Authority	Do not wish to comment.	
115	14 - Natural England	Do not wish to comment.	
116	15 - Rushmoor Borough Council	Do not wish to comment.	
117	07 - Councillor, Crookham East Ward 07/01	States that whilst promoting the use of cycles is important, consideration must also be given to the high levels of car ownership in Hart. Existing developments such as Edenbrook and Elvetham Heath have insufficient parking provision which leads to disputes between neighbours over spaces and creates an unattractive street scene. The car parking standards should be more generous so that these problems are avoided.	No change. The intention of the new guidance is to avoid issues of parking under-provision experienced in some past developments.
118	16 - Member of Parliament for North East Hampshire 16/01	On behalf of my constituents, I have set out in this email their various concerns and considerations on this planning document. HDC should alter its fundamental message. From the outset of this document, it is clear to see that you want to massively reduce the use of private vehicles. My	No change. The SPD recognises there are high levels of car ownership in Hart and aims to ensure there is sufficient parking provided with new development to avoid problems of under-provision. The SPD aim to help achieve modal shift away from cars towards walking, cycling and public transport in accordance with national planning policy and Council objectives.

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		<p>constituents and I do not want to see this being a threat on future developments, as private vehicles are still by far the primary method of travel, in what is a somewhat rural area. HDC must instead allow for greater personal freedom and accommodate for the need for cars. Simply selling properties with fewer parking spaces does not decrease the traffic load, but instead makes life more difficult for local people, with increased on street parking, more neighbour disputes, etc.</p> <p>Instead, initiatives such as requiring EV chargers should be the priority of HDC to meet carbon neutral targets, alongside creating greater garage space for house users. This would allow for bicycle and other vehicle parking within, so that additional facilities do not have to be built. These proposals are detailed in my proposed alterations to the document, on behalf of constituents, below. Any changes I have made are either stated or in bold.</p>	<p>EV charging is required through building regulations, referred to in the SPD.</p> <p>Greater garage space for storing vehicles and cycles is an option for developers but it would be overly prescriptive to insist on that as the only means for storing cycles, and of course not all properties will have a garage.</p>
119	16/03	<p>Key messages, bullet point 2</p> <p>Planning policy should not aim to 'reduce car use' and so should be removed from this sentence.</p>	<p>No change. Planning policy does aim to reduce car use.</p>
120	16/04	<p>Key messages, bullet point 3</p> <p>'designed to encourage a shift away from car use towards walking, cycling and other sustainable modes of transport' should be removed. HDC should make sure that developments provide the quantity of car parking that people want today.</p>	<p>No change. It is an objective that design should encourage a shift away from car use. Nevertheless, the approach in the SPD does recognise car ownership levels in Hart.</p>
121	16/05	<p>Key messages, bullet point 5: 'Electric car charging provision must be provided in line with Building Regulations. These</p>	<p>Noted.</p>

Consultee and rep no.		Issue raised	HDC's draft response
		<p>must be designed into schemes to optimize convenience for electric car users.'</p> <p>This is excellent - this should be the central to HDC's efforts.</p>	
122	16/06	<p>Key messages, bullet point 6</p> <p>'provide convenient and secure storage space' should be changed to 'provide a garage'. HDC should push for garage spaces with homes to store both bicycles and motor vehicles.</p>	<p>No change.</p> <p>Greater garage space for storing vehicles and cycles is an option for developers but it would be overly prescriptive to insist on that as the only means for storing cycles, and of course not all properties will have a garage.</p>
123	16/07	<p>Paragraph 1.2 states 'this will avoid the various problems created by over-and-under provision of parking'. This point needs clarification and rethinking, as I believe there is no such situation as an over provision.</p>	<p>No change. Over-provision of parking is an inefficient use of land and amounts to poor design.</p>
124	16/08	<p>Paragraph 2.8, bullet point four states that an aim of HCC's LTP4 is to 'prioritise walking and cycling over private car use'. Regardless of the County Council's policy, I ask that this is removed, as I do not believe that local people should be pushed out of private car ownership.</p>	<p>No change. It is appropriate to refer to HCC's LTP4 in an SPD on parking. The SPD is not aiming to push people out of car ownership.</p>
125	16/09	<p>Paragraph 2.18 - I have reservations over the idea and terminology of '15- minute cities/20-minute neighbourhoods'. This idea needs to be better practically set out to residents. Also, 'providing highly visible, convenient, and secure bicycle storage' should be simply changed to 'garage facility'. Both bicycles and cars should and can be stored in a garage facility.</p>	<p>No change, the SPD merely refers to the 15/20 minute neighbourhood concept as background.</p> <p>Greater garage space for storing vehicles and cycles is an option for developers but it would be overly prescriptive to insist on that as the only means for storing cycles, and of course not all properties will have a garage.</p>
126	16/10	<p>Paragraph 3.9 states that 'future growth is predicted to be at a lower rate, reflecting the already high car ownership rates'.</p>	<p>No change. The Parking Standards Review 2022 by i-Transport, which informs the content of the SPD, identifies</p>

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		It is impossible to predict the future; I would like to see concrete evidence for this point. Counter predictions feature in the HDC Parking Provision Interim Guidance, August 2008, where paragraph 4.2 states 'Assuming the same rate of increase on the Hart 2001 car ownership level of 1.65 cars per household then the figure for Hart in 2036 could be of the order of 2.14 cars per household'.	that there are currently high levels of car ownership in the district, and that combined with shifting attitudes towards vehicle ownership this would indicate that there is less room for growth in future.
127	16/11	Paragraph 3.10, bullet point two, follows a similar line, stating that 'fewer young people choosing to own a car'. Again, what evidence is this statement based on? Cars are more likely to be leased than ever before, increasing new car availability.	No change. [To be completed – refer to i-Transport report.]
128	16/12	Paragraph 3.10, bullet point three, I ask for clarification if whether 'shared rides' and 'apps' means that HDC is to approve 'Uber' licenses? Also, it states that HDC policy is to 'break dependency on private car ownership'. I would like to see this removed, as local people should be free to choose what they own and use.	No change. Uber licenses are out of scope of the SPD. Breaking dependency on private car ownership does not mean stopping people from choosing to own a car, it means a situation in which people can choose not to own a private car yet still use a car when they need to. Studies on the use of Car Clubs have concluded that car clubs can have a number of benefits for local communities including reducing dependency on private vehicle ownership, a reduction in emissions (as car club cars tend to use newer more environmentally friendly fuel such as hydrogen or electricity), less congestion on roads, improved air quality and increasing participation in sustainable and active travel. As they provide access to a vehicle on a pay-as-you-go

Consultee and rep no.		Issue raised	HDC's draft response
			basis they are appealing for those who use a car infrequently, due to the significantly lower costs involved.
129	16/13	Paragraph 4.5 – I commend the use of the word 'garage' and this should be implemented on other points I have made. However, the language of 'shed space' should be removed, as a garage should store bicycles and other private vehicles.	It would be overly restrictive to insist cycles are stored in garages. Equally shed space is not the only alternative solution. Suggest the following change to 4.5 bullet 6: <ul style="list-style-type: none"> To encourage residents to ride their cycle instead of using their car, cycle storage must be conveniently located and readily accessible. At least one secure cycle space must be close to the front door of the property. Others could be included within a suitable garage or shed/<u>storage</u> space.
130	16/14	Paragraph 4.11 – I recommend that HDC does not use this level of prescription (referring to the quantitative cycle parking standards) and instead puts its efforts into ensuring that garages are long enough to store bicycles within them. This section should, therefore, be removed and replaced with greater emphasis on garage storage. Paragraph 4.13 - For the reasoning above in respect of para 4.11, I recommend this paragraph is removed (paragraph 4.13 requires at least one cycle space be provided close to the front door) Paragraph 4.14 – the line 'developers are encouraged to consider integrating secure external bike stores to the front of properties' should be removed for the same reasons.	No change. It is overly prescriptive to refer to garages as the sole means providing cycle storage. It fails to acknowledge the size and variety of homes. Applicants need to know how many cycle spaces are required and have options open as to how best that should be designed in.
131	16/15	Paragraph 5.4	No change. No evidence has been submitted to justify these standards. Whilst the Council does wish to avoid problems of under-provision of car parking, equally it does not wish to

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		<p>Car parking standards should be altered to allow people to adequately park their vehicles and my recommendations (that should be read alongside my amendments to 5.12 and 5.13) are:</p> <p>1 bed home – 2 allocated, 0.5 unallocated 2 bed home – 3 allocated, 0.5 unallocated 3 bed home – 4 allocated, 0.5 unallocated 4 bed home – 5 allocated, 0.5 unallocated 5 bed home – 5 allocated, 1 unallocated; or 6 allocated, 0 unallocated.</p>	see over-provision of parking which is an inefficient use of land.
132	16/16	<p>Paragraph 5.4 - Amend the following wording as follows: “An under-provision of allocated spaces needs to be made up with unallocated spaces, <u>and vice versa</u>”.</p>	To be completed.
133	16/17	<p>Paragraph 5.4 - Amend the following wording as follows: ‘A minimum of 5% of unallocated spaces should be designed for use <u>to be useable</u> by disabled people’.</p> <p>This change in language from ‘for use by disabled people’ to ‘to be useable by disabled people’ makes sure that spaces can be used by disabled residents, and can be moved in a development to best help them, but not solely designated for them, as they may otherwise go unused.</p> <p>This change can also be made to paragraph 5.7, bullet point three which states:</p>	To be completed.

Consultee and rep no.		Issue raised	HDC's draft response
		<ul style="list-style-type: none"> In addition, a minimum of 5% of unallocated car parking spaces should be designed for use by disabled people. 	
134	16/18	<p>Paragraph 5.11 - Recommends increasing size of parking spaces as follows:</p> <p>standard parking space: from (2.5m x 5.0m) to (2.7m x 5.5m)</p> <p>parallel parking space: from (2.0m x 6.0m) to (2.7m x 6.5m)</p> <p>tandem (2 cars): from (2.5m x 11m) to (3.25m x 14m, or longer to allow for cycle parking inside)</p> <p>double garage (internal dimension): from (6.0m x 7.0m) to (6.5m x 7.0m, or longer to allow for cycle parking inside).</p> <ul style="list-style-type: none"> <i>Where a driveway is to be used for parking in front of a garage, the overall length of the space will need to be a minimum of 6.0m 6.5m to allow access to the garage.</i> 	No change. No evidence has been submitted to justify these dimensions. The car parking space dimensions set out in the SPD have been informed by evidence set out in i-Transport's Parking Standards Review 2022.
135	16/19	<p>Paragraph 5.12 - Recommends the following change:</p> <p>5.12 Single garages are not counted as a parking space <u>so long that they have a clear internal dimension of 3.25m x 7.0m</u>. This is because they are typically used for storage. Garages do, however, provide useful space for the ever-changing variety of other transport options including larger vehicles such as mobility scooters, powered two wheelers, tricycles etc.</p>	No change. No evidence has been submitted to justify these dimensions. [refer to relevant section of i-Transport report]
136	16/20	<p>Paragraph 5.13 - Recommends the following change:</p> <p>5.13 Double garages count as one <u>two</u> parking spaces if they have a clear internal dimension of 6.0m <u>6.5m</u> x 7.0m.</p>	No change. No evidence has been submitted to justify these dimensions. [refer to relevant section of i-Transport report]

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		Access to the garage should be wide and convenient for easy use with modern cars.	
137	16/21	<p>Paragraph 5.14 – ‘the minimum dimensions set out above’ would now be 3.25m x 7m. due to my recommendations.</p> <p>For reference para 5.14 states:</p> <p>5.14 Car ports are counted as a parking space if the parking space meets the minimum dimensions set out above, and if it is demonstrated that the items that residents typically store in garages are provided in another location, for example, garden maintenance equipment, bicycles, dry recycling.</p>	To be completed, but it may be necessary to clarify which ‘minimum dimensions’ are being referred to, the minimum for a standard parking space, or the minimum for a single garage. The respondent reads this as minimum standards for a single garage.
138	16/22	Paragraph 5.15 should be removed.	No change. This paragraph clarifies what is meant by a parallel parking space and why it can be narrower than a standard space.
139	16/23	Paragraph 5.24 is excellent and creating more EV charging points should be a priority for HDC.	Noted.
140	16/24	<p>Paragraph 5.25 (a)</p> <p>Remove the word disabled, as surely it is impossible to know for certain who is disabled prior to a development being built and occupied; it is really important that spaces are in the right places for the people who need them.</p>	No change. When submitting a planning application the developer cannot be expected to know who will buy the property(ies) before they are built and design a scheme and its parking provision around them. In any event homes tend to have subsequent occupants.
141	16/25	<p>Paragraph 5.25 (b) – should be amended as follows:</p> <p>b) Where unallocated parking is <u>not</u> to be accommodated on the public highway <u>unless the highway is particularly wide, enabling two opposing vehicles to pass a parked car simultaneously</u>. this should be accompanied by an</p>	No change. This suggestion does not actually make sense as drafted. Presumably the intended message is that on-street parking should not be relied upon unless the highway is particularly wide, enabling two opposing vehicles to pass a parked car simultaneously’. [To be completed]

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		assessment of the parking stress in the area and the capacity for on-street parking. The nature of some roads, for example rural lanes, may mean reliance on on-street parking is inappropriate on highway safety grounds.	
142	16/26	<p>Paragraph 5.25, criterion c - Recommends criterion c is deleted.</p> <p>For reference, 5.25 c) states:</p> <p>c) For developments of 50 or more homes, evidence of exploring the feasibility for a car club or similar facility for the site either alone or in combination with other sites.</p>	<p>No change.</p> <p>Encouraging developers to explore the feasibility of implementing car clubs for larger developments is consistent with national policy and would be in the interests of sustainability. Studies on the use of Car Clubs have concluded that car clubs can have a number of benefits for local communities including reducing dependency on private vehicle ownership, a reduction in emissions (as car club cars tend to use newer more environmentally friendly fuel such as hydrogen or electricity), less congestion on roads, improved air quality and increasing participation in sustainable and active travel. As they provide access to a vehicle on a pay-as-you-go basis they are appealing for those who use a car infrequently, due to the significantly lower costs involved.</p>
143	16/27	<p>Paragraph 5.25 e) This should not affect private driveways, which should be entirely privately owned and the responsibility of the householder, so this should be made clearer.</p> <p>For reference e) states:</p> <p>e) where there is allocated and non-allocated parking provision which is not adopted by the Highway Authority the developer will have to provide the appropriate arrangements for their future management and maintenance.</p>	<p>Clarify 5.25(e) as follows:</p> <p>e) where there is 'off-plot' allocated and non-allocated parking provision which is not adopted by the Highway Authority the developer will have to provide the appropriate arrangements for their future management and maintenance.</p>

Consultee and rep no.		Issue raised	HDC's draft response
		Paragraph 7.1 –On point four, Bullet five should be removed. Point five should also be removed.	
144	16/28	Paragraph 7.1 (1) - the word 'disabled' should be removed from point one, so that disabled spaces can be accurately provided where they are needed, in response to who actually moves into the development at any moment in time.	No change. It is important when assessing a planning application to see which spaces are the disabled spaces. It is unclear how the respondent envisages this being changed over time should different needs arise. The spaces need to be suitably located with the life of the development in mind.
145	16/29	Paragraph 7.1 (4) - bullet point three, this assessment should take place within school term time.	Agree. Amend 7.1(4) bullet 3 to refer to school term time.
146	16/30	Paragraph 7.1 (4), bullet point 5 – should be removed. For reference, bullet point 5 seeks information relating to the proximity of public transport as part of the assessment of parking stress.	No change. A site's proximity to public transport forms part of the understanding needed when assessing parking stress (even if the importance attached to it may vary depending on circumstances).
147	16/31	Paragraph 7.1 (5) - Seeks deletion of point (5) which for developments of 50 or more homes requires applicants to provide evidence of correspondence with a car club operator regarding the feasibility of a car club for the site.	No change. Encouraging developers to explore the feasibility of implementing car clubs for larger developments is consistent with national policy and would be in the interests of sustainability. Studies on the use of Car Clubs have concluded that car clubs can have a number of benefits for local communities including reducing dependency on private vehicle ownership, a reduction in emissions (as car club cars tend to use newer more environmentally friendly fuel such as hydrogen or electricity), less congestion on roads, improved air quality and increasing participation in sustainable and active travel. As they provide access to a vehicle on a pay-as-you-go basis they are appealing for those who use a car infrequently, due to the significantly lower costs involved.

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148	16/32	<p>Paragraph 7.3 – I recommend the 'Travel Plans' (TP) should be removed as they try to prevent private ownership of vehicles, of which my constituents are against.</p> <p>Paragraph 7.7 – This Travel Plan point should be removed for the same reasons.</p>	No change. Travel Plans are required for certain developments.
149	16/33	<p>On Appendix 3 'Non-residential car parking standards' I propose in bold my alterations.</p> <ul style="list-style-type: none"> • In column three, under '16+ Colleges and Further Education' I would amend both in 'Zone 1' and 'elsewhere', the standard to '+ 1 space per 5 students' • In column five, under 'Day centres for older people, adults with learning disabilities' I would amend both in 'Zone 1' and 'elsewhere', the standard 'staff: 1 space per 1 FTE' • In column five, under 'Homes for Children' I would amend both in 'Zone 1' and 'elsewhere', 'Non-residential staff: 1 space 1 FTE'; 'Visitors: 1 space per 3 clients' • In column five, under 'Family Centres' I would amend both in 'Zone 1' and 'elsewhere', 'Staff: 1 space per 1 FTE' • In column five, 'Residential units for adults with learning or physical disabilities' I would amend both in 'Zone 1' and 'elsewhere', 'Non-residential staff: 1 space per 1 FTE'; 'Visitors: 1 space per 3 clients' 	<p>No change.</p> <p>No rationale has been provided for these proposed changes. Whilst the main focus of the update on parking standards is concerned with residential parking standards, the non-residential car parking standards were also sense-checked to ensure they are not out of kilter with standards elsewhere. The i-Transport work concluded that it is unnecessary to review the standards at this time. They have therefore been retained, unchanged. However, this is something that can be looked at again when the SPD is reviewed.</p>

Consultee and rep no.		Issue raised	HDC's draft response
150	16/34	<p>Appendix 3 Non-residential parking standards</p> <p>Note 3 is contrary to my understanding of actual usage in HDC, where there is an oversupply of disabled spaces and an undersupply of enlarged parking spaces (e.g. mother and child). HDC may want to rethink this ratio accordingly, to provide more for families.</p> <p>For reference note 3 states:</p> <p>“Parking for disabled people should be additional to the maximum parking standards. Development proposals should provide adequate parking for disabled motorists, in terms of numbers and design. The British Standards Institution recommends that commercial premises should have one space for every employee who is a disabled motorist plus 5% of the total capacity for visitor parking should be designated as disabled parking, with a further 4% of the total visitors parking consisting of enlarged standard spaces.”</p>	In the absence of stronger evidence, it would be inappropriate to deviate from the British Standards Institution.
151	02 – Individual respondent 02/01	States that they cannot find information in the document that specifies the quantity and locations for cycle storage in public areas and that the Hart District cycle and car parking plan should therefore make specific commitments to what will be made available by location and when. These facilities are particularly important in the following locations: retail centres, e.g. Fleet town centre and recreational centres, e.g., Hart leisure centre, Harlington Centre, Fleet pond.	No change. The SPD provides guidance for new development. However, suitable locations for new cycle parking facilities have been identified in Hart's draft Local Cycling and Walking Infrastructure Plan (LCWIP) which is scheduled for adoption December 2023.
152	02/02	States that cycle theft is a material issue in the district and that investment into cycle facilities, such as new routes, will be wasted due to insecurity of parking locations.	No change. The SPD states that cycle parking must be secure.

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153	02/03	Suggests that new public cycle parking facilities could be funded by increasing car parking charges in car parks and proceeds from vehicle tax could be used to fund cycle storage	No change. The SPD is concerned with new development and the provision of cycle parking therein, funded by the developer.
154	03 – Individual respondent 03/01	States that the SPD places too much emphasis on cycleways and not enough on increasing the quantity and size of car parking spaces.	No change. The SPD does cover the quantity and size of car parking spaces.
155	03/02	States that transport infrastructure is virtually non-existent and with an ageing population it is particularly difficult for older residents to access amenities.	No change. The standards take into account the relative lack of public transport provision in Hart.
156	03/03	States that under the current NPPF Hart has a shortfall of 230 houses to 2032. To accommodate a growing population and the requirement to provide for more workers in essential services more credence should be given to the Shapley Heath development and would pre-empt any increase in the NPPF requirement. Also, more should be made of the under-utilised Winchfield Station, which could be used to provide a range of local infrastructure e.g. doctors surgeries and community services.	No change. This statement is incorrect regarding housing delivery, and is in any event irrelevant to the SPD.
157	06 – Individual respondent 06/01	States that the measures in the SPD will not increase the number of people choosing to cycle without safe cycle paths.	No change. The Council is producing an LCWIP with the aim of improving routes for cyclists. Paragraph 4.3 of the SPD acknowledges that roads, paths and layouts that encourage walking and cycling are needed.

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158	06/02	States that extra cycle and car parking storage will necessitate lower density housebuilding.	No change. Even if this transpires to be the case (and by no means it this certain), it is part of good place-making to design-in the appropriate amount of car and cycle parking.
159	06/03	States that The SPD should recognise the increasing need and unmet demand for larger family homes and special consideration of flexible and adaptable homes and layouts that cater for children cycling safely.	No change. The SPD does provide standards for family homes and at para 4.3 refers to guidance on the design of cycle routes refers to guidance in Local Transport Note (LTN) 1/20 .
160	06/04	States that neverending extensions demonstrate demand for larger family homes that has not been satisfied. Parking and cycle parking should be a significant, objective feature of decision making.	No change. Agree car and cycle parking are important issues.
161	17 – Individual respondent 17/01	<p>I do support the requirement that new homes have space for cycle parking.</p> <p>However, cars are much larger than cycles so requiring car parking is a much more disruptive and expensive requirement and I do not think it is consistent with Hart's 2040 vision theme 2: "Improving affordability of homes"</p> <p>One of the ways that living in Hart is expensive is that in practice residents need to pay for a car. In addition they are forced to pay for the space to keep multiple cars.</p> <p>I accept that at present it is very hard to move around Hart without a car, but I would hope that Hart and Hampshire have plans to remedy this.</p> <p>Once it is possible to live in Hart without a car, requiring a high amount of car parking per home just increases the cost of the home. This will also encourage car use, as residents are more likely to own a car if they are forced to</p>	<p>No change.</p> <p>Paragraph 5.3 of the SPD provides some flexibility in the standards to allow for alternative parking solutions based on shared mobility, access to alternative modes of transport and active travel. Any application proposing no car parking provision would need to submit evidence to demonstrate that the functional parking needs of the development would be accommodated.</p> <p>It is difficult to insist on very low levels of car ownership in an area like Hart where there is no realistic alternative to the car for many journeys.</p> <p>It is beyond the scope of the SPD to introduce controlled parking zones.</p>

Consultee and rep no.	Issue raised	HDC's draft response
	<p>own car parking spaces. Homes last a long time, so this bias towards car use and all its consequences will be baked in for decades.</p> <p>I accept that there is a problem with pavement parking, but forcing people to buy multiple car parking spaces per home is not the only solution. For example a Controlled Parking Zone.</p> <p>Is this policy document flexible enough that in the future a new development could be created that only provides visitor parking and the residents understand that they can not own a car?</p>	

Table 2: Corrections and clarifications made *not* in response to representations received

Paragraph/section	Change made
Figures 1,2,3,4	Replace with better examples of cycle storage
New paragraph to follow para 5.5	<p>Clarify why there are two options for car parking standards for 3-bed homes:</p> <p><u>For 3-bedroom homes either car parking standard can be used. It is for the applicant to demonstrate which standard is most appropriate and results in the best design solution.</u></p>
Paragraph 7.1 (4)	<p>Correct and clarify 3rd bullet as follows:</p> <ul style="list-style-type: none"> • An assessment of parking activity <u>stress</u> in an identified vicinity of the application site. This needs to be recorded regularly (on a typical day) <u>during the week, within school term time, when the highest number of residents are at home, generally in the late afternoon and evening, and between 6am 11pm and 11pm 6pm</u> one weekday and one weekend day by an independent assessor. The applicant will need to be able to demonstrate that the survey undertaken is fair and representative. <p>Add a new bullet point referring to the new appendix (Appendix 6) on parking stress surveys.</p>
Paragraph 7.1 (5)	<p>For consistency with paragraph 5.25, amend will be amended as follows:</p> <p>5) For developments of more than <u>50 or more</u> homes – evidence of correspondence with a car club operator regarding the feasibility of a car club for the site.</p>
Appendix 3 Non-residential car parking standards Section 5 Care Establishments - public and private	<p>Regarding ‘Residential units for adults with learning difficulties’, under ‘Elsewhere’ there is a duplicate reference to ‘Non-residential staff: 1 space per 2 FTE’. This should refer to: <u>Visitors: 1 space per 4 clients</u></p>

Overview & Scrutiny

Date of meeting:	14 November 2023
Title of Report:	Outcome of Trial of New Parking Machine
Report of:	Kirsty Jenkins
Cabinet Portfolio:	Cllr Alan Oliver
Key Decision	No
Confidentiality	Non exempt

1 Summary

- 1.1 To share with Members of the committee, the outcome of the trial touch screen parking ticket machine, with a view to recommending that the Council upgrades 22 of its current parking machines.
- 1.2 Members are asked to comment on the trial and this report, before a paper is taken to Cabinet in December.

2 Officer Recommendation

- 2.1 That Members note the outcome of the touch screen parking machine trial and recommend to Cabinet that upgrades to new touch screen models be introduced to 22 machines over the current and next financial years.
- 2.2 That there will be a bid to the capital programme as part of the annual budget process to finance the upgrade of the existing parking machines.

3 Background

- 3.1 Hart District Council has 22 car park machines which were last upgraded in 2017 and will need to be upgraded again to improve service to customers and reduce ongoing maintenance repair costs.
- 3.2 Technology has progressed since the last upgrades were installed and touch screens are easier for customers to use as well as less likely to breakdown because they have less component parts to become faulty. The aim of the trial machine was to find out if residents found the machine a better option than the existing 'button machines'.
- 3.3 It was agreed to conduct a 3-month trial upgrading Victoria Road car park (machine V10) to a touch screen parking ticket machine (Flowbird S5). This machine was selected because it has high usage and would be extensively tested. The trial aimed to assess its usability and maintenance performance compared to existing button-based machines.

4 Main issues

- 4.1 The outcome of the trial showed that of 355 residents surveyed, 99% of users found it easier (96%) and quicker (93%) or the same to use. Some of the feedback received during the trial included:

'Great to use. I park closer to this machine as it is easier to use than the others.'

'Old machines in Church Road and Victoria Road are hard to use and don't recognise finger pressing on keys. New machine is much better.'

'Much better. Buttons on other machines stick.' Customer also asked when a machine like this one would be available in Church Road Car Park.

'Easy to use and better than the machines in Guildford.'

- 4.2 One of the issues with the existing button machines is ongoing maintenance costs. It costs between £500 and £1,000 each time just one button is damaged, depending on whether one or both keyboards require replacing. There were 24 faults reported to 14 June this year resulting in a need for 36 keyboard replacements at £500 each.
- 4.3 The trial machine has had no faults reported since installation on 2 June 2023.
- 4.4 Upgrading the machines keeps them up to date with technology and removing the card insertion device reduces risk of tampering and removes the possibility for customers to be scammed through distraction theft. There have been 6 cases of this reported to the Parking Team in the last 12 months.
- 4.5 In addition, it is likely that production of the button machines will be phased out over the next few years.
- 4.6 Costs of upgrading 22 machines with the S5 touch screen machines is estimated at £75,000.

5. Alternative Options Considered and Rejected

- 5.1 Not upgrading existing parking machines will result in continued maintenance costs being incurred (£18,000 across existing button machines to 14th June in 2023). The aim is to reduce that liability whilst also ensuring that we are providing our customers with the best service. We are also aware that existing button machines are likely to be phased out over the next few years.
- 5.2 Removing all car park machines and relying only on parking payment through apps would create significant digital exclusion. Around 20 local authorities have taken this approach, but it is not one that officers would recommend at this time.

6 Corporate Governance Considerations

Relevance to the Corporate Plan

- 6.1 This ensures that Hart is a great place to live and work and is part of building a resilient council where we provide the best customer service in an inclusive way, taking care not to create digital exclusion.

Service Plan

Is the proposal identified in the Service Plan?	No
Is the proposal being funded from current budgets?	No
Have staffing resources already been identified and set aside for this proposal?	No

- 6.2 This was not included in the Service Plan because the offer of the trial machine was not available when the Service Plan was put together. It was due to be considered for next years' Service Plan. The project was brought forward to address the ongoing maintenance repair costs.

- 6.3 Staffing resources have been identified to manage the procurement of new machines and to manage the transition.

Legal and Constitutional Issues

- 6.4 There are not considered to be any direct legal issues arising from the report.

Financial and Resource Implications

- 6.5 Based upon a quote from the current trial machine provider, cost of upgrading 22 machines is estimated to be £75,000. Procurement processes would be followed to ensure best value.

- 6.6 There are not considered to be any additional staffing resource requirements.

Risk Management

- 6.7 The principal risk of not upgrading the existing machines to touch screens is ongoing maintenance costs associated with the existing button machines and potential phase out of parts for these machines.

- 6.8 Vandalism remains in a risk in either case but is lesser with the touch screen machines as they are built for durability and have less component parts that can be damaged.

7 Equalities

- 7.1 Upgrading of existing machines would create neutral or positive impacts on all protected groups and as such a full EqIA is not needed.

- 7.2 As identified by the customer survey, the new touch screens are more accessible for those with dexterity issues and as such create a positive impact for older or more physically impaired customers.

8 Climate Change implications

- 8.1 No substantial direct carbon/environmental impacts arising from the recommendations.

9 Action

- 9.1 Members are asked to note the feedback from the trial and recommend to Cabinet that 22 machines are upgraded to touch screens across 2 financial years.

Contact Details: Rachael Wilkinson

OVERVIEW & SCRUTINY

DATE OF MEETING: 14 November 2023

TITLE OF REPORT: HART LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN

Report of: Executive Director - Place

Cabinet Portfolio: Planning Policy & Place

Key Decision: No

Confidentiality: Non-Exempt

PURPOSE OF REPORT

1. To seek the views of the Overview & Scrutiny Committee on the working draft Hart district Local Cycling & Walking Infrastructure Plan (LCWIP) following public consultation prior to its consideration by Cabinet.

RECOMMENDATION

2. That the Overview & Scrutiny Committee provides comments to Cabinet on the working draft Local Cycling and Walking Infrastructure Plan (LCWIP) following public consultation, attached at Appendix 1.

BACKGROUND

3. A LCWIP is a strategic document which provides a long-term approach to developing walking and cycling networks, ideally over a 10-year period. LCWIPs identifies a number of improvements to walking zones and cycle routes, however they are not detailed implementation plans.
4. The LCWIP will assist in delivering the interlinked themes of:
 - accessibility & inclusivity,
 - health & wellbeing,
 - climate change & air quality,
 - mitigating the impact of development, and
 - place shaping & placemaking.
5. Hart District Council and Hampshire County Council jointly commissioned Sustrans (a charity making it easier for people to walk and cycle) to develop the LCWIP for Hart district.
6. The LCWIP will enable Hart District Council working with the County Council and other partners will enable the Council to:
 - demonstrate a clear commitment to walking and cycling by identifying and prioritising infrastructure improvements,
 - make the case for future funding for active travel infrastructure and developer contributions, and
 - ensure that consideration is given to active modes through integration of the LCWIP with local planning and transport strategies and policies.

7. In June 2023 Cabinet approved the draft Local Cycling and Walking Infrastructure Plan (LCWIP) for public consultation. The consultation ran for a 10-week period between June and August 2023.

MAIN ISSUES

How the LCWIP was prepared

8. The guidance recommends that LCWIP's are focused on areas where there a larger/higher density of population and therefore where there is the greatest propensity to increase levels of cycling and walking.
9. The Hart Local Plan 2032 categorises the towns and villages by their size and the services and facilities they offer. Fleet, including Church Crookham and Elvetham Heath, is the main urban area. Blackwater, Hook and Yateley are the primary local service centres, Hartley Wintney, Odiham and North Warnborough are the secondary local service centres. Consequently, the Hart district LCWIP focuses on these towns and villages.
10. The approach used to develop the cycling and walking networks involved building an understanding of accessibility by walking or cycling to both existing and planned key destinations, including residential areas, employment areas, schools and colleges, leisure and recreation areas. This was informed by a wide range of evidence and documents, for example the Fleet Town Access Plan.
11. The key cycle routes within each of the areas were identified through an evidence-based approach which included analysis of 2011 and 2021 census data alongside other data sources to identify and map out journeys of up to 10km.
12. The core walking zones focused on routes to and from key walking trip generators (within a 2km radius) such as town centres, employment areas, bus and railway stations and schools within each area.
13. Walking and cycling routes, as well as existing barriers to walking and cycling, were also informed, and validated by key internal and external stakeholders throughout the different stages of development. Stakeholders included local Parish & Town Councils as well as local cycling, walking and access groups and local schools.

Results of the public consultation

14. Formal consultation on the draft LCWIP ran for 10 weeks between June and August 2023. The consultation approach included the following:
 - writing to the contacts on the planning policy data base, including Parish & Town Council and the local MPs,
 - a LCWIP consultation webpage hosted by HCC, including summary information, links to a consultation survey and interactive map of proposed schemes,

- several consultation events across the district in high footfall areas, where residents could obtain further information about the LCWIP and how to engage,
 - digital campaign including the use of social media, and
 - advertising the consultation in libraries and leisure centres.
15. Over the 10-week period, 249 responses to the walking zone survey and 283 responses to the cycling network survey were received, and 793 comments were placed on the interactive map, which is one of the highest response rates to any Hampshire LCWIP consultation.
 16. The feedback was broadly supported the cycling routes and walking zones proposed. The majority (58%) of respondents to the cycling survey agreed that the proposed primary and secondary cycling routes connect people with the places they want to get to. While nearly half of respondents (48%) agreed that the walking zones include places people want to walk to. 32% neither agreed nor disagreed and 20% disagreed.
 17. The consultation draft LCWIP has been updated to account for the feedback received during the public consultation and a summary of the key findings of the public consultation is included in the document.
 18. Some of the changes made as a result of the public consultation included:
 - Walking zone 1 - Yateley core walking zone: Added a crossing at Reading Road,
 - Cycle route 110 - Hartley Wintney to Elvetham Heath: an improved crossing at the junction at Pale Lane,
 - Cycle route 140 - Fleet to Farnborough: identified Avondale as a parallel alternative route to Kings Road,
 - Cycle route 150 - Fleet to Church Crookham: improved crossings at the Basingbourne Road / Florence junction and the Courtmoor (follow on from Greenways) / Velmead junction, where the primary route is crossed by secondary routes,
 - Cycle route 220 - Fleet station to Crookham Village: identified a spur to the southern end along Coxheath Road to Gally Hill Road.
 19. As the LCWIP is a joint commission, Hampshire County Council will also need to adopt it. They are intending to adopt the LCWIP in January 2024.

Implementation and review

20. The LCWIP is a high-level document. The proposed cycling and walking networks indicated in the plan outline the potential alignment of a route and the interventions at an early feasibility stage and should not be considered as detailed proposals. The delivery of the LCWIP is dependent on both Councils' ability to seek and secure funding to both develop and deliver future schemes.

21. The LCWIP will enable the District Council and County Council to make future bids for funding for the highlighted schemes from a range of organisations, for example the DfT and Active Travel England.
22. Some of the schemes may be delivered in part through negotiated S106 and or S278 agreements through the planning development management processes, and / or the spend of existing S106 funding. An example is the Queen Elizabeth Barracks (QEB) site – now known as Crookham Park. Through the granting of planning permission, the County Council secured a significant S106 sum to mitigate the impacts of that development. The QEB Transport Steering Group review the progress on this. The Hart district LCWIP is complementary to the existing work / schemes which are already in the pipeline.
23. The DfT's LCWIP Guidance states that it is 'envisaged that the LCWIP will need to be reviewed and updated approximately every four to five years to reflect progress made with implementation.'

ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

24. Alternative option is not to proceed and adopt the LCWIP.
25. The LCWIP will support the delivery of new or improved infrastructure for walking and cycling across Hart district. Without adoption, the draft would not carry full weight and would therefore weaken any bid applications. It could therefore have implications for the District Council and County Council's ability to qualify for active travel funding.

CORPORATE GOVERNANCE CONSIDERATIONS

Relevance to the Corporate Plan

26. A key priority of the Council's Corporate Plan 2023/2027 is to encourage more cycling and walking by extending the Green Grid network and working with Hampshire County Council and others to improve infrastructure and reduce barriers to walking and cycling.
27. This also includes the goal to extend the green grid through adopting and implemented, in partnership with Hampshire County Council, a Local Cycling and Walking Infrastructure Plan.

Service Plan

28. Is the proposal identified in the Service Plan? Yes
29. Is the proposal being funded from current budgets? Yes
30. Have staffing resources already been identified and set aside for this proposal?
Yes

Legal and Constitutional Issues

31. There are no legal or constitutional implications as a result of the recommendation.

Financial and Resource Implications

32. There are no direct financial implications as a result of the recommendation.
33. Having an adopted LCWIP will enable the District Council and County Council to make future bids for funding for the highlight schemes, and some may be able to be delivered in part through negotiated S106 and or S278 agreements through the planning development management processes.

Risk Management

34. There are no risk management issues as a result of the recommendation.
35. There may be practical risks with the development and delivery of specific LCWIP routes or zones and these will need to be managed through the relevant risk management and project management processes. There may also be legal processes such as Traffic Regulation Orders that will need to be undertaken, depending on specific measures progressed. These will be subject to separate assessment and consideration as specific scheme proposals are developed.

EQUALITIES

36. The LCWIP is a high-level document which sets out the framework for delivering infrastructure improvements for walking and cycling. As it does not set out any detailed designs for the infrastructure, there is a neutral impact on people with protected characteristics. Any detailed transport schemes delivered by Hampshire County Council, Hart District Council or a partner organisation will be subject to an Equalities Impact Assessment.

CLIMATE CHANGE IMPLICATIONS

37. The LCWIP seeks to provide new and improved 'active travel' infrastructure that will make walking and cycling more attractive, safe, direct and comfortable to use to encourage more modal shift away from the car. This will contribute to reducing energy and fuel consumption as well as reducing emissions. This will make a positive contribution towards the Council's target of Hart district being carbon neutral by 2040.

ACTION

38. Following consideration by the Overview and Scrutiny Committee the LCWIP will be considered for adoption by Cabinet in December 2023.
39. The delivery of the cycling routes and core walking zones in the LCWIP are dependent on both Councils' ability to seek and secure funding to both develop and deliver future schemes. The Councils' ability to make the case for future funding from the Government as well as from developer contributions is enhanced by the adoption of the LCWIP.

Appendices

Appendix 1: List of Core Walking Zones and Cycle Routes

Appendix 2: Draft Hart LCWIP

Appendix 1: List of Core Walking Zones and Cycle Routes

Core Walking Zones:

Zone 1	Yateley core walking zone
Zone 2	Blackwater core walking zone
Zone 3	Fleet core walking zone
Zone 4	Church Crookham core walking zone
Zone 5	Hartley Wintney core walking zone
Zone 6	Hook core walking zone
Zone 7	Odiham core walking zone

Cycle Routes:

Route 100	Yateley to Blackwater
Route 110	Hartley Wintney to Elvetham Heath
Route 120	Hook to Hartley Wintney
Route 130	A30 (to Basingstoke) to Hook
Route 140	Fleet to Farnborough
Route 150	Fleet to Church Crookham
Route 160	Crookham Village and Sandy Lane
Route 200	Hook to Odiham
Route 210	Fleet to Crookham Village
Route 220	Fleet station to Crookham Village
Route 230	Yateley to Fleet railway station
Route 240	Blackwater to Hawley

Hart District Local Cycling and Walking Infrastructure Plan

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About Sustrans

Sustrans is the charity making it easier for people to walk and cycle.

We are engineers and educators, experts and advocates. We connect people and places, create liveable neighbourhoods, transform the school run and deliver a happier, healthier commute.

Sustrans works in partnership, bringing people together to find the right solutions. We make the case for walking and cycling by using robust evidence and showing what can be done.

We are grounded in communities and believe that grassroots support combined with political leadership drives real change, fast.

Join us on our journey. www.sustrans.org.uk

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Revision	Description	Author	Check	Date
1	Draft	SZ/CF	LD	06/05/23
2	Revised interim draft	SZ/CF		16/05/23
3	Final draft	SZ/CF	KW	19/05/23
4	Revised final draft	CF/NM	KW	30/05/23
5	Revised final draft update	CF/NM	KW	31/05/23
6	Revised final draft update	CF/CT	KW	06/06/23
7	Logos added	JR	KW	07/06/23
8	Revised final draft update	CT	KW	08/06/23
9	Full final draft	CT	CF	16/10/23
10	Revised final draft update	CT	KW	02/11/23

Foreword from Councillors



our public spaces more difficult to use. We have been challenged in recent years by walking and cycling advocates to do better. Walking and cycling has the potential to replace shorter car trips made in Hampshire, including around a third of all commuting trips. Walking and cycling are practical everyday ways of travelling, for even just part of a journey, that can help to make us healthier, happier, greener, and more equal, and we look forward to supporting increases in these sustainable ways of travelling for everyone in Hampshire.

Hampshire County Council and Hart District Council officers, local interest groups and cross-party elected members have worked together to develop a common understanding of what improvements are needed. This has resulted in this document, the Hart Local Cycling and Walking Infrastructure Plan. We embrace the Government's objective of making walking and cycling the natural choice for short journeys. This aligns closely with our own aspirations. However, achieving our ambition and delivering the measures in this plan are dependent on Central Government supporting us with sustained and significant funding for active travel infrastructure. Having this plan in place is the first step we must take in order to be able to make the case for whatever funding the Government now makes available.

Councillor Rob Humby
Leader
Hampshire County Council

Hampshire County Council is committed to delivering better environments for people to walk and cycle both for their day today journeys, and when spending time in our public spaces. Walking and cycling are a big part of the solution to a number of the greatest challenges that we face including climate change; air pollution; obesity; equality of opportunity and access for all.

If we are to meet our 2050 vision, be prosperous and expand our life opportunities, achieve our climate change emergency targets, and our public health goals we need walking and cycling to be safe, direct, and attractive for everyone from ages 8 to 80+. We need our networks to be accessible to everyone and cater for the majority of users, whether they are walking with a double buggy, have a health condition or disability that makes



to inform and progress the development of Hart's Green Grid.

We have already started creating the Green Grid with the cycling and walking pilot route between Hartland Village in Fleet and Fleet Railway Station, passing around Fleet Pond. The pilot opened in Summer 2022 and the route will be extended to Bramshot Lane at one end and into Hartland Village at the other.

Our joint commitment to the LCWIP reflects the fact that both Councils have declared a Climate Emergency and are pursuing practical measures to address it. Delivering the LCWIP is an important part of both Hampshire County Council's Local Transport Plan and Hart's Corporate Plan and Hart's Vision for 2040.

Councillor Graham Cockarill
Portfolio Holder for Planning Policy
Hart District Council

This Local Cycling and Walking Infrastructure Plan (LCWIP) is an important joint project between Hart District Council and Hampshire County Council to improve the opportunity for walking and cycling throughout the district.

A key priority of the Council's Corporate Plan 2023/2027 is to encourage more cycling and walking in Hart district by extending the Green Grid network and working with Hampshire County Council and others to improve infrastructure and reduce barriers to walking and cycling. By making Hart easier to get around on foot and by bicycle will help people make more sustainable and healthier travel choices. The Green Grid could help residents save money on fuel, boosting physical and mental health through exercise, and improving local air quality. The LCWIP will help

Section One

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Introduction

Hart District Council and Hampshire County Council share a desire to secure investment in sustainable transport measures, including walking and cycling infrastructure. This will provide a healthy alternative to the car for local short journeys to work, local services, and schools. Both Councils want to work with health authorities to ensure that transport policy supports ambitions for health and well-being. This approach is integral to Hampshire's new Local Transport Plan 4.

In doing so, all residents of Hart district will experience benefits, such as: reduction in air pollution, fewer delays and decreasing frequency of collisions on the highway and improving accessibility for people of all ages and ability.

What is an LCWIP?

Local Cycling and Walking Infrastructure Plans (LCWIP), as set out in the Government's Cycling and Walking Investment Strategy, are a strategic approach to identifying cycling and walking improvements required at the local level. They enable a long-term approach to developing walking and cycling networks, ideally over a 10-year period, and form a vital part of the Government's strategy to increase the number of trips made on foot or by cycle.

The key outputs of LCWIPs are:

- 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; and
- a report which sets out the underlying analysis carried out and provides a narrative which supports the identified improvements and network.

LCWIPs are critical to delivering the interlinked priorities of:

- Accessibility & inclusivity;
- Health & wellbeing;
- Climate change & air quality;
- Mitigating development;
- Place shaping & place making; and
- Economic vitality.

Local policies

This LCWIP is supported by policies developed and delivered by Hampshire County Council and Hart district Council including the new Local Transport Plan 4, the Hart Local Plan, and Hampshire's Walking and Cycling strategies which:

- provide a clear statement on aspirations to support walking and cycling in the short, medium, and long term;
- provide a framework to support local walking and cycling strategies;

- provide a means of prioritising funding to achieve best value walking and cycling investments, and
- support in realising funding opportunities for walking and cycling measures.

The aims of the respective Hampshire County Council walking and cycling strategies are:

- **walking:** By 2025, walking will be the travel mode of choice for short trips and the most popular and accessible means of recreation;
- **cycling:** By 2025, cycling will be a convenient, safe, healthy, affordable and popular means of transportation and recreation within Hampshire.

An LCWIP for Hart district

Hampshire County Council and Hart District Council have both declared a Climate Emergency, committing to put environmental issues at the heart of everything they do. With more than a third of carbon emissions in the United Kingdom coming from transport, this report supports important mitigation measures and adaptation to climate change, including supporting targets to get to net zero.

Transformative walking and cycling improvement programmes in other parts of the country are helping to build healthy and inclusive neighbourhoods. In this regard, the plan will help to improve both the physical and mental health of residents. It will support the aims of public health strategies by making local places healthy and safe and

building physical activity into daily routines.

Walking and cycling are good for the economy. Whilst it might be harder to do a weekly shop without a car, studies have shown that pedestrians and cyclists spend more than drivers in local shops per month, through multiple visits; and those [retailers frequently overestimate access by car](#). Walking and cycling schemes frequently achieve better value for money than schemes aimed at relieving congestion, and have wider benefits such as [improved public health, better air quality, reduced community severance and congestion relief](#).

Description of Hart district

Hart district is located in north-east Hampshire with an estimated population of [99,400](#). At just over 21,500ha in size, it is bounded to the north by Berkshire and to the east by Surrey. Within Hampshire, Hart district is adjoined by Rushmoor, Basingstoke and Deane Borough and East Hampshire.

The M3 and the South Western Main Line bisect the district, as well as the Basingstoke Canal. The A30 and the A287 also run east-west across the district, connecting Basingstoke/Camberley and Farnham respectively. East-west movements predominate. The M3 and the railway line contribute to significant north-south severance across the district.

The South Western Main Line runs across the District, with stations at Fleet, Winchfield and

Hook. The Reading to Redhill Line runs along the northeastern border of the district, with stations at Sandhurst and Blackwater (Sandhurst being just outside of the district).

Much of Hart is rural in nature, and large swathes of the district are active Ministry of Defence (MoD) training areas.

There are around 35 settlements across the district, although some are just isolated groups of homes with no community facilities. The Hart Local Plan 2032 categorises the settlements within the district by their size and the services and facilities they offer, using criteria on employment opportunities, schools, health services, recreation and leisure opportunities, shops accessibility and population. The towns and villages have been categorised by tiers. Fleet, including Church Crookham and Elvetham Heath, is the main urban area. Blackwater, Hook and Yateley are the primary local service centres, Hartley Wintney, Odiham and North Warnborough are the secondary local service centres.

Transport and travel: walking and cycling in Hart district

To the east, journeys between Hart and Rushmoor are constrained by MoD land and the Farnborough Airport. To the west, journeys between Hook and Basingstoke are limited due to the lack of dedicated cycling and walking provision along the A30.

Within the district, the A30, A287, B3013 and the B3272 create substantial severance within

and between settlements. These high-speed carriageways carry large volumes of motor vehicle traffic, and outside of Fleet there is no dedicated cycling and walking provision along these key corridors.

There are currently no National Cycle Network (NCN) routes traversing Hart district. Although there are no NCN routes, the Basingstoke canal with its towpath, runs east to west across the district. The canal tow path could be developed to offer an ideal environment for walking and cycling, although this is likely to best serve leisure trips. Any development would need to respect Basingstoke Canal's Conservation Area status.

Local trip generators

Fleet is the major settlement in the district, and is a primary destination for employment, shopping and leisure facilities.

There are 28 infant/junior/primary schools and 5 secondary schools in the district, excluding private schools. Many students travel outside of the district for post-16 education.

Creating a Green Grid for Hart

Green Grid is Hart District Council's plan to enhance the environment to live in, work in and enjoy through the creation of green corridors between settlements to encourage sustainable healthy transport and provide cycles for hire to enable movement.

The results of the 2020 consultation on the Green

Grid strategy have informed the development of this LCWIP. The proposals in this LCWIP will support and inform the development of the Green Grid.

Hart District Council have already started creating the Green Grid with the cycling and walking pilot route between Hartland Village in Fleet and Fleet Railway Station, passing around Fleet Pond. The pilot opened in Summer 2022 and the route will be extended to Bramshot Lane at one end and into Hartland Village at the other. Hartland Village will deliver a cycle for hire facility as part of the facilities in the heart of its development of 1,500 homes.

Developments and Opportunities

The Hart Local Plan (Strategy & Sites) 2032, published in April 2020, identified sites across the district which would be made available for residential, business or mixed-use development. The largest of these is Hartland Village, with the delivery of 1,500 homes.

New economic development will be focused on existing sites in Hook, Fleet town centre, Blackwater and Cody Technology Park.

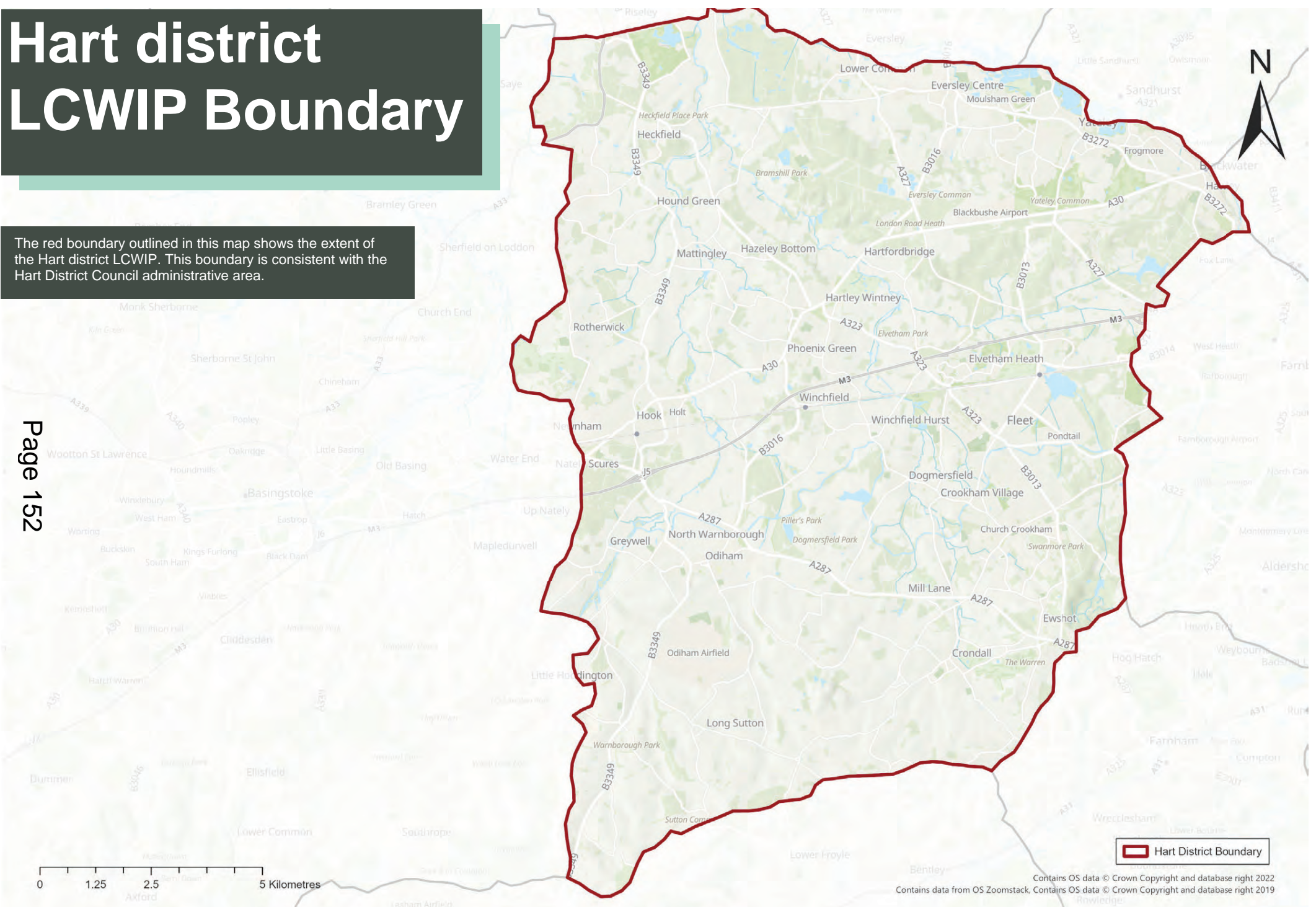
The Local Plan also identifies 13 locally important employment sites:

- Ancells Business Park, Fleet,
- Bartley Wood, Hook,
- Blackbushe Business Park,
- Eversley Haulage Yard,
- Eversley Storage,
- Finn's Business Park, Church Crookham,
- Grove Farm Barn, Crookham Village,
- Lodge Farm, North Warnborough,
- Murrell Green Business Park,
- Potters Industrial Park, Church Crookham,
- Redfields Business Park, Church Crookham,
- Optrex Business Park, Rotherwick, and
- Beacon Hill Road, Church Crookham.

The district's retail centres are also defined in the Hart Local Plan. Fleet is the main town centre. Blackwater, Hook and Yateley are the district centres. Hartley Wintney and Odiham are the local centres.

Hart district LCWIP Boundary

The red boundary outlined in this map shows the extent of the Hart district LCWIP. This boundary is consistent with the Hart District Council administrative area.



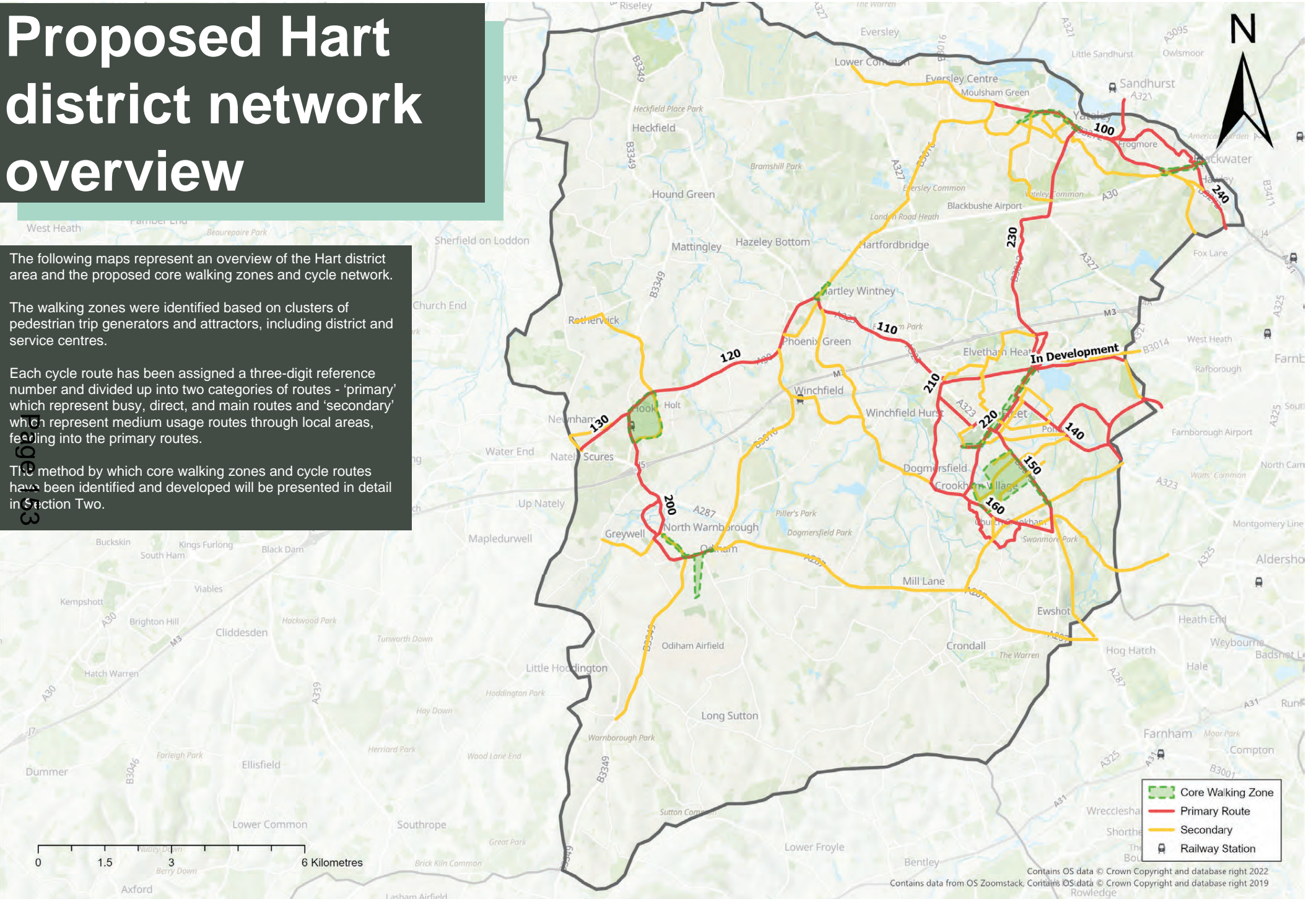
Proposed Hart district network overview

The following maps represent an overview of the Hart district area and the proposed core walking zones and cycle network.

The walking zones were identified based on clusters of pedestrian trip generators and attractors, including district and service centres.

Each cycle route has been assigned a three-digit reference number and divided up into two categories of routes - 'primary' which represent busy, direct, and main routes and 'secondary' which represent medium usage routes through local areas, feeding into the primary routes.

The method by which core walking zones and cycle routes have been identified and developed will be presented in detail in Section Two.



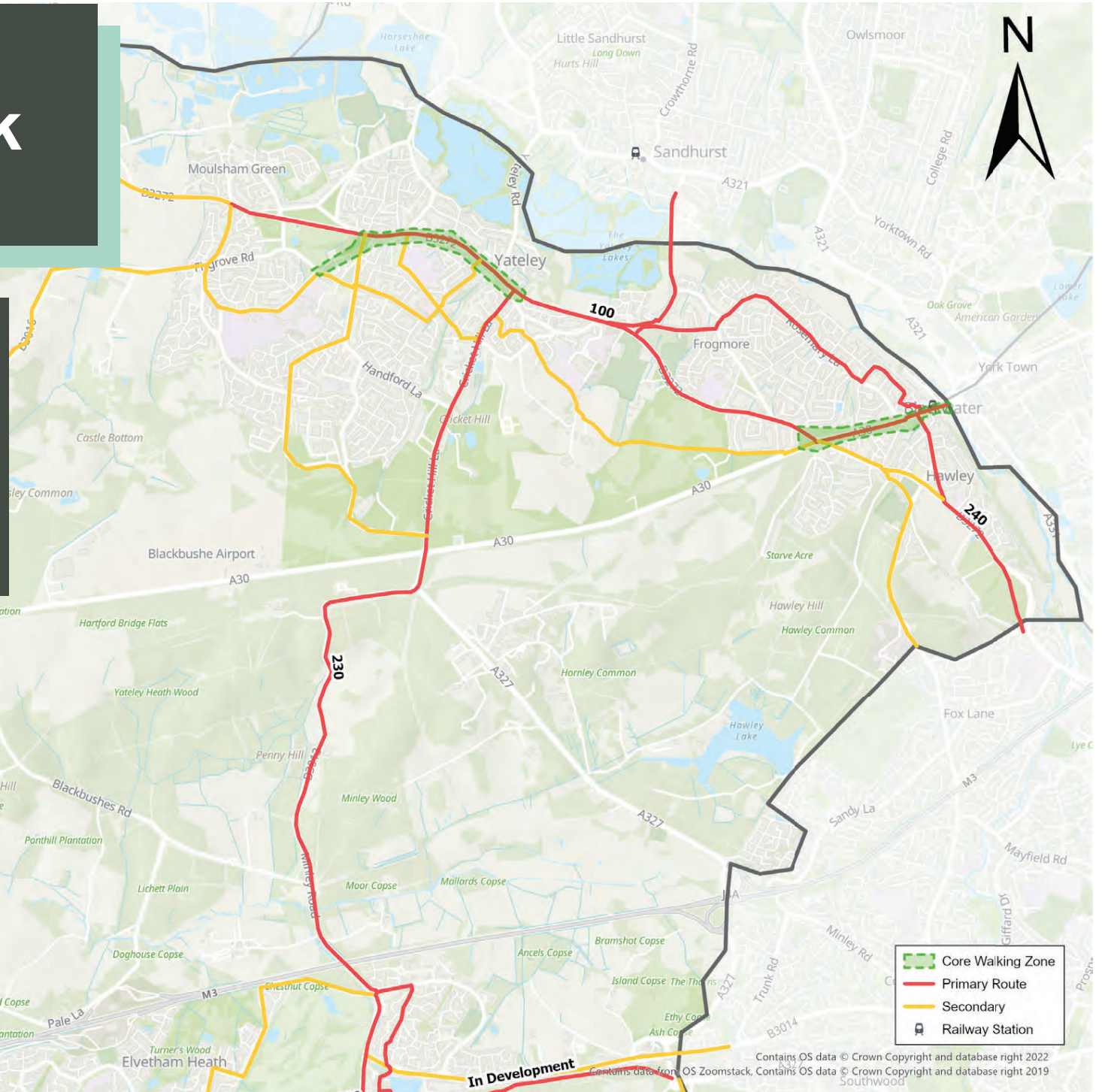
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 Rowledge

Proposed Hart district network overview

This map represents an overview of the proposed core walking zones and cycle network, focussing on the north east of the district.

The walking zones were identified based on clusters of pedestrian trip generators and attractors, including district and service centres.

Each cycle route has been assigned a three-digit reference number and divided up into two categories of routes - 'primary' which represent busy, direct, and main routes and 'secondary' which represent medium usage routes through local areas, feeding into the primary routes.



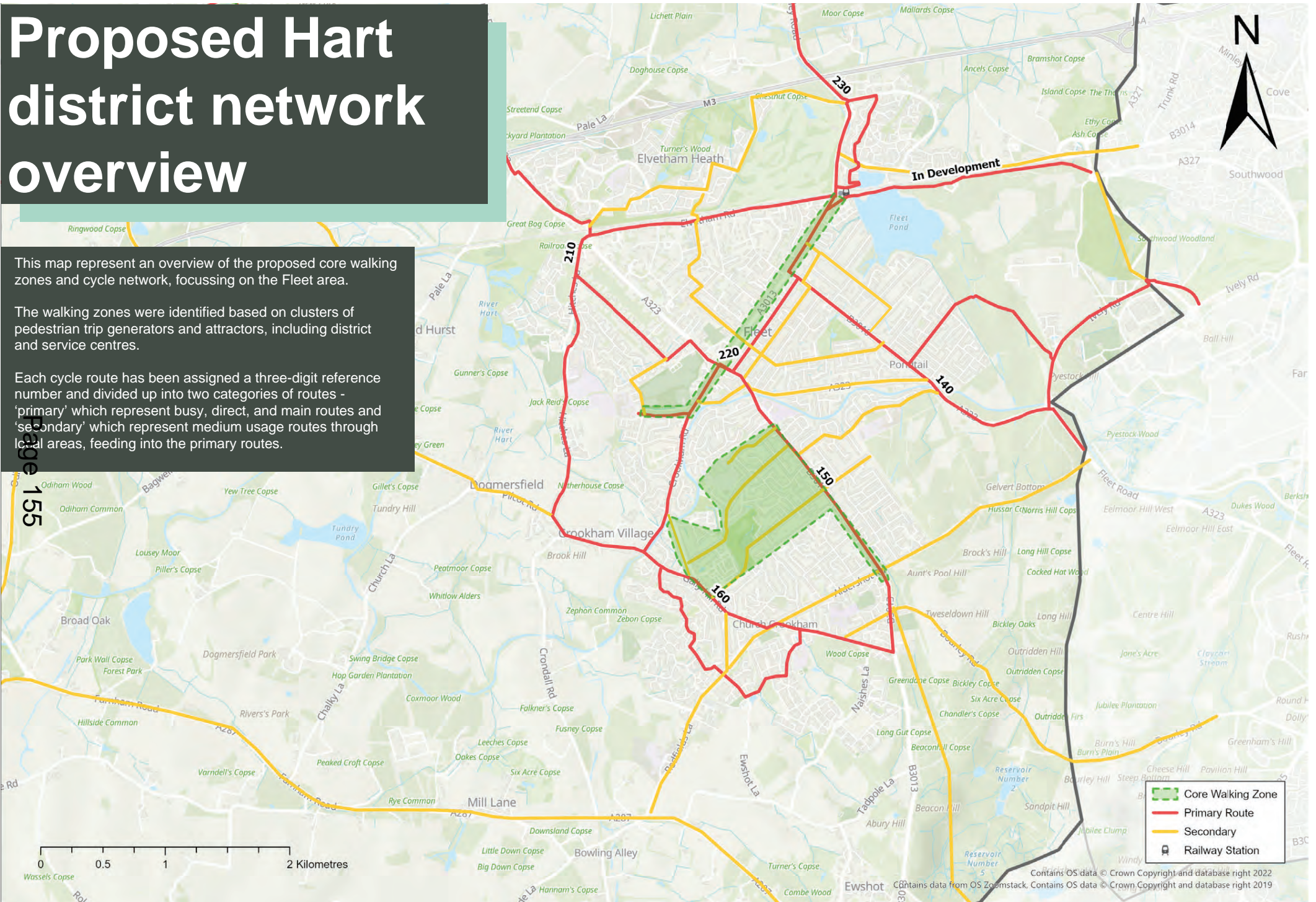
Proposed Hart district network overview

This map represents an overview of the proposed core walking zones and cycle network, focussing on the Fleet area.

The walking zones were identified based on clusters of pedestrian trip generators and attractors, including district and service centres.

Each cycle route has been assigned a three-digit reference number and divided up into two categories of routes - 'primary' which represent busy, direct, and main routes and 'secondary' which represent medium usage routes through local areas, feeding into the primary routes.

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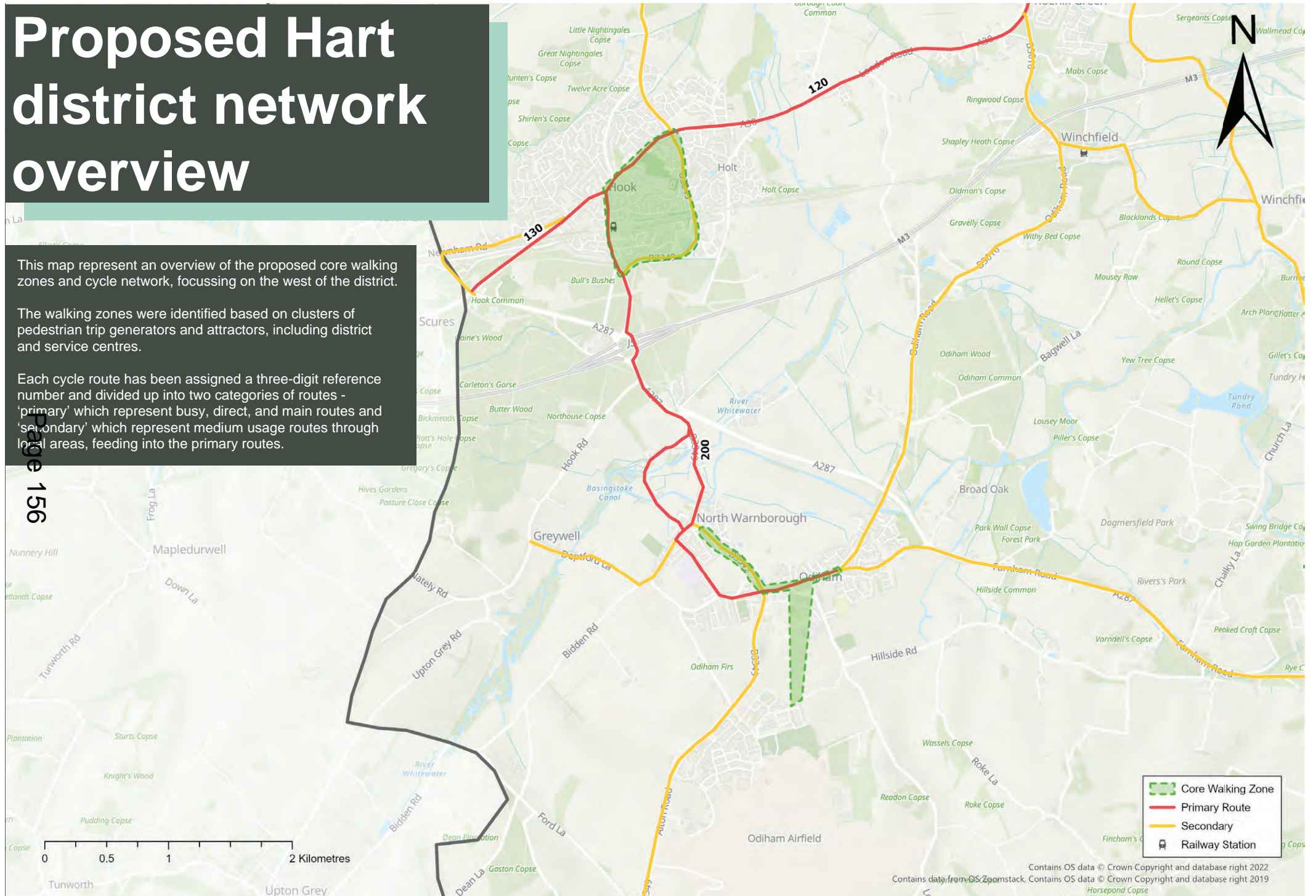
Proposed Hart district network overview

This map represents an overview of the proposed core walking zones and cycle network, focussing on the west of the district.

The walking zones were identified based on clusters of pedestrian trip generators and attractors, including district and service centres.

Each cycle route has been assigned a three-digit reference number and divided up into two categories of routes - 'primary' which represent busy, direct, and main routes and 'secondary' which represent medium usage routes through local areas, feeding into the primary routes.

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Methodology

Sustrans was commissioned by Hart District Council and Hampshire County Council in September 2022 to support the development of a Local Cycling and Walking Infrastructure Plan (LCWIP) for Hart district.

In line with the government's LCWIP guidance, the scope of the work was limited to utility trips such as those to work, education and shopping

The approach was to look at opportunities to create walking and cycling networks. Existing facilities and routes were considered, along with known improvement proposals.

During the course of this LCWIP there were two rounds of stakeholder and public engagement. In the first round of engagement local stakeholders helped to identify where new routes and improvements were needed. The potential routes were then surveyed on foot and bicycle.

In the second round of engagement the public commented on the proposed cycle network, core walking and its recommendations. The outcome from this engagement contributed to shape the final cycle network and core walkign zones improvements.

The adopted methodology was informed by the LCWIP Technical Guidance (2017) and Local Transport Note 1/20 (LTN 1/20). LTN 1/20 provided the principal design guidance when developing potential options for the primary cycle routes.

LCWIP Technical Guidance

Under the guidance, the key outputs of LCWIPs are:

- 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.

The LCWIP process has six stages:

1. Determining Scope

Establish the geographical extent of the LCWIP, and arrangements for governing and preparing the plan.

2. Gathering Information

Identify existing patterns of walking and cycling and potential new journeys. Review existing conditions and identify barriers to cycling and walking. Review related transport and land use policies and programmes.

3. Network Planning for Cycling

Identify origin and destination points and cycle flows. Convert flows into a network of routes and determine the type of improvements required.

4. Network Planning for Walking

Identify key trip generators, core walking zones and routes, audit existing provision and determine

the type of improvements required.

5. Prioritising Improvements

Prioritise improvements to develop a phased programme for future investment.

6. Integration and Application

Integrate outputs into local planning and transport policies, strategies, and delivery plans.

Hart District Council and Hampshire County Council determined Stage 1, setting the study area boundary as Hart district. Sustrans developed Stages 2,3 and 4. Stages 5 and 6 were jointly developed between Sustrans, Hampshire County Council and Hart District Council.

Implementation

The inclusion of walking and cycling routes in the network plan is no guarantee that it will be implemented. While efforts have been made to ensure that the proposals are practical, it should be recognised that there are competing demands for highway space, including cars, parking, buses, taxis that need to be balanced.

Some sections of proposed routes may be on private land and discussions with landowners will be required. Proposed road space reallocation for walking and cycling will need to carefully consider implications across all modes, although the ultimate aim must be to reduce the dominance of motor vehicles, and ease congestion.

This report is not a feasibility study, but a high level assessment. All proposals will be subject to further feasibility work and detailed design work will be necessary. In some cases, this may mean that a route is moved to an alternative parallel alignment.

If schemes are to be progressed, they will need to be prioritised for inclusion in the scheme development programme with the scheme being subject to the appropriate level of business case development.

The LCWIP will also be used to inform developers of the level of ambition for the walking and cycling network and prompt their involvement.

Hampshire's first LCWIP focus is on the routes and zones that have the greatest potential to convert car trips to walking and cycling trips. This

means that in some instances they tend to have a more urban focus, where trips are often shorter, and where more people live, work and visit.

Hampshire County Council recognises this and will seek to address the balance for more rural areas, walking zones and tertiary cycle routes, in future versions of LCWIPs. Partnership working with Hart District Council is also important in helping to plan, design, attract funding and deliver improvements across the walking and cycling network and in identifying tertiary routes.

Funding and next steps

How will schemes be funded?

The pace at which progress is made in delivering the LCWIP route priorities will depend entirely upon the level of funding secured.

To date government funding for active travel has been awarded to local authorities based upon competitive bids, such as the Levelling Up fund, Capability fund and Active Travel fund, in addition to the annual Local Transport Plan allocations made by Government to local transport authorities. In the future other Government funding may be announced. Most bids for government funding need a local financial contribution.

Other funding sources include developer contributions and locally derived funds, such as local authority and community resources. It is likely that some local funding may be required to help boost bids for any Hampshire County Council government funding received in the future. It is expected that developers contribute to the development of the LCWIP network to ensure their developments are accessible by sustainable modes and to mitigate the transport impacts of their developments.

It is important that the limited local resources that are available are used to best effect; in securing large amounts of Government funding but also in meeting local priorities, for example where a modest intervention is able to unlock local access

within a community. It is also the case that local priorities may be able to provide a slightly broader focus, for example by improving health and wellbeing outcomes for local residents, where this is a priority and investing in rural communities where it might prove difficult to meet value for money criteria based upon the numbers of people to benefit.

It is important to note that the evidence base for the Hart LCWIP has been the existing pattern of development and committed development in the local plan but does not take into account demand from future unplanned development, e.g. unallocated sites with no current planning permission.

It will be necessary for developers, in bringing forward their proposals to ensure that the new communities or employment proposed can be fully connected into the wider community with high quality walking and cycling routes for people to access local facilities. Equally, existing residents should be able to access local facilities provided within new development such as jobs and education opportunities.

All potential options identified in this LCWIP are based on concept design only and therefore all costings are high level and approximate based on similar schemes elsewhere. Schemes prioritised for implementation will be subject to a full design process.

What schemes are already happening in Hart District?

- Cycleway/footway improvement Scheme at Reading Road North Roundabout and Elvetham Road Roundabout (Spring 2023)
- Continued development of the Fleet Pond Path, linking Fleet railway station with Hartland Park Village and onwards to Rushmoor.
- Hares Hill (Grove Farm) redesign of scheme to focus on walking and cycling - 15 minute neighbourhood - link to Fleet Road.

Hart and Hampshire are exploring a number of priorities where further feasibility work is underway or is planned to understand what is possible to deliver high quality schemes.

Hampshire County Council walking and cycling principles

Together with movements in national policy and guidance Hampshire County Council has developed new draft principles for walking and cycling.

These new principles have been designed to:

- enable more people to walk, cycle or use public transport in scale with the **Climate Emergency**;
- deliver better environments to match our **2050 Vision**, both in towns and in the countryside;
- deliver better transport for all;
- play the part in addressing the factors that contribute to public health including social disparities; and
- reduce social inequalities and exclusion by improving the ability for everyone to access destinations including work, education, visiting friends and family, shopping, and leisure, without reliance on private cars.

Hampshire County Council has developed **10 walking and cycling principles**, reviewing best practice, and giving consideration to: aspirations, movement, place, maintenance and engagement.

These principles have all been established via County Council Member and Officer steering groups and consulted widely through these groups.

They were presented at Hampshire County Council's Active Places Summit (October 2020) to engage with a wide range of people who use the streets, high streets, walking and cycle routes on a day-to-day basis.

The principles sit under three headings:

- 1. Overarching principles;**
- 2. Planning;**
- 3. Design and implementation.**

1. Overarching principles

- Prioritise walking and cycling for healthier people, healthier transport, and a healthier planet.
- Have an integrated approach to all aspects of planning, development, design, and operation.
- Ensure planning is network based, shaped by evidence, and monitored.

2. Planning

- Engage a wide range of users, and potential users, in the design process.
- Reframe the potential for walking, cycling and public transport to work together for longer distance journeys.
- Trial new things, and if they do not work, we'll change them.

3. Design and implementation

- Focus street design on people.
- Incorporate national design principles into every transport scheme. The designs will be:
 - safe;
 - coherent;
 - direct;
 - comfortable;
 - attractive;
 - adaptable and;
 - accessible to all.
- Deliver walking and cycling environments that feel comfortable and provide inclusive access for everyone regardless of confidence, age and disability.
- Design the right scheme for each location.

These principles, when applied, will help reinforce Hampshire County Council's goals in delivering a healthy, sustainable, and active county, well into the future.

Government Vision for Walking and Cycling

In 2020, the government published “Gear Change: A bold vision for cycling and walking.” The Plan recognises the need for significant changes to active travel infrastructure in the coming years, whilst acknowledging the associated challenges. It recognises that there is a unique opportunity to transform the role cycling and walking can play in the transport system. It states that:

‘England will be a great walking and cycling nation. Places will be truly walkable. A travel revolution in our streets, towns and communities will have made cycling a mass form of transit. Cycling and walking will be the natural first choice for many journeys with half of all journeys in towns and cities being cycled or walked by 2030.’

It also states that investment in active travel is key to providing inclusive access and delivering economic and health benefits to a wider segment of the population:

‘Safer streets: Nobody is afraid to cycle; every child is confident and safe walking or cycling to school; all road users treat each other with mutual respect’; and
‘Convenient and accessible travel: Cycling and walking are recognised as the most convenient, desirable and affordable way to travel in our local areas; more women and disadvantaged groups enjoy walking and cycling as part of their daily journeys; everybody has opportunities to take up walking and cycling’.

Gear Change: A Bold Vision for Cycling and Walking also identified the health and well-being benefits and aims to achieve:

‘Healthier, happier and greener communities: Peoples’ health and quality of life is improved by more people walking and cycling; the number of short journeys made by car is vastly reduced, meaning people from all parts of our communities around the country can enjoy the benefits of cleaner, healthier, safer and quieter streets’.

The government’s Decarbonising Transport (2021) document states that **‘we will deliver a world class cycling and walking network in England by 2040,’** and the Net Zero Strategy (2021) adds that **‘this will include comprehensive cycling and walking networks in all large towns and cities.’**

To help deliver this vision, the government:

- has developed new guidance on cycle design (Local Transport Note 1/20 – see below);
- recently established Active Travel England to act as an inspectorate and funding body, and to support local authorities to deliver the vision;
- will be publishing new guidance on walking (and update to Manual for Streets).

The key principles that underpin LTN 1/20 are:

- cyclists must be separated from volume traffic,

both at junctions and on the stretches of road between them;

- cyclists must be separated from pedestrians;
- cyclists must be treated as vehicles, not pedestrians;
- routes must join together; isolated stretches of good provision are of little value;
- routes must be direct, logical and be intuitively understandable by all road users;
- routes and schemes must take account of how users actually behave;
- purely cosmetic alterations should be avoided;
- barriers, such as chicane barriers and dismount signs, should be avoided; and
- routes should be designed only by those who have experienced the road on a cycle.

Summary taken from DfT’s Gear Change. A bold vision for cycling and walking.

For the full information on these documents please see:

- [DfT’s Gear change: a bold vision for cycling and walking: Cycling and walking plan for England](#)

- [DfT’s Cycle infrastructure design \(LTN 1/20\) guidance](#)

The publication of the LTN 1/20 in July 2020 followed the Government’s announcement for new investment provided towards cycle improvements, across the country. Local Authorities and developers are now expected to use LTN 1/20 in the design of their schemes.

When reading this LCWIP, keep in mind that a number of recommendations following LTN1/20 may require installation of crossings for quality of service requirements on a route even where it would not meet the current Hampshire County Council’s current policy as it relates to pedestrian, vehicle ratios (PV2).

This issue will require further investigation and either decisions on a case-by-case basis or review of Hampshire County Council’s policy to update it in the light of LTN 1/20.

Wayfinding

Wayfinding refers to information systems that guide people through a physical environment and enhance their understanding and experience of the space.

Wayfinding is particularly important in complex built environments such as urban centres, long distance trails, and transportation facilities.

As environments become more complicated, people need visual cues such as maps, directions, and symbols to help guide them to their destinations. In these often high-stress environments, effective wayfinding systems contribute to a sense of well-being, safety, and security.

LTN 1/20 states that:

There is a balance to be struck between providing enough signs for people to be able to understand and follow cycle infrastructure and ensuring that the signs themselves do not create confusion or street clutter. Routes on other rights of way not on the highway can use customised waymarking.

Hampshire County Council would include wayfinding as part of network planning in all schemes, in line with LTN1/20. Hart District Council are currently piloting wayfinding on the Green Grid route between Hartland Park and Fleet Railway Station. This wayfinding could be used across the Hart district.

Cycle parking

Cycle parking is integral to any cycle network, and to wider transport systems incorporating public transport. The availability of secure cycle parking at home, the end of a trip or at an interchange point has a significant influence on cycle use.

LTN 1/20 states that:

Cycle parking is an essential component of cycle infrastructure. Sufficient and convenient residential cycle parking enables people to choose cycling. At the trip end, proximity to destinations is important for short stay parking, while for longer-stay parking security concerns can be a factor. As with other infrastructure, designers should consider access for all cycles and their passengers.

Cycle parking would be considered as part of relevant schemes and is something that is also being considered as part of Hampshire's Local Transport Plan 4 (LTP4) and Hart's Supplementary Planning Document on Parking Standards.

Liveable neighbourhoods

Liveable neighbourhoods are designed to make communities healthier, safer, more sustainable and more attractive places to live. At the heart of a liveable neighbourhood lies the idea that streets should be more than just thoroughfares for vehicles; they should be vibrant spaces that people are proud of, where people can come together, socialise, and enjoy their surroundings.

Through-traffic or rat-running can have a serious impact on the health and quality of life of the people living on a street, and impact disproportionately on more deprived communities. Noise and air pollution, and speed and volume of traffic are often sighted as issues that effects people's enjoyment of spending time on their own streets.

Liveable neighbourhoods can create an improved environment, get neighbours talking, and even see a return of children playing in the street.

Quieter and safer-feeling streets can support a switch to more healthy, active ways of travelling around, particularly for shorter journeys to local amenities.

They aren't about preventing people driving, residents, visitors, or delivery drivers needing to reach anywhere within the liveable neighbourhood would still be able to do so by car – though they might have to approach from a different direction. The aim is to rebalance residential streets so they are less car dominated and more people orientated.

In a recent case study, liveable neighbourhoods

resulted in an increase in children playing outside, lower air pollution, together with making walking and cycling more of a natural choice for everyday local journeys.

Liveable neighbourhoods can be delivered by using modal filters. These can take the form of many things from planters to bollards or even cycle stands, that can also act as handy cycle parking. They can also include one-way streets, allowing footways to be widened, creating seating areas outside local businesses or allowing new planting.

Research into 46 liveable neighbourhood schemes found they 'typically resulted in a substantial relative reduction in motor traffic inside the scheme area...On boundary roads, by contrast, we found little change.' (Thomas and Aldred, 2023)

In 2018, Hampshire County Council officers attended a guided visit to the flagship Walthamstow Village project which created a liveable neighbourhood in the London Borough of Waltham Forest.

'Recent research showed that more people in Waltham Forest are cycling. In our 2016 resident insight survey, 17% (approx. 46,100 people) said they cycle, compared to 12% (approx. 32,500 people) the year before – and two-thirds (73%) said they cycle at least once a week, up from 62% in 2015.' (London Borough of Waltham Forest)

Hampshire's approach to liveable neighbourhoods

There are many existing liveable neighbourhoods in Hampshire. These mainly take the form of housing estates with many pedestrian and cycle connections to neighbouring areas, but no cut through for motorised vehicles.

Creating new liveable neighbourhoods in existing areas requires careful planning and involvement of the local community but have proved popular and effective in many areas. We are open to hearing from local communities who might like to develop or trial a liveable neighbourhood in their area.

Further detail on the approach of these sorts of measure will be incorporated into Hampshire County Council's Local Transport Plan 4.

Section Two

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Introduction

Section two of this document provides information on the technical evidence that was gathered in the preparation of this LCWIP.

Gathering Information

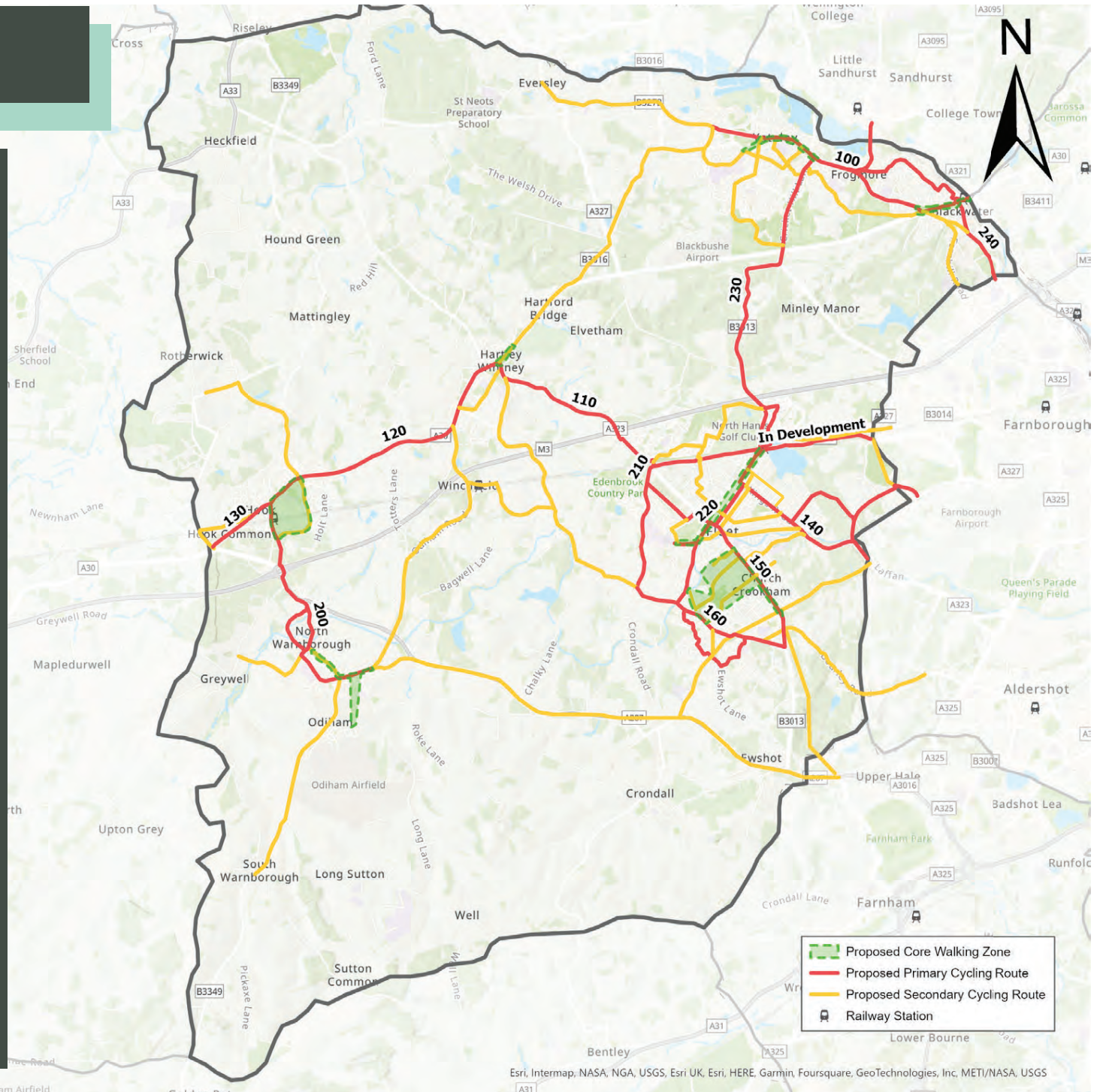
Comprehensive information and data sources were provided by Hampshire County Council and Hart District Council which was augmented by publicly available datasets from the 2011 and 2021 Census (e.g. population and employment), DfT Traffic Counts, Road Traffic Collisions, schools, public amenities and previous consultation plans exploring existing and new networks.

Review and analysis of the data was undertaken using ArcGIS. GIS is a system that creates, manages, analyses and maps all types of data. GIS connects data to a map, linking location data with descriptive information.

The main trip generators were identified and an initial network mapped out to link residential areas with these locations. Two stakeholder workshops were held in December 2022, to test assumptions and to gather useful information from local stakeholder groups. Attendees were asked to identify barriers to walking and cycling, as well as potential cycle routes and walking zones. Attendees responses were recorded on Sustrans' ArcGIS Online mapping platform.

The following maps and supporting commentary outline the data gathering process. The maps presented build the evidence base for the identification of desire lines, which inputs directly into Stage 3, network planning for cycling.

- Existing transport network
- Trip attractors and generators
- Collisions involving pedestrians and cyclists
- Propensity to Cycle tool analysis



Esri, Intermap, NASA, NGA, USGS, Esri UK, Esri, HERE, Garmin, Foursquare, GeoTechnologies, Inc, METI/NASA, USGS

Gathering Information and Network Planning

Network Planning for Cycling

There is a wealth of information to consider when planning a cycle network for Hart District as described above. The approach was to work through all the data, switching datasets on and off within GIS to test the emerging network.

Origins and Destinations

The identification of demand for a planned network started by mapping the main origin and destination points across the study area.

These include the following:

- Resident population (2011 Census)
- Workplace population (2011 Census)
- Schools
- Shops and amenities
- Transport hubs
- Major development sites/allocations within the adopted local plan

Mapping of Desire Lines

Further to the initial mapping exercise, the origin and destination points within close proximity to each other have been clustered to simplify the analysis. Once the key clusters were identified, direct desire lines were drawn connecting the clusters to identify the principal links to be provided by the cycle network.

Propensity to Cycle Tool (PCT)

In addition to the clustering exercise, the PCT has been used to identify which routes within the study area have the greatest potential for an increase in the number of commuters cycling to work and the number of children cycling to school.

Route Identification

The desire lines identified by the above analysis were mapped to the existing highway network, and in some places the existing public rights of way (PRoW) network. In this way, the network seeks to connect the key origins and destinations within the study area, including centres of population, employment locations, schools, leisure destinations and various amenities such as shops and health services.

Converting these desire lines into routes was an iterative process. In some cases, particularly in rural locations, there is a clear preferred cycle route which is usually the most direct. However, in some cases there may be more than one potential route between origin and destination points or a reason why the most direct route would be less suitable for cycling.

At this stage, the network was mapped out based on the data analysis undertaken above and with reference to the Propensity to Cycle Tool (PCT) which shows which routes have the highest potential for an increase in cycling under various scenarios for change, and with reference to the outputs from the stakeholder workshops and collision data involving cyclists.

Desktop Review

In addition, previous cycling strategies and feasibility studies were reviewed in the preparation of the LCWIP, as referenced in the Introduction.

Primary and Secondary Routes

Once the network plan was complete, the network was split into primary and secondary routes.

The primary routes are judged to be the most popular and strategic routes, linking key trip attractors such as residential areas, with the key trip destinations. They form the main spine of the network to which the other routes will connect. Primary routes were selected based on routes that were expected to have high flows of cyclists along desire lines linking large residential areas or new development sites to each other as well as key links to adjoining local authorities and key trip attractors. Primary routes were also selected based on their feedback at the stakeholder workshops. These routes were then agreed with Harts District Council and Hampshire County Council.

Secondary routes can be locally important but are less strategic as they fill the gaps in the primary network. Some sections of secondary routes may have higher flows than parts of the primary routes. Secondary routes also play a key role in directly connecting residential developments and schools to primary routes.

The proposed network was visually tested against the Propensity to Cycle Tool data and the outputs of the stakeholder workshops as well as the Green Grid Survey undertaken in 2020. There is a high degree of correlation between the networks. Major employment sites and secondary schools are served by the proposed network. The proposed network also serves the main shopping areas, hospital, leisure and sports centres and development sites.

Once preferred primary routes were identified, they were assessed against the five core design outcomes for cycling: coherent, direct, safe, comfortable and attractive. An audit was then undertaken of the twelve primary cycle routes to identify what measures were required to improve them to meet the core design outcomes.

In instances where there was more than one viable option for a route section, each option was audited. Each option was assessed on its own merits and with reference to the criteria set out within the DfT's Route Selection Tool (RST).

Auditing the Cycle Routes

The cycle routes were audited in person and the potential options have been devised with reference to the guidance set out within LTN 1/20 wherever possible. Notwithstanding, there are some locations where an LTN 1/20 solution may not be achievable due to a number of factors such as width constraints and gradient.

Network Planning for Walking

There is not an equivalent dataset to the Propensity to Cycle Tool for walking, so there is no detailed mapping exercise as part of the background study. Walking Zones were selected based on walking trip attractors, to reflect the shorter distances that people are likely to walk.

The DfT's LCWIP guidance suggests that Core Walking Zones (CWZ) normally consist of a number of walking trip generators that are located close together - such as a town centre or business parks.

An approximate five minute walking distance of 400m can be used as a guide to the minimum extents of CWZs. Within CWZs, all of the pedestrian infrastructure should be deemed as important. Whilst this study has focussed on the CWZs, improvements on some of the key routes within close proximity to the CWZs have also been considered, such as the connections between the centres and their respective railway stations.

Auditing the Core Walking Zones

The CWZs have been considered using the categories from the Walking Route Audit Tool (WRAT) and the Healthy Streets Design Check (HSDC) tool.

The WRAT and HSDC are government supported tools for assessing walking and public realm environments.

The WRAT has not been used to calculate the existing condition of the Core Walking Zone as the calculations relate to auditing a route rather than a zone. As such, the categories from that and the Healthy Streets Check have been used instead, to provide an assessment. Additional information on the Healthy Streets Design Check can be found in the Design Principles section.

The core principles for consideration in the WRAT are:

- attractiveness
- comfort

- directness
- safety
- coherence

The core principles for consideration in the Healthy Streets Design Check are:

- Everyone feels welcome
- Easy to cross
- Shade and shelter
- Places to stop and rest
- Not too noisy
- People choose to walk and cycle
- People feel safe
- Things to see and do
- People feel relaxed



Healthy Streets Indicators

- Clean Air

Door-to-door journeys

In addition to planning for local trips on foot and by bike, it is important to ensure that longer distance journeys are made as easy as possible by integrating walking and cycling networks with public transport interchanges.

The concept of the “door-to-door” journey was introduced by the Campaign for Better Transport in 2011, leading to the publication of a government door-to-door strategy in 2013. The emphasis is on access to public transport interchanges at both ends of the journey – perhaps walking or cycling from home to the train station, then picking up a hire bike to the final destination.

The government strategy focuses on four areas:

- accurate, accessible and reliable information about the different transport options for their journey;
- convenient and affordable tickets, for an entire journey;
- regular and straightforward connections at all stages of the journey and between different modes of transport; and
- safe, comfortable transport facilities.

As most public transport journeys involve a mode change, interchange between these is very important. Users do not want to have to go out of their way to access the next mode. Signing also needs to be clear, passengers often have short connection times so need reassurance they will be able to locate their next

connection within their time frame. Larger interchanges, such as railway station to bus station, should also have facilities appropriate to usage. If there is shelter from the elements, a safe place to wait and possibly additional facilities, such as a coffee shop, then wait times can seem shorter than they actually are. It is also very useful to provide real-time information at interchanges.

Where users are not taking a motorised form of transport to access or exit their next mode of transport then interchange is still as important. Cycling facilities need to be safe and secure and in an accessible place for changing modes quickly. This is the same for bike hire facilities. Walking and cycling routes need to be well signed giving distances and potentially times for key destinations.

Provision for taxis, good pedestrian access and, where appropriate car parking, also need to be made.

The following pages set out various layers of data that were used to build the cycle network and walking zones.

Existing transport network

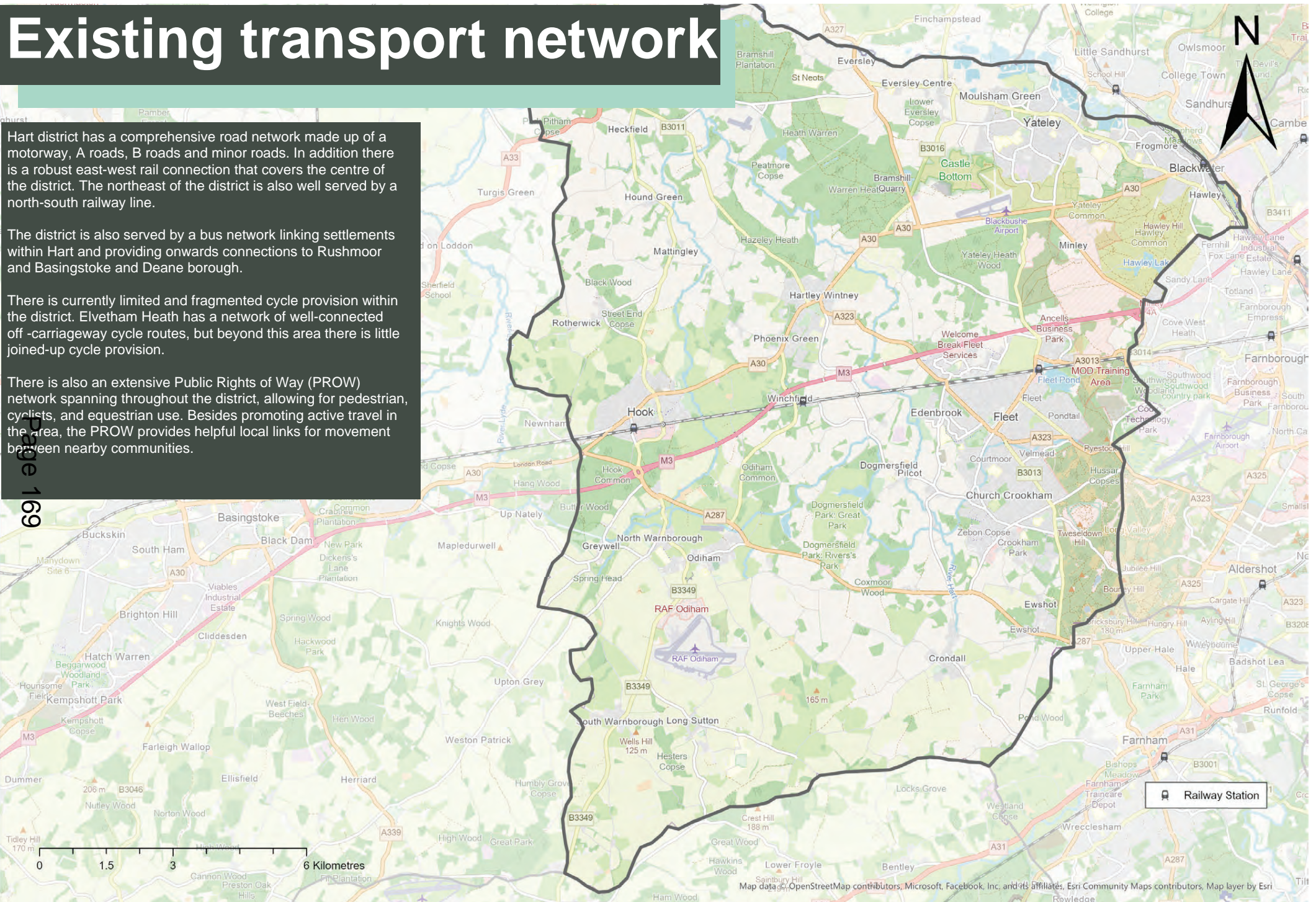
Hart district has a comprehensive road network made up of a motorway, A roads, B roads and minor roads. In addition there is a robust east-west rail connection that covers the centre of the district. The northeast of the district is also well served by a north-south railway line.

The district is also served by a bus network linking settlements within Hart and providing onwards connections to Rushmoor and Basingstoke and Deane borough.

There is currently limited and fragmented cycle provision within the district. Elvetham Heath has a network of well-connected off-carriageway cycle routes, but beyond this area there is little joined-up cycle provision.

There is also an extensive Public Rights of Way (PROW) network spanning throughout the district, allowing for pedestrian, cyclists, and equestrian use. Besides promoting active travel in the area, the PROW provides helpful local links for movement between nearby communities.

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Trip generators

The main trip attractors and generators within the District are located within Fleet. Fleet town centre and the Ancells Farm area are employment hubs, as well as the Bartley Wood Business Park in Hook.

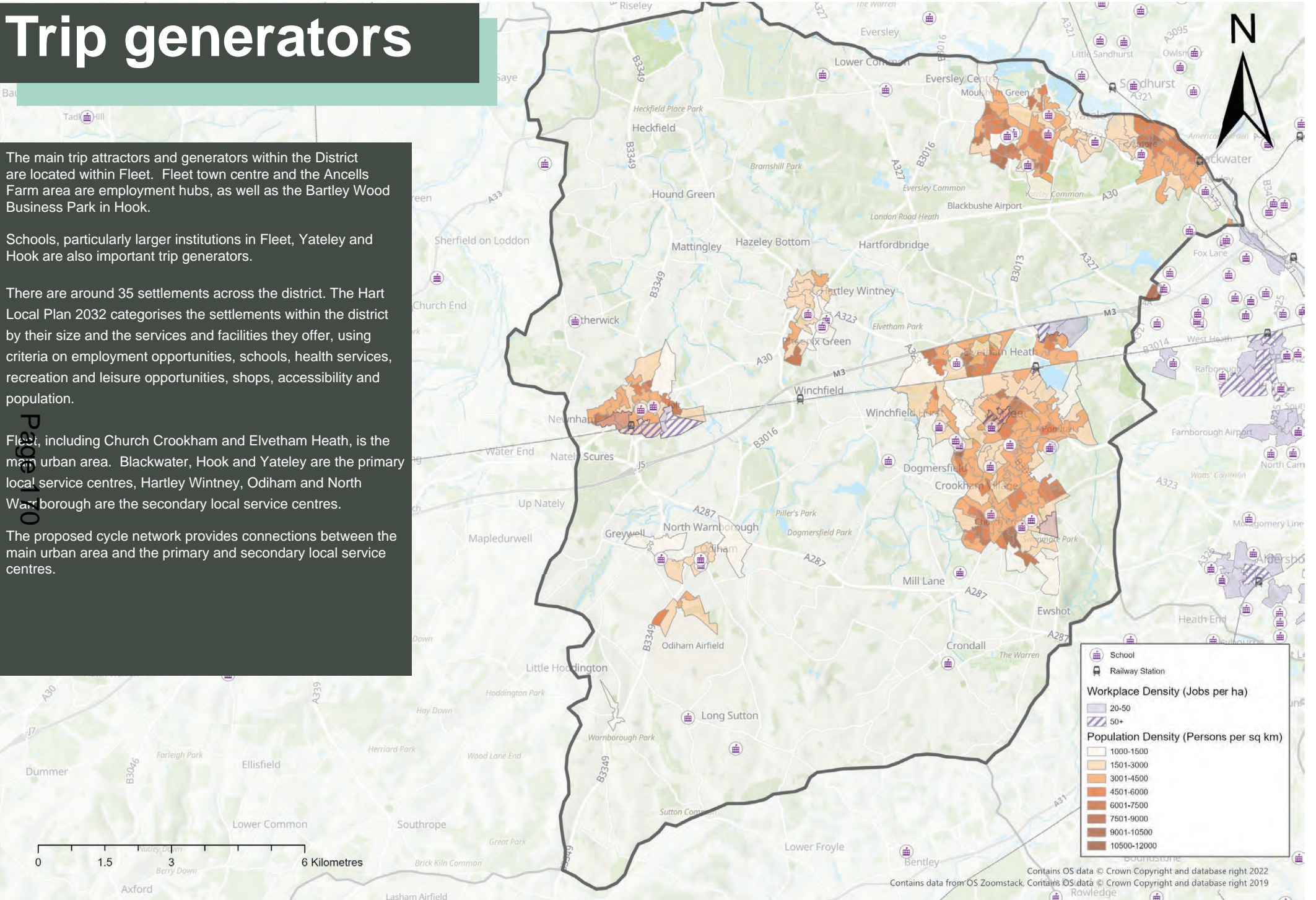
Schools, particularly larger institutions in Fleet, Yateley and Hook are also important trip generators.

There are around 35 settlements across the district. The Hart Local Plan 2032 categorises the settlements within the district by their size and the services and facilities they offer, using criteria on employment opportunities, schools, health services, recreation and leisure opportunities, shops, accessibility and population.

Fleet, including Church Crookham and Elvetham Heath, is the main urban area. Blackwater, Hook and Yateley are the primary local service centres, Hartley Wintney, Odiham and North Warnborough are the secondary local service centres.

The proposed cycle network provides connections between the main urban area and the primary and secondary local service centres.

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Propensity to cycle tool data

The Propensity to Cycle Tool (PCT) was designed to assist transport planners and policy makers to prioritise investments and interventions to promote cycling. It is a modelling tool which shows different visions of the future under various scenarios of change.

The PCT answers the question: ***‘where is cycling currently common and where does cycling have the greatest potential to grow?’***

The following presents a brief description of each scenario that has been modelled, along with their corresponding maps from the PCT outputs for the Hart District area.

Census 2011: Baseline data. The 2011 Census is the baseline data for this LCWIP as it was the most complete set of data at time of writing. Although some of the data from the 2021 Census is now available, full data is not fully available and has not been incorporated into the PCT yet.

The 2021 Census was undertaken during a national lockdown and therefore the data collected as part of it will require further investigation. The data in relation to home/work patterns and mode of travel to work will have been affected by the lockdown and therefore, more analysis of this data will be necessary before using it as a baseline and drawing conclusions from it. We will review this methodology in line with national guidance.

Government target (equality):

Corresponding to the proposed target in the DfT’s Walking and Cycling Investment Strategy, to double cycling in England by 2025.

Go Dutch:

What would happen if areas had investment bringing the same infrastructure and cycling culture as the Netherlands.

E-bike:

Models the additional increase in cycling that would be achieved through the widespread uptake of electric cycles/‘ebikes.’

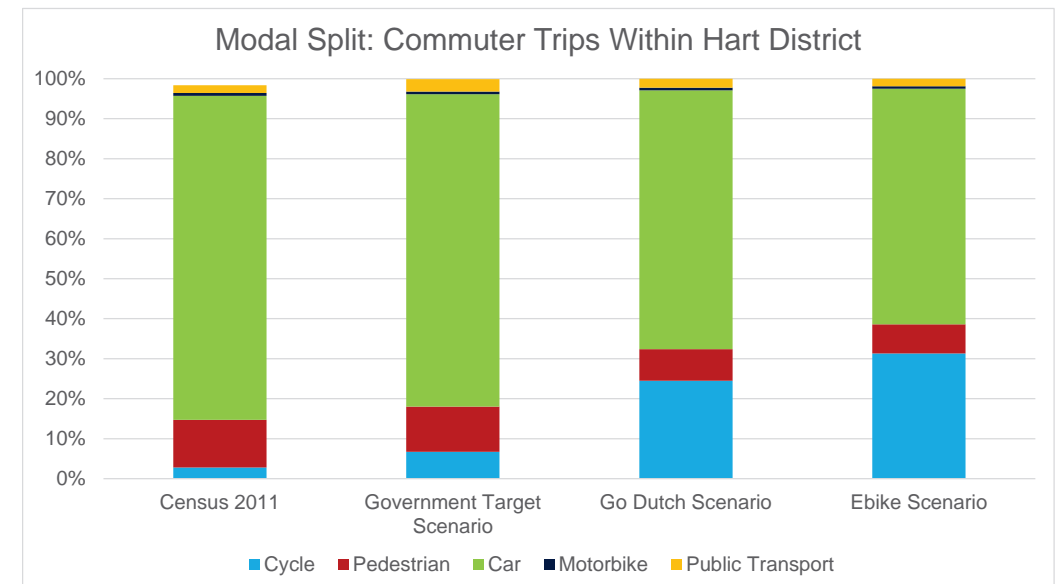
Whilst this model is a useful tool, there are a number of limitations which should be considered especially when making decisions based on the patterns shown. Firstly, the data only shows travel to work and school trips, only 27% of all journeys. Secondly, the data also misses out minor stages of multi-stage commuter trips so cycle journeys to railway stations and bus stops are not represented. Lastly the distribution of journeys is a prediction of the likely route taken based on the Cycle Streets routing algorithm and not the actual route being used.

It is worth noting that whilst the model builds an assessment of cycling propensity, it does not segment potential users, or provide any insight into people on foot.

Although this model does provide planners with

an overview to identify areas for appropriate investment for cycling trips to work, it does not provide further information on those potential cyclists and their personal attributes and behaviours to help design the most effective interventions.

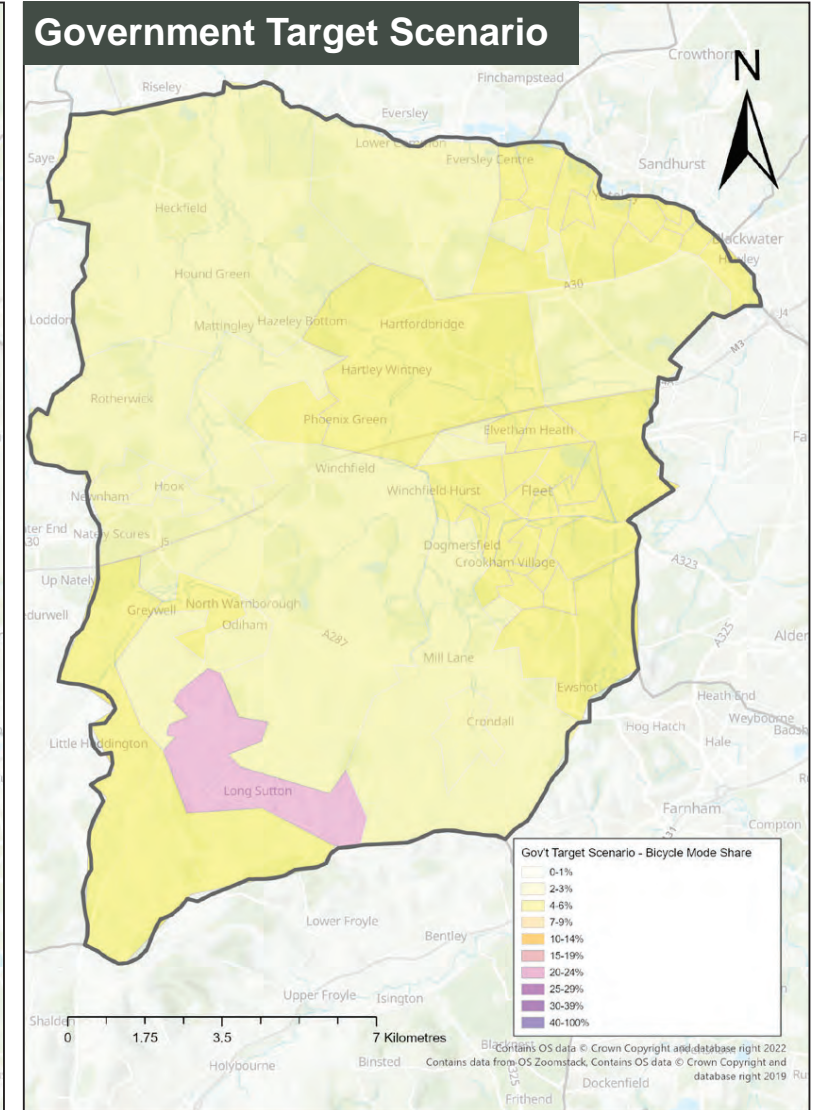
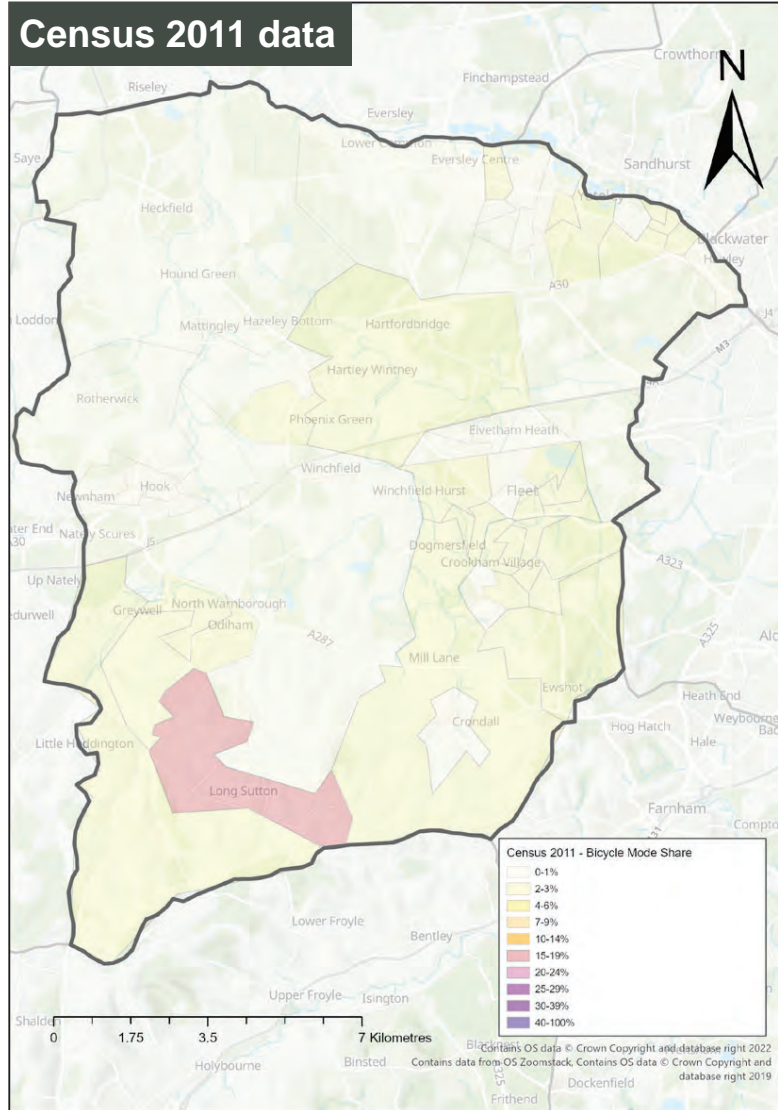
In Hart district, there is huge potential for increasing cycle trips to work. The Government target scenario would see a 141% increase in trips, while the Go Dutch scenario suggests that cycling could increase more than eightfold. In the E-bike scenario, cycling to work trips could see an eleven fold increase.



PCT commute data

According to Census 2011 commute data, there were no areas in Hart district with levels of cycle commuting above 1 to 3% of mode share, with the exception of the area including RAF Odiham and Long Sutton. Overall, levels of cycling in England for adults was 1.3%, with Hampshire reaching 1.5%.

In the Government Target scenario, there would be an increased cycle to work mode share, with most built up areas seeing 4 to 6% of trips to work taken by cycle.

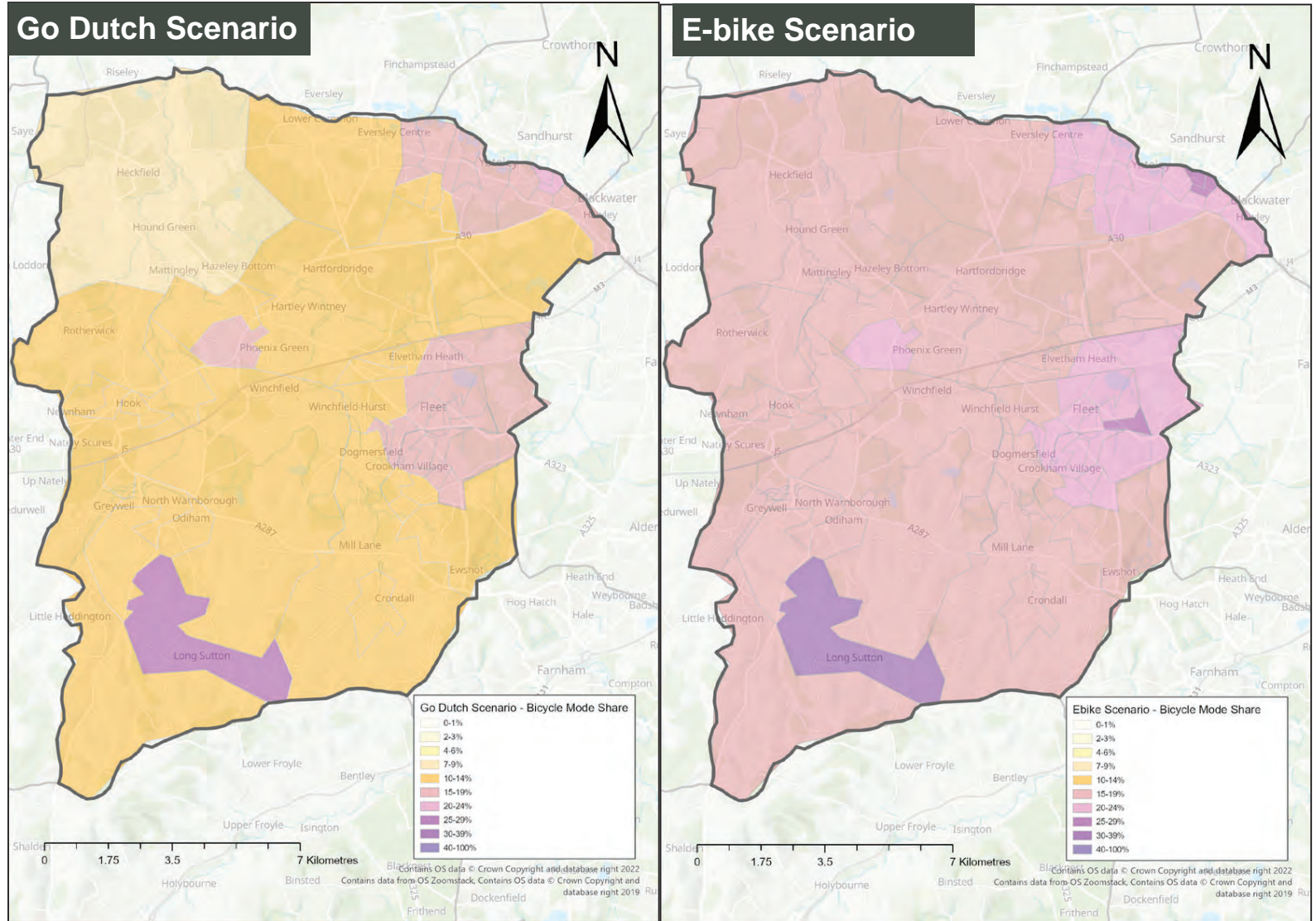


PCT commute data

In the Go Dutch scenario, most of Hart district would see a cycle to work mode share of greater than 10%. Fleet, Church Crookham, Elvetham Heath, Yateley, Blackwater and Hartley Wintney would see cycle to work trips comprise 20-24% of mode share.

In the E-bike scenario, there would be a further uplift in cycle to work trips, with areas in Fleet, Blackwater and near RAF Odiham seeing 30 to 40% of trips to work taken by cycle.

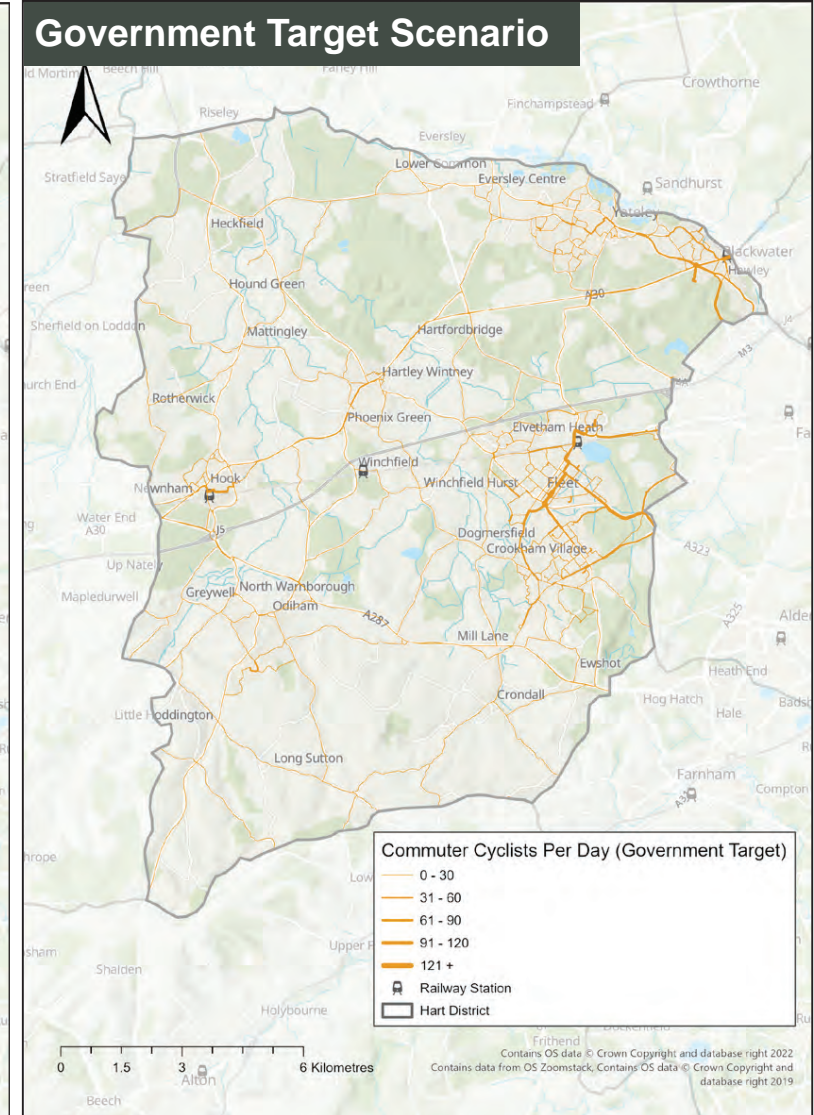
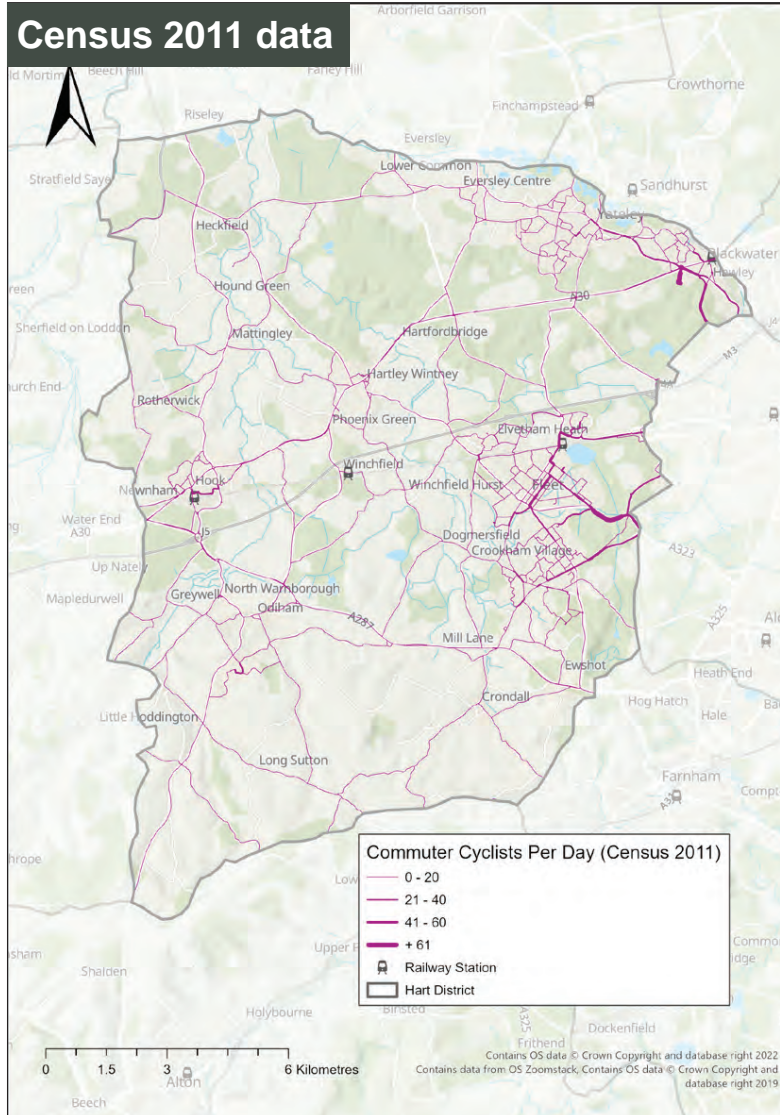
This uplift in both the Go Dutch and E-bike scenarios shows that there is a high propensity to cycle if high-quality cycle provision were implemented in Hart district.



PCT commute data applied to the highway network

According to Census 2011 commute data, there were relatively few routes within Hart district with high levels of cycle commuting. Bloomsbury Way within Blackwater and Norris Hill Road/A327 in Fleet and connections to the town centre had the highest levels of cycle commuting.

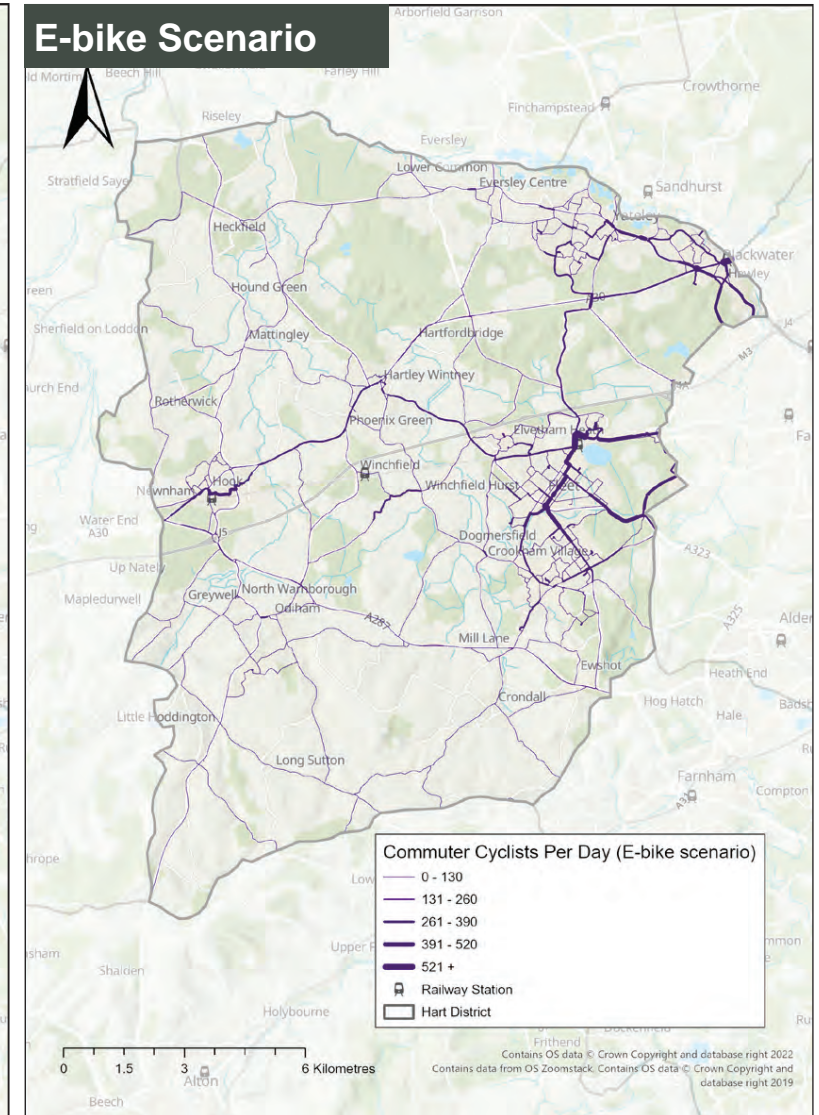
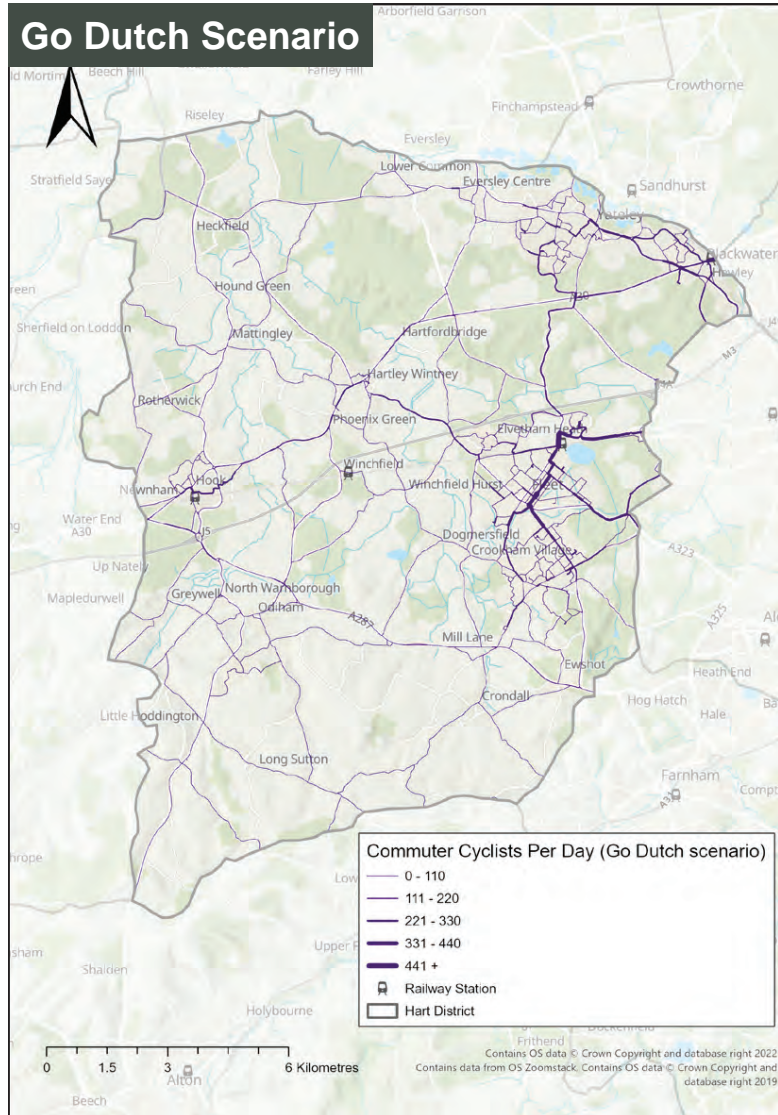
The Government target scenario would see a modest increase in cycle commuting across the district



PCT commute data applied to the highway network

In the Go Dutch Scenario, there would be a substantial uplift in cycling, with the most popular routes in the Census 2011 Scenario seeing more than five times the number of potential commuter cyclists, particularly along the A3013/Fleet Road between Cove Road and Elvetham Road and other connections to the town centre had the highest potential for an uplift in cycle commuting.

E-bike provision combined with Dutch style cycling infrastructure and cycle propensity would lead to an uplift in cycling on a variety of routes throughout Hart district. Most routes from the Census 2011 scenario would see more than eight times the number of commuter cyclists per day. The highest existing network use is in Fleet town centre and north along the A3013/Fleet Road. According to census 2011, there were 46 commuter cyclists per day, in the E-bike scenario, this segment is projected to have 617 commuters.



PCT school data

The maps of cycling to school are derived from School Census 2010/11 data, so do not reflect any recent changes in school sites or catchment areas. If the local priority is enabling more students to cycle to school, then these travel patterns are a useful guide to routes where investment is needed. However, it must be remembered that education and escort to education makes up only 13% of all trips.

2011 School Census:

Based on data

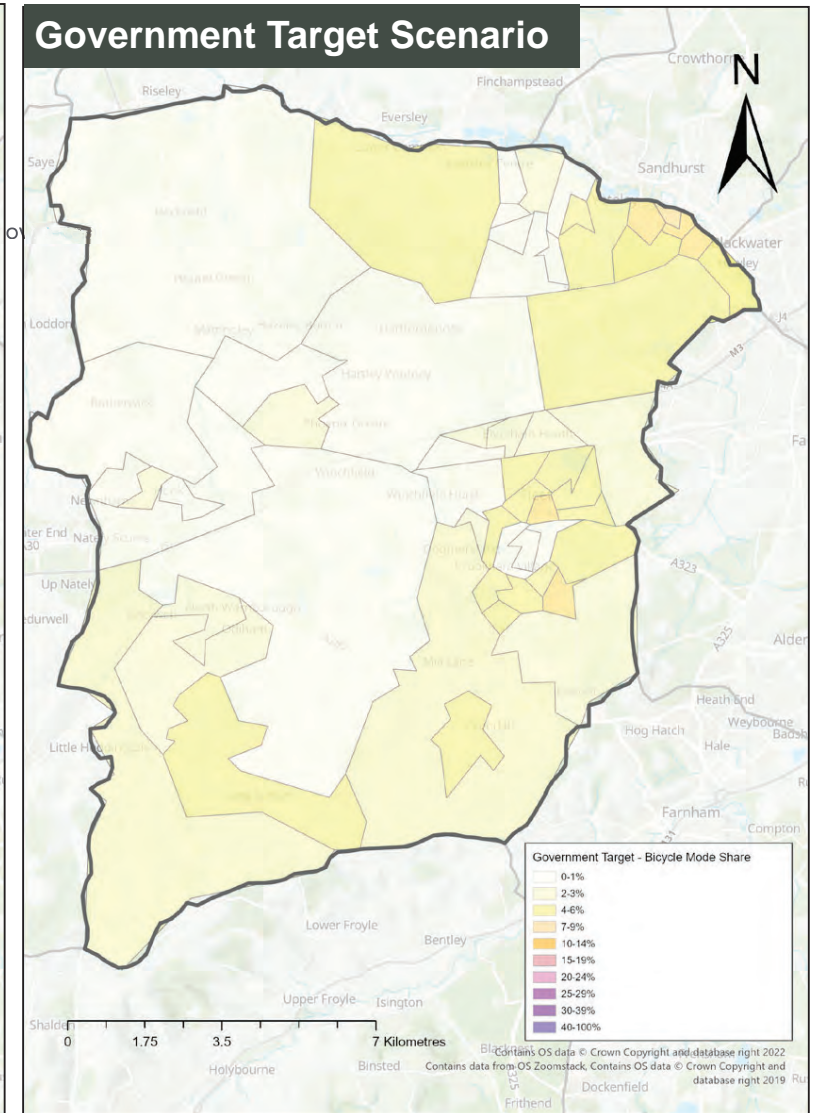
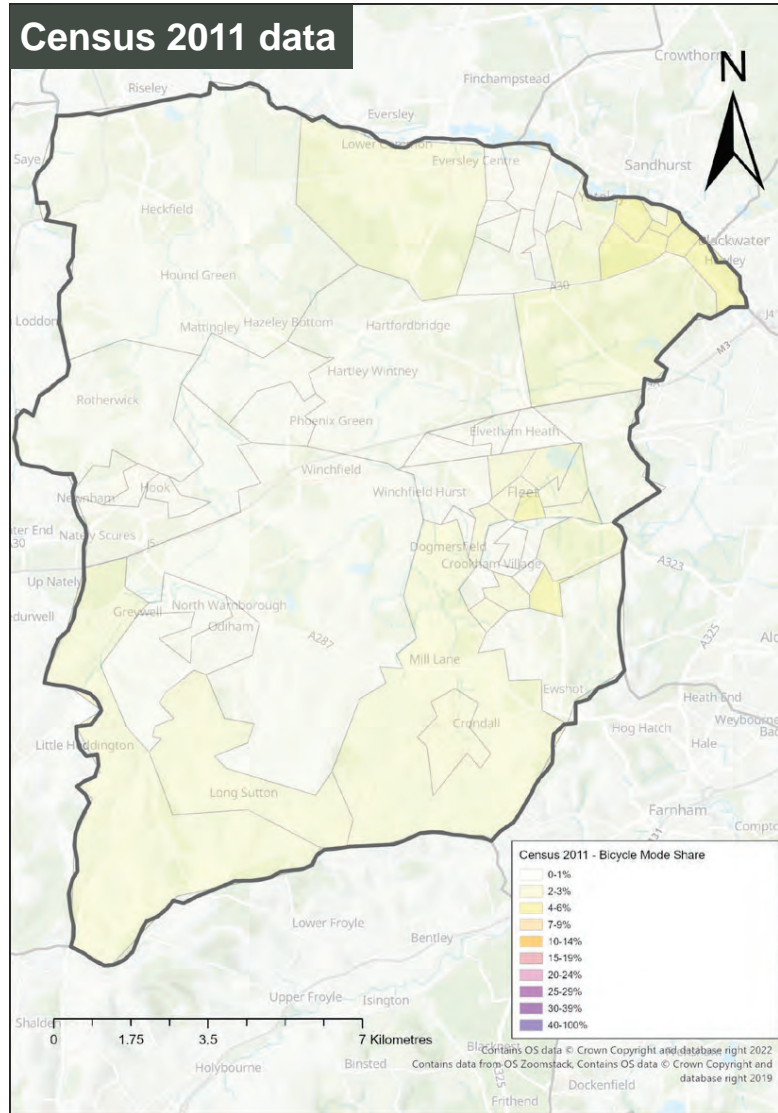
Government target:

Models a doubling of cycling nationally, corresponding to the proposed target in the UK government's draft Cycling Delivery Plan to double cycling between 2013 to 2025.

Go Dutch:

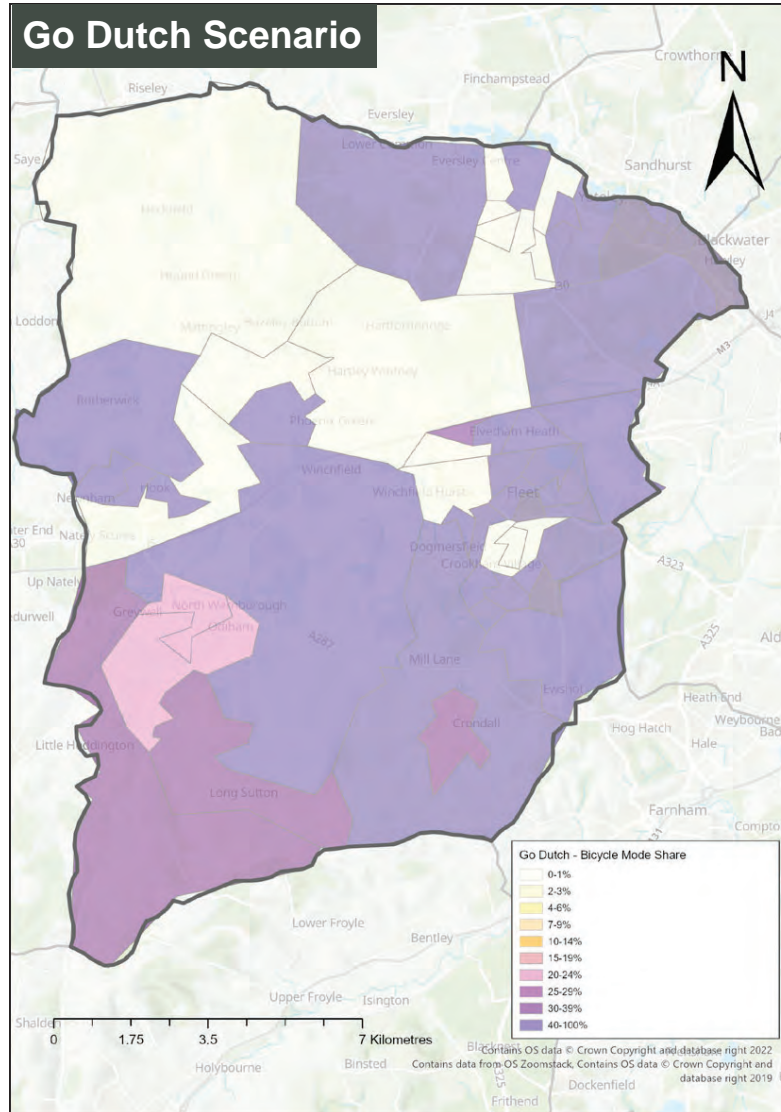
Models the level of cycling expected if English school children cycled to school as much as children in Netherlands, taking into account differences in the distribution of hilliness and trip distances

The data shows that in the 2011 School Census scenario, cycling made up a small share of school trips, with higher levels in Yateley, Blackwater and Fleet. In the government target scenario, cycling would marginally increase in most areas across the district.



PCT school data

In the Go Dutch scenario, all built up areas of the district achieve at least 20% bicycle mode share for school trips.



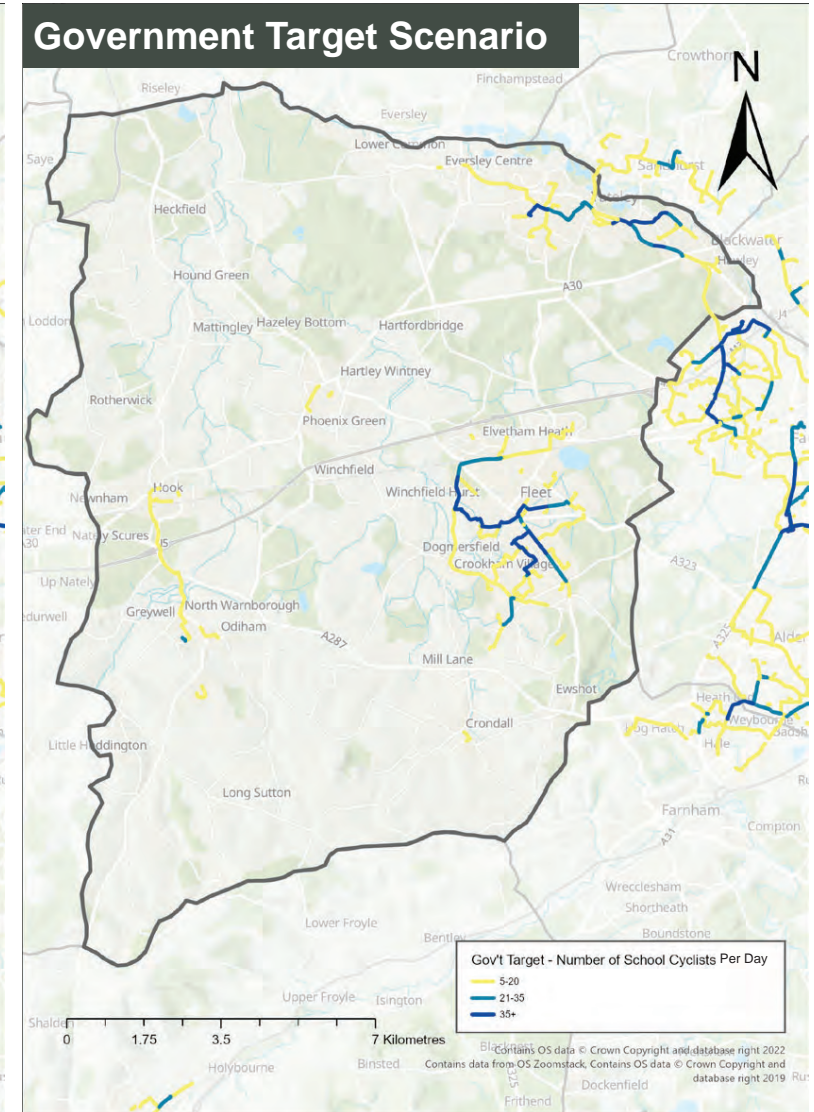
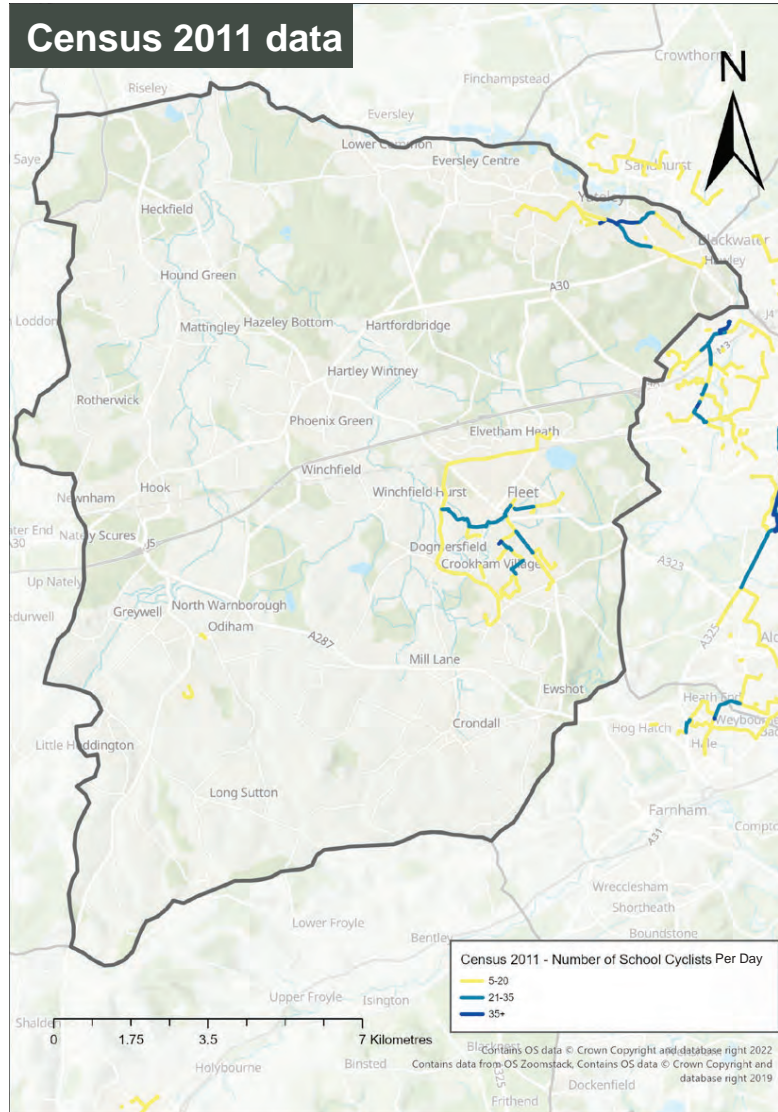
PCT Schools data applied to the highway network

These maps of cycling routes to school are derived from School Census 2010/11 data, so do not reflect any recent changes in school sites or catchment areas. If the local priority is enabling more students to cycle to school, then these travel patterns are a useful guide to routes where investment is needed. However, it must be remembered that education and escort to education makes up only 13% of all trips.

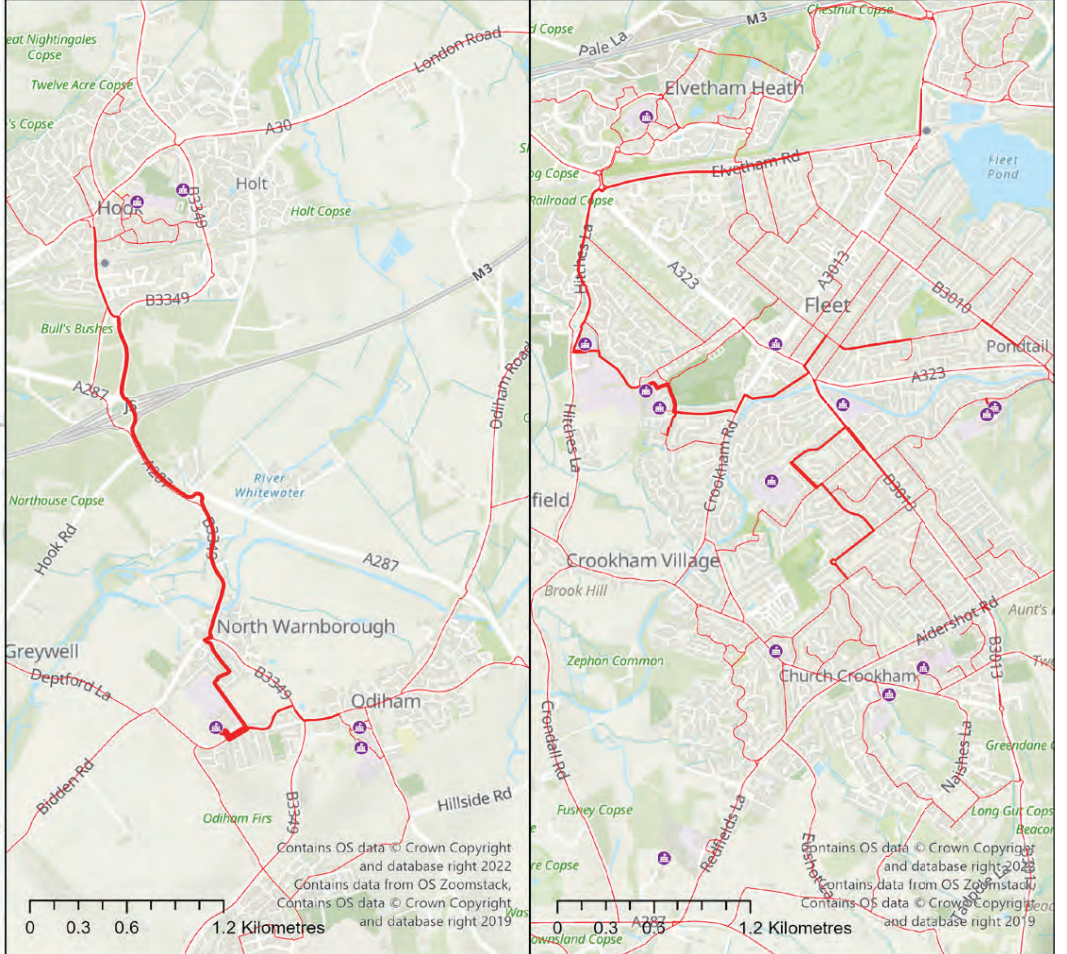
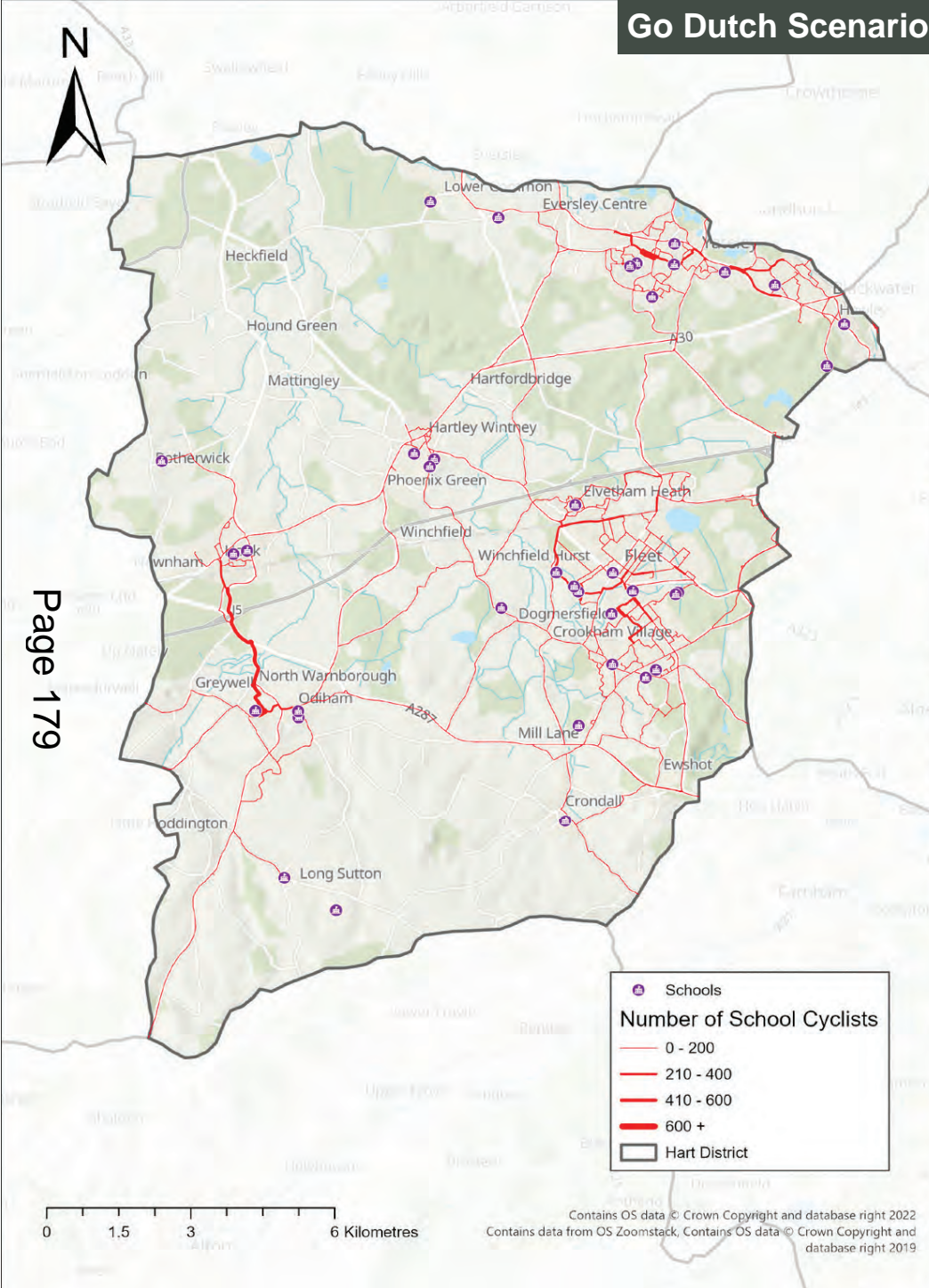
2011 School Census Route Network:
Baseline data

Government Target Route Network scenario shows the greatest projected increase in school cycling in the Fleet area along Elvetham Road and Hitches Lane and in Yatley in Firgrove Road.

The Go Dutch Route Network scenario on the following page shows the greatest projected increase in school cycling along the B3349 Griffin Way South connecting Hook to the Robert May's Secondary School in Warnborough, Firgrove Road and Cranford Park Drive within Yatley, and Fleet town centre. This strong uplift along the given corridors indicates an unmet demand for cycle facilities that link schools across Hart district.



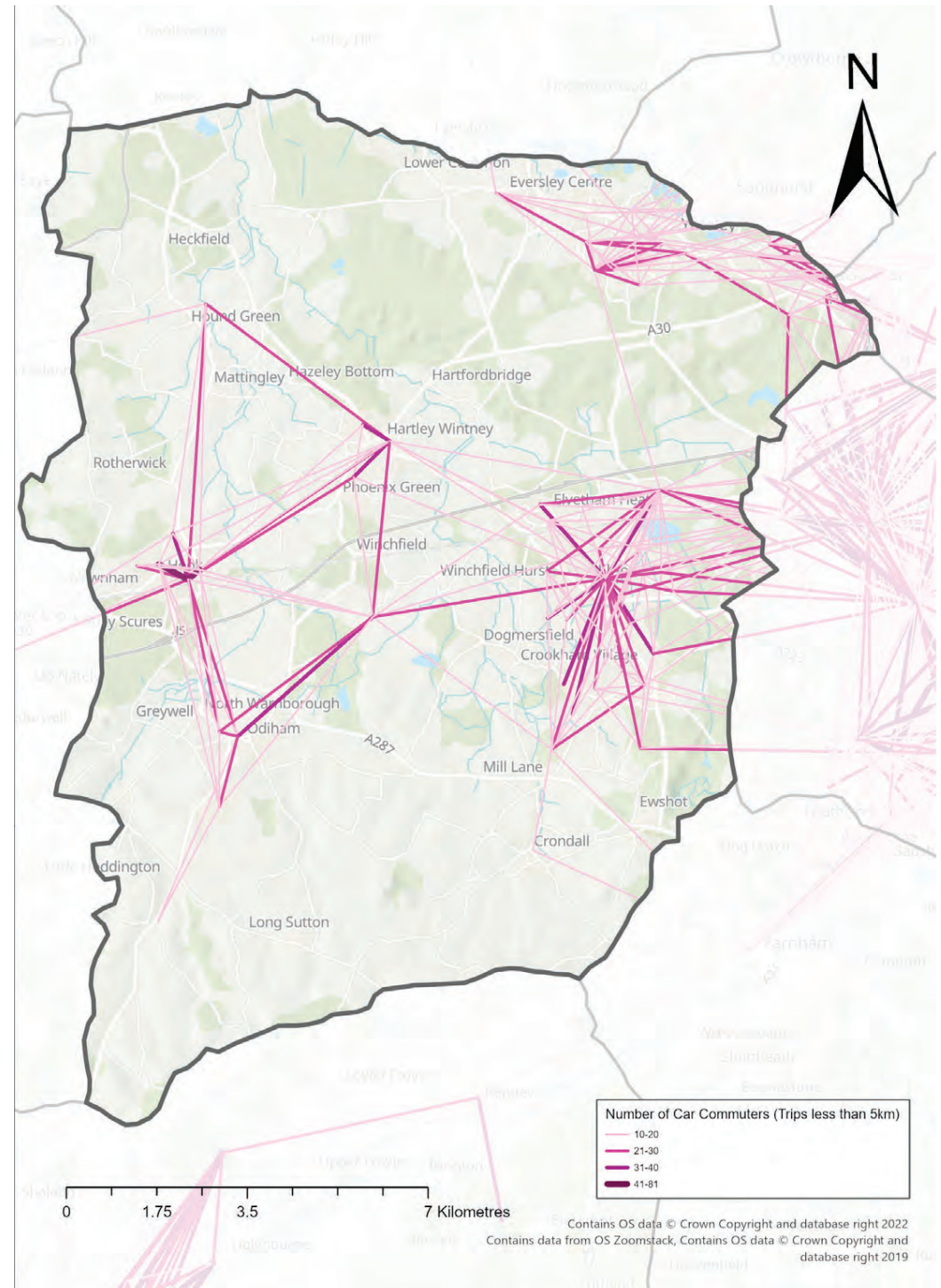
Go Dutch Scenario



PCT short car trips

One weakness of the PCT cycle commute model is that it is based on existing trips by bike and will tend to emphasise those routes that are already being used. A key target market for new cycle trips is people currently driving short distances to work. This map shows the car trips under 5km from the Census 2011 travel to work data, with straight lines showing trips between Lower Layer Super Output Areas (LSOA).

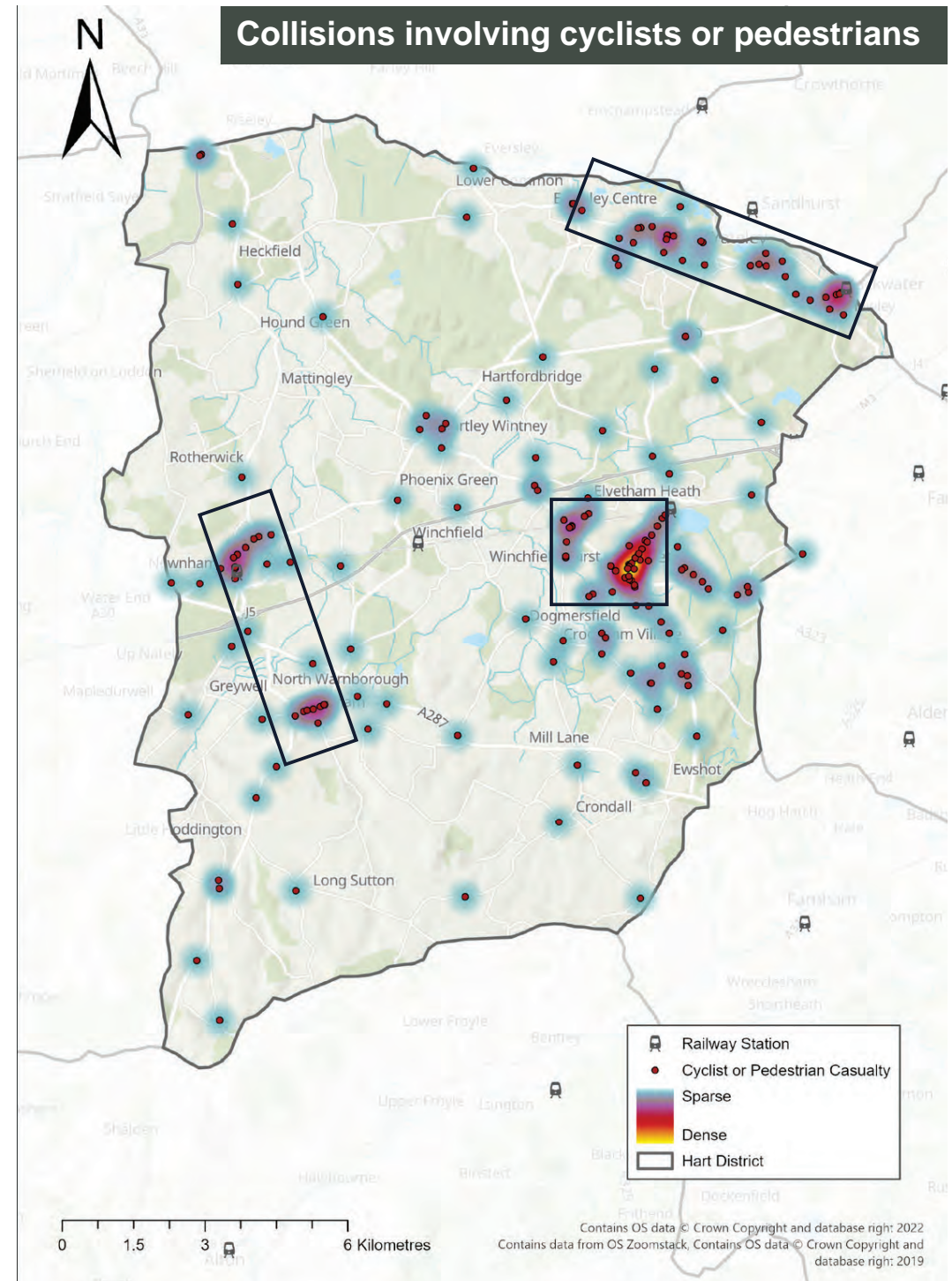
Unsurprisingly, many of the same corridors are indicated for car trips as they are for cycle trips.



Collisions

This map shows collisions involving a cyclist or pedestrian casualty from 2017 to 2021 in the study area. Collisions hotspots within Hart District -shown in red- were concentrated in the built areas of the District.

Examining areas with high collision rates is essential for determining where safety improvements are needed for pedestrians and cyclists. This analysis helps inform recommendations to enhance their safety.



Collision hotspots

Yateley:

- B3272 intersection with West Green
- B3272 intersection with Hall Lane (roundabout)
- Along the B3272, near intersection with Manor Park Drive

Blackwater

- Along the A30 near the Blackwater train station

Hook

- Along the A30
- Along Station Road near Hook train station

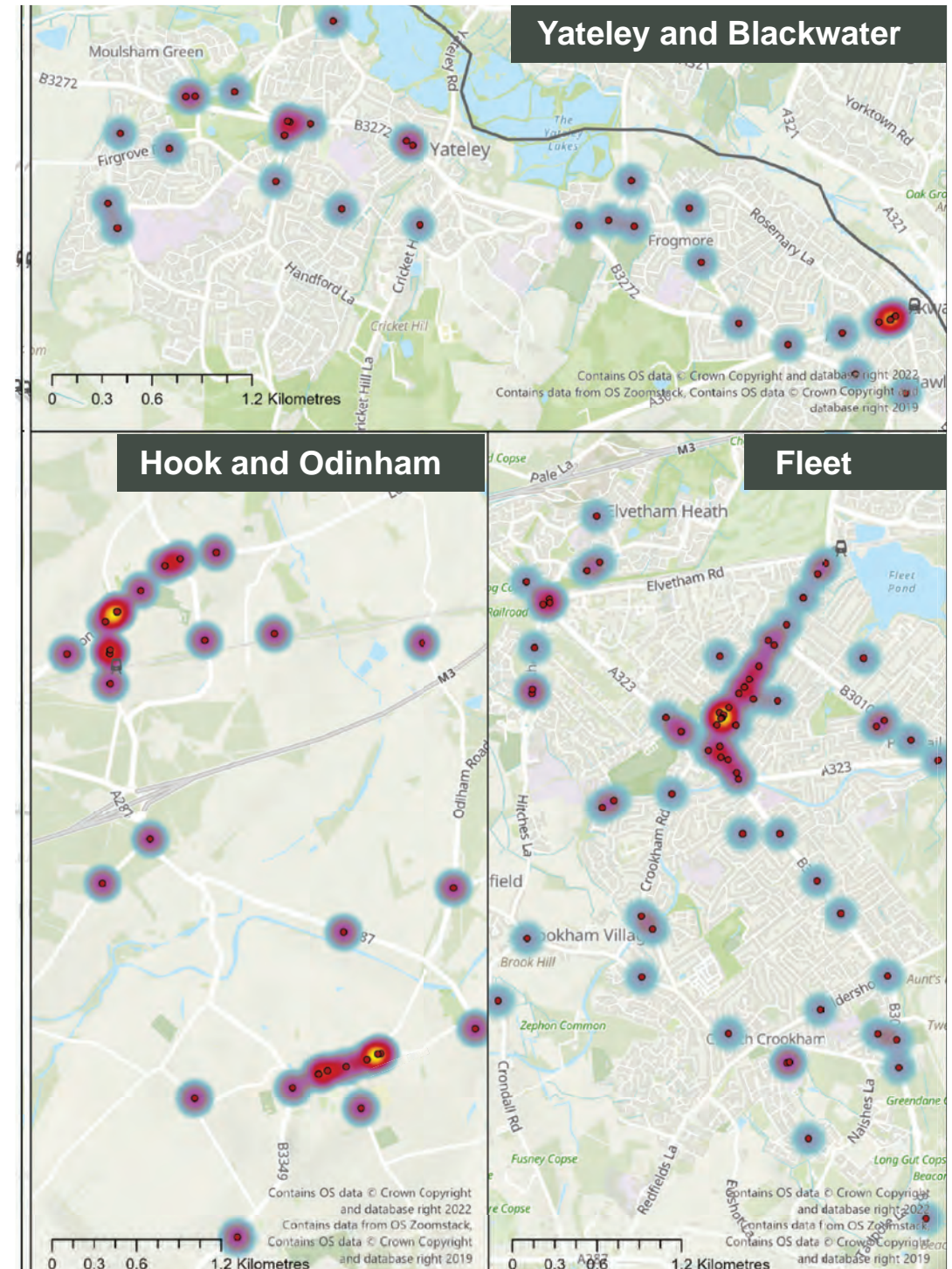
Odinham

- Along High Street
- Along Farham Road

Fleet

- Along A3013 Fleet Road
- Along Reading Road South
- A323 intersection with Elvetham Road and Hitches Lane (roundabout)

The A3013 Fleet Road section through Fleet is the most significant collision hotspot and so this area would benefit from walking and cycling infrastructure improvements. A high level of collisions in this location may be due to a speed limit of 30 mph and limited walking and cycling provision.



Stakeholder engagement

During the course of this LCWIP there were two rounds of stakeholder engagement.

The first round was during the information gathering phase and consisted of two workshops, one virtual on December the 13th and one hybrid (in-person/online) on December 14th 2022, to gather feedback from councillors and stakeholders on constraints and opportunities related to active travel in Hart district. Approximately 40 attendees contributed to these workshops. Feedback from these initial sessions was then used to shape the focus of the LCWIP and form the basis of its development moving to the next stage.

The second round of engagement was with the wider public and was held in the summer of 2023. This engagement consisted of a 10-week consultation period, to ensure the available time to respond was in line with other similar consultations. Consideration was also given that it would cover both term time and the holiday period to ensure a wide range of respondents would be available.

This 10-week public consultation consisted of both online survey and online mapping tools that could be used to respond to the proposals that had been developed in stages one to four of the LCWIP process as described in the Technical Guidance for Local Cycling and Walking Infrastructure Plans published by the Department for Transport. The responses from both the online surveys and the input into the mapping tool was reviewed and then considered against the emerging LCWIP document ahead of the prioritising section being prepared.

First round of engagement

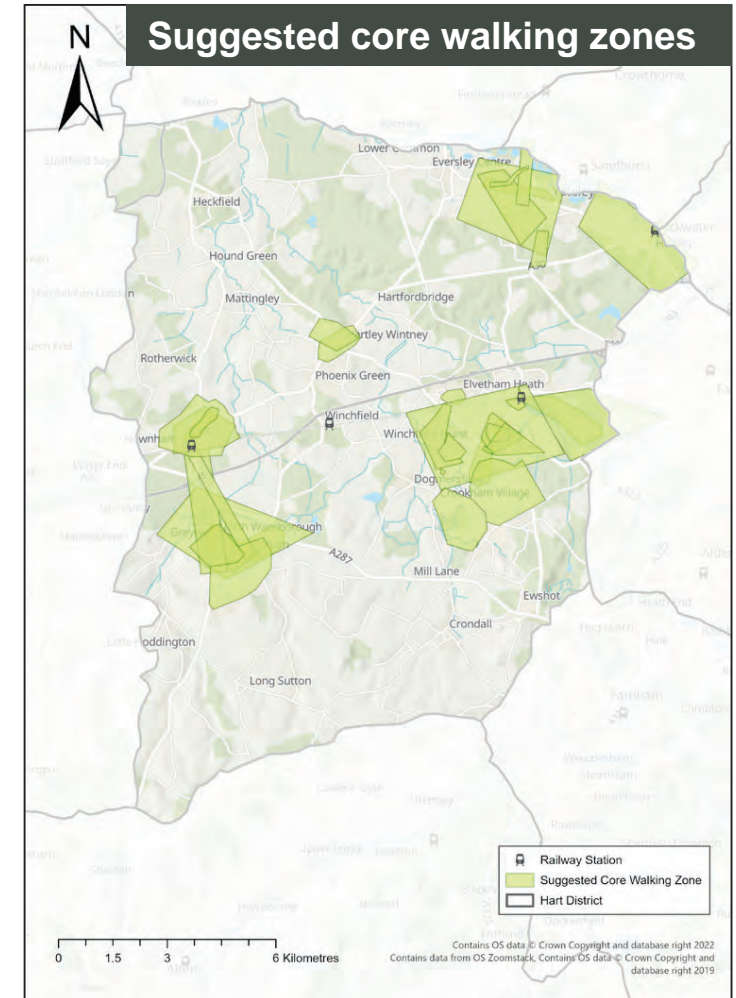
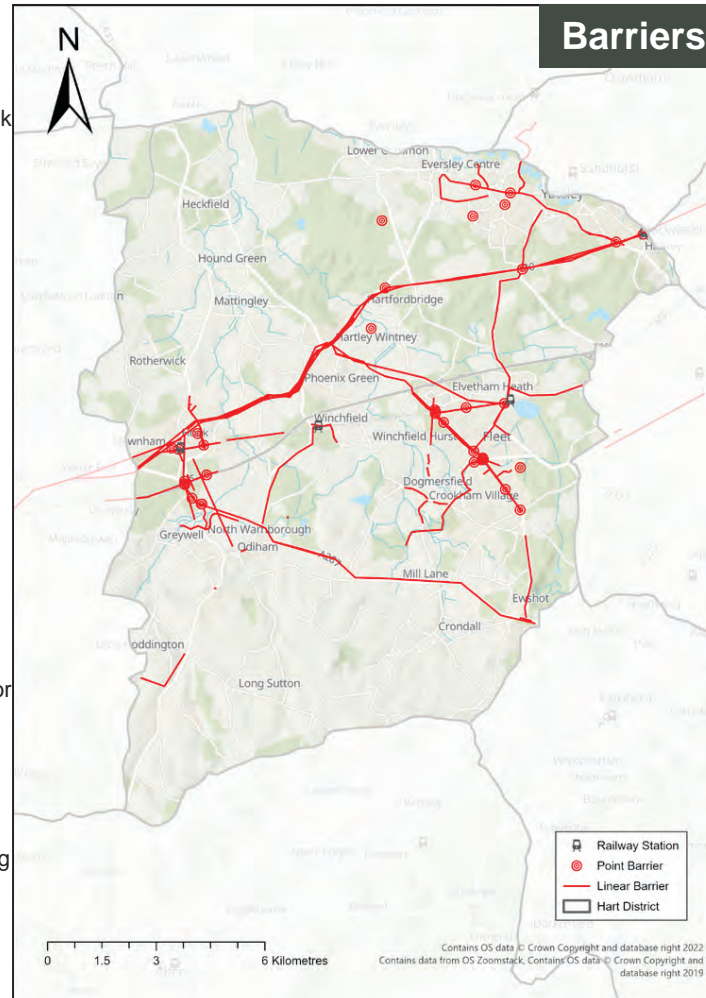
The following maps summarise feedback received from these workshops, as well as from the Green Grid consultation which took place in 2020.

Barriers

Red dots and lines indicate barriers to active travel within the settlements and on the routes connecting settlements within Hart district. The A30/London Road, A287, and A323 corridors were frequently identified as significant linear barriers. The comments provided at the A287 roundabout, on the A323 near Elvetham Heath, and at the A323 and B3013 junction in Fleet town centre indicated these places are challenging areas for walking and cycling safely.

Suggested Core Walking Zones

Green polygons show proposed Core Walking Zones (CWZ), or simply areas of high pedestrian and cycling activities. Most of the built-up areas in Hart are highlighted in green, showing that walking is popular within district centres. The B3349/A287 corridor connecting Hook and Odiham was highlighted as an area that lacks a safe pedestrian route but is much needed for students in Hook travelling to Odiham. In addition, significant stretches of the B3272 corridor have been highlighted as a potential core walking zones due to the concentration of local services and schools along the corridor. These suggestions were fed into the identification process for the seven Core Walking Zones.



Suggested cycle routes

Community feedback was integral to the development of the proposed cycle network. Suggestions were provided for potential cycle routes throughout the District.

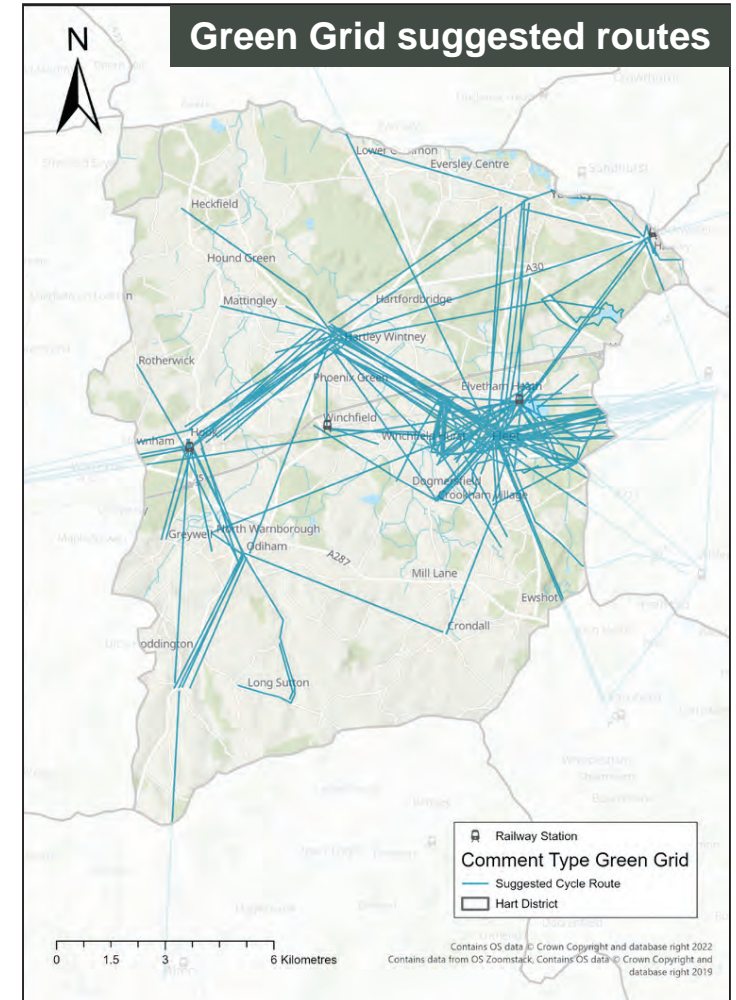
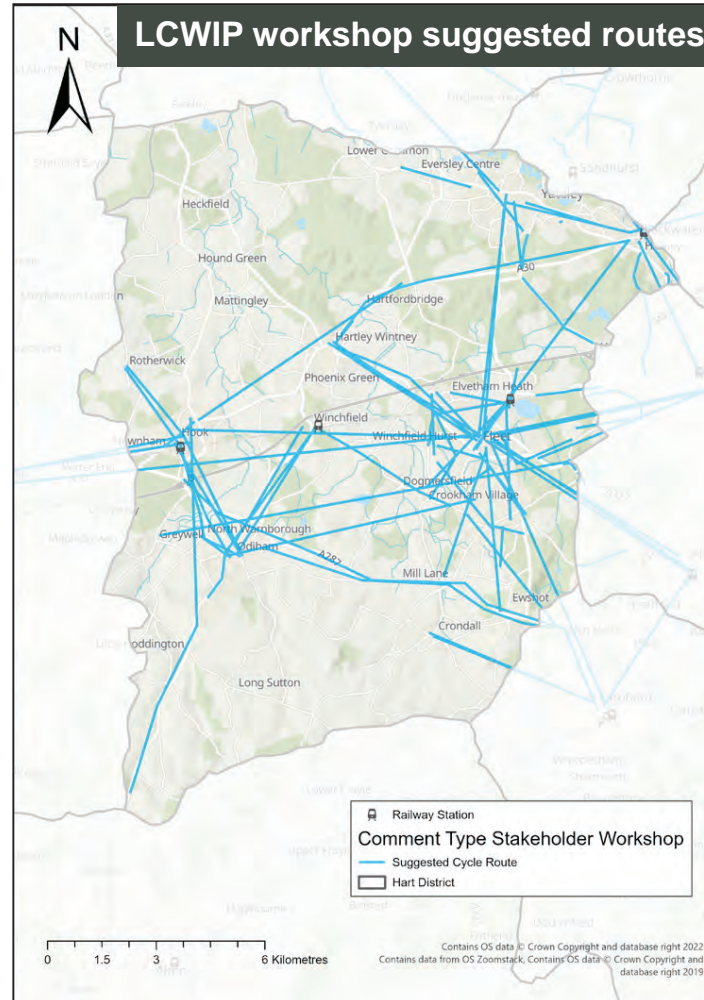
The map on the left shows suggestions provided at the two stakeholder workshops in December 2022.

In general, route suggestions were clustered within Fleet, connecting to the neighbouring settlements of Yateley, Hartley Wintney, Blackwater, and Hook. Cross-boundary connections to Farnborough, Aldershot and Farnham were also popular suggestions. A routes from Hook town centre to North Warnborough and Odiham, was another frequently suggested route. There is a strong desire to connect the settlements and their respective railway stations through a comprehensive network of cycle routes.

This dataset was used to support the background data analysis in the development of the route network. The LCWIP's proposed route network includes the key corridors highlighted on this map.

Green Grid cycle route suggestions

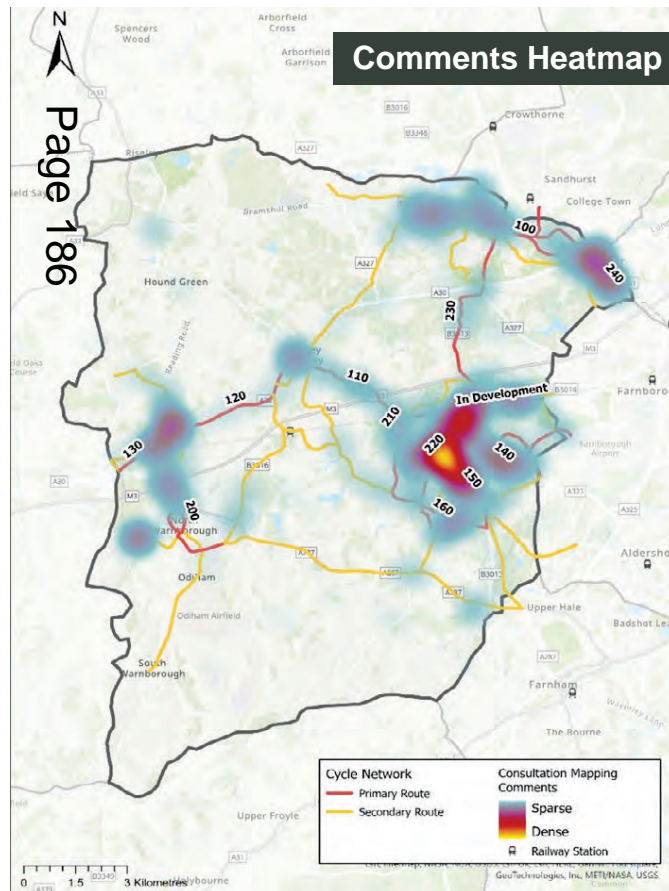
The map on the right depicts comments received from the 2020 Green Grid consultation. In general, route suggestions were clustered in the centre of Fleet, Hook, and Hartley Wintney. The route connecting Fleet to Hartley Wintney along the A3013 corridor received the most suggestions. Additionally, there are desire lines for the routes connecting Hook with Hartley Wintney and Odiham.



Second round of engagement

The following maps summarise feedback received from the online mapping tool which was online during the summer of 2023.

In total, 793 comments were received via the online mapping tool hosted by Hart District Council. When looking at the entire district, most of the comments were in relation to areas in Fleet. Other areas of high density include Church Crookham, Hook, Greywell, and Blackwater

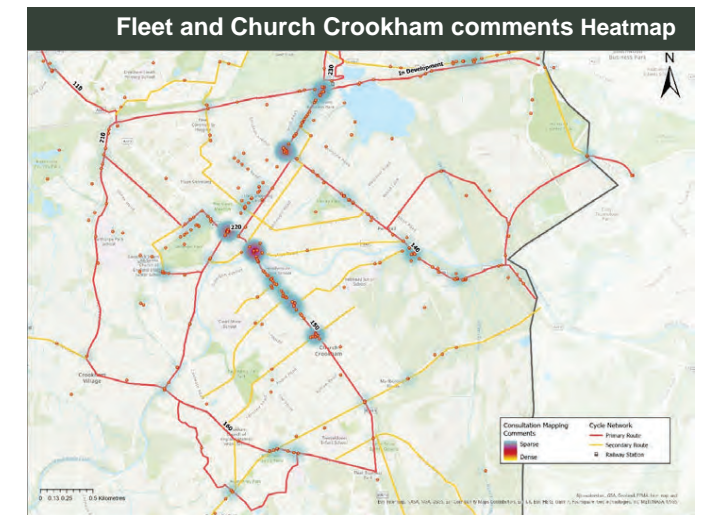


Fleet and Church Crookham

The highest density of comments in this area were in relation to the following:

- Crookham Road and Reading Road South (A323)
Comments were about the lack of proper crossing facilities, particularly for pedestrians. Ranks here were listed as ‘unhappy’ and ‘very unhappy.’
- Aldershot Road and A323 junction
Comments were about the lack of proper crossing facilities, with reasons listed as ‘not pedestrian friendly’ and ‘dangerous crossing point.’
- Basingbourne Road and Florence Road junction; Velmead Road and B3013 junction; Greenways and B3013 junction
Comments were about the need for cycle lanes, reduced or slower traffic, and the need for better pedestrian and cyclist crossing points.
- Fleet Road
Comments relating to the need for improved crossing facilities, reduced traffic and better cycle lanes. There was also a cluster comments on a stretch of Fleet Road (from the Kings Road to Crookham Road junction) which relate to reducing traffic and lowering traffic speeds.
- Kings Road to Aldershot
A cluster of comments were found at the southern end of Kings Road, which would take users to Aldershot. Most comments related to the traffic speeds and traffic volume of this road. There was feedback relating to potentially upgrading and using the Basingstoke Canal path as a better route to get from Fleet to Aldershot.

- Velmead Road and A323 junction
Comments at this junction related to the area being unfriendly for cyclists and pedestrians. Suggestions for improvement included better cycle lanes, and also the installation of a roundabout at the junction to help ease the traffic.
- Elvetham Road, including the Elvetham Road and Fleet Road junction
Comments near Elvetham Road related to the need for better maintenance of the verge, and wider footways. Additionally, there is poor visibility as it meets Fleet Road, making it a dangerous crossing point for pedestrians.
- Aldershot Road and Sandy Lane junction
Comments in this area related to the insufficient crossing facilities and traffic levels on the road. It was suggested that due to dangerous walking and cycling conditions, from Sandy Lane to Galley Hill Road, most people would choose to drive. Improvements suggested included lowered traffic levels, reducing speed limits, increasing footway widths, installing bus gates, and faster call times for pedestrians at the crossing points.



Fleet and Church Crookham

The highest density of comments in this area were in relation to the following:

- Station Road

When asked, "What would you like to see here?", Most comments along this road were in relation to reducing traffic and lowering traffic speed. In particular, one user said that this should be a 20mph zone. Although some comments indicated that this was a pedestrian friendly area, majority of the feedback suggested otherwise.

- A30

When asked, "What would you like to see here?", comments related to the need for better cycle lanes and lowered speed limits. Feedback suggested that this road was neither cycle nor pedestrian friendly.

- Deptford Lane and Greywell Street junction

Feedback suggests that Deptford Lane is very narrow and that there isn't enough space for pedestrians to comfortably and safely use the road. At the junction with Greywell Street, this area becomes unfriendly for both pedestrians and cyclists. Suggested interventions via the survey include reducing traffic and lowering speed limits.

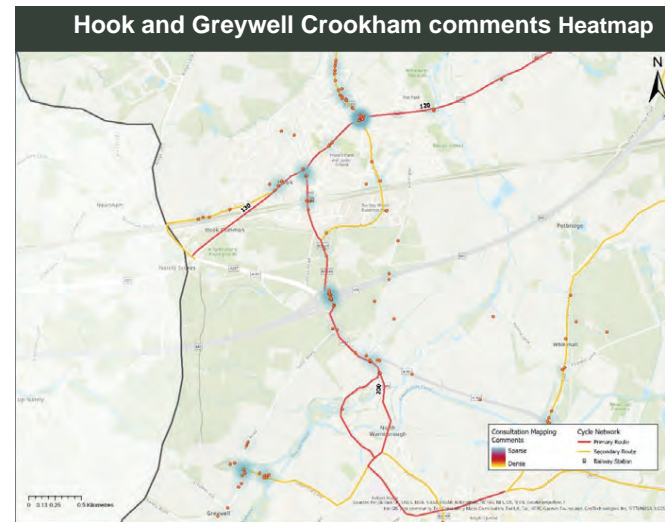
- M3 roundabout

Feedback for this area included the answers, 'Not a pedestrian friendly area', 'Dangerous crossing point', and 'Not a cycle friendly area.' When asked what interventions they'd like to see here, answered included lowering speed limits, better cycle lanes and better crossing points.

- B3349 road including the A30/B3349 junction

Feedback suggested dangerous crossing points at the A30/B3349 junction. There was also a trail of comments on the northern side

of this roundabout, which suggested that this road was neither pedestrian nor cycle friendly. When asked what they would like to see here, comments included reduced traffic, seating facilities, and lowered speed.



Hartley Wintney

- A30 and B3011 roundabout

Comments suggests that this area of the road is frequently flooded, and there is need for safer crossing facilities.

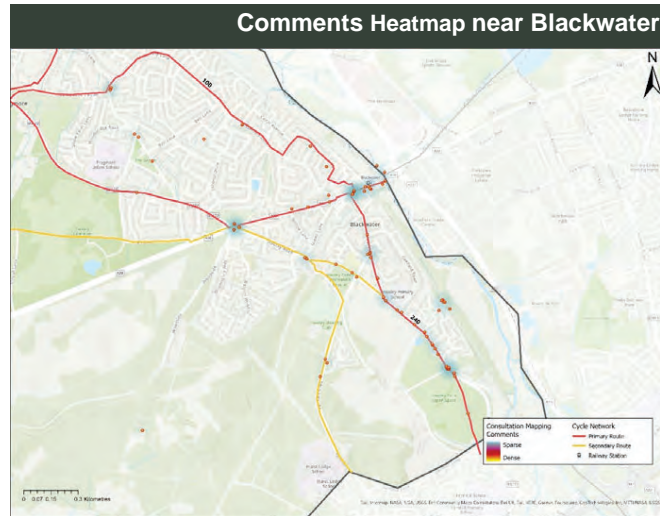
- A2323

There were a number of comments located along the A323. Numerous users voted 'unhappy' or 'very unhappy' for this stretch of road, with feedback suggesting better cycle lanes. Some users also gave brief explanations saying that there are currently no safe footpaths between Hartley Wintney and Fleet or Hook, and that buses do not run regularly.



Blackwater

- London Road, near the Vicarage Road junction
The unsafety of this area was a common theme, and one user pointed out the need for better crossing facilities especially for children walking along this area to get to school. Comments related to seeing better traffic management and improved crossing facilities.
- Hawley Road
There were a series of comments along the Hawley Road (B3272) which related to the road being used for rat running, as well as the road having high speeds and traffic levels. Specifically, there was need for safer crossing points to enter Hawley Farm Open Space, and the issues revolving around cars parking in this area.
- London Road and Woodside roundabout
General sentiments in this area were rated as 'unhappy' or 'very unhappy' mostly due to difficulties with crossing across roads such as the A30 and the B3272.
- Adjacent to the railway line, west of Hawley Meadows
There were comments in this area relating to the need for a railway crossing so people can access Hawley Meadows.
- Fernhill and Vicarage Road junction
There were numerous comments at this junction relating to overgrown trees/bushes. This area has been deemed unfriendly for cyclist and pedestrians, as it is extremely narrow, making it hard for those in particularly in wheelchairs or children on bicycles, to use. Regular maintenance has been suggested and the need to improve the pavement.



Walking Audits - Core Walking Zones

Core Walking Zones

Seven core walking zones were identified in Hart district, based on clusters of pedestrian trip generators and attractors, including district and service centres.

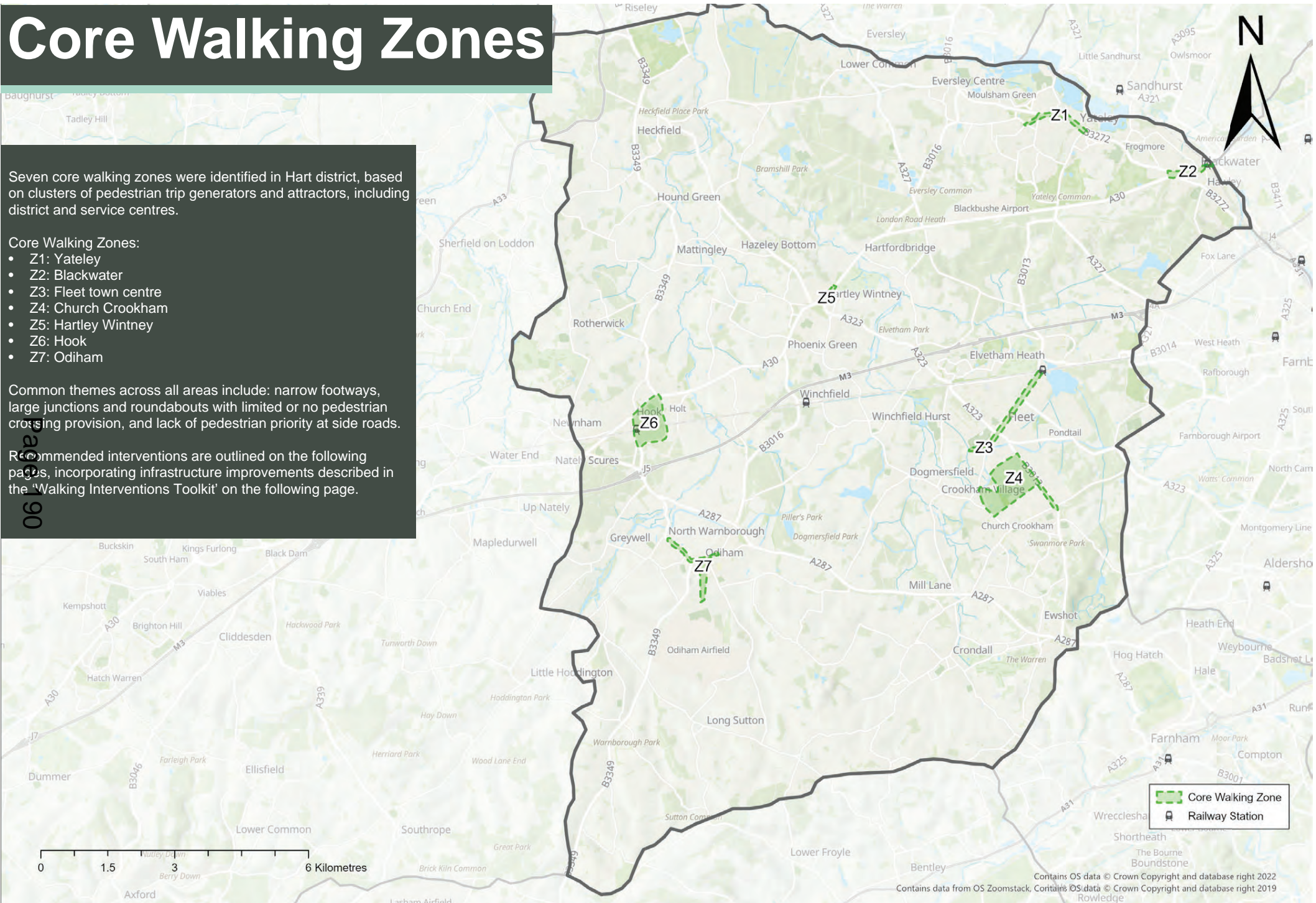
Core Walking Zones:

- Z1: Yateley
- Z2: Blackwater
- Z3: Fleet town centre
- Z4: Church Crookham
- Z5: Hartley Wintney
- Z6: Hook
- Z7: Odiham

Common themes across all areas include: narrow footways, large junctions and roundabouts with limited or no pedestrian crossing provision, and lack of pedestrian priority at side roads.

Recommended interventions are outlined on the following pages, incorporating infrastructure improvements described in the 'Walking Interventions Toolkit' on the following page.

06 pages



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Walking interventions toolkit

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Dropped kerbs with tactile paving

Necessary to create inclusive, accessible crossing points for pedestrians.

Controlled crossings



Zebra crossing

Pedestrian priority crossing requiring motorists to give way to pedestrians.



Parallel crossing

Similar to a zebra crossing, but with a separate parallel cycle crossing alongside the zebra crossing.



Continuous footway

Continuous footways extend across side roads at the same level and use paving consistent with footway, pedestrians have priority over motor vehicles.



Signalised crossing

Signal-controlled crossings comprising either a Pelican/Puffin for pedestrians or a Toucan which can be shared between pedestrians and cyclists.



Raised table

Raised tables at junctions reduce speeds of turning vehicles at side roads or across the entire junction.



20mph speed zones

Lower speed limits and lower speed zones create safer environments for all, may need to be combined with infrastructure and enforcement changes to ensure compliance



One-way systems

Reallocating space from the carriageway to support wider footways, cycle facilities and vehicle parking. Can help increase cycle network permeability.



Wayfinding

Providing signage with key destinations helps improve the legibility of the pedestrian network.



Public realm improvements

Adding green infrastructure such as planters, rest areas, cycle parking and other placemaking interventions creates a more welcoming environment for pedestrians.



Traffic calming

Measures to create slower speed environments can include build-outs, road humps, chicanes and planters.



Modal filter

A bollard or planter in the carriageway which people can travel past by walking or cycling. Helps create a low traffic environment by restricting access to motorised through-traffic.

Z1. Yateley core walking zone

Yateley is a primary local service centre, and is a district retail centre. The Yateley core walking zone (CWZ) is defined by the area encompassing Reading Road/B3272 and eastern side of Yateley Green which extends from the junction of Firgrove Road and School Lane (Southern side of Yateley Green) to beyond the point that Cricket Hill Lane meets Reading Road/B3272. It encompasses Yateley Green space, residential areas and a series of shopping parades extending east to Cricket Hill Lane.

Reviewing interventions to enable a reduction in vehicle dominance along B3272 will enhance the experience offered to visitors and residents of Yateley.

Yateley CWZ links with cycle routes 100 and 230.

Intervention Number	Recommendation
Z1.1	Whilst this junction already has a raised table, it could be improved by tightening the kerb radii on School Lane to help reduce vehicle speeds.
Z1.2	Opportunity to add rest point and greenery at Firgrove Road/School Lane junction.
Z1.3	Consider removing existing guardrail at Firgrove Road/School Lane junction.
Z1.4	Consider removing or redesigning barriers to improve accessibility.
Z1.5	Investigate feasibility of installing zebra crossing on eastern arm of roundabout, subject to safety checks.
Z1.6	Conduct study to determine if zebra crossing warranted - to connect PROW with Mill Lane.
Z1.7	Tighten kerb radii significantly at Mill Lane.
Z1.8	Investigate opportunities to widen footway - may require reallocating space from carriageway.
Z1.9	Add signalised pedestrian crossing to cross Reading Road. Additionally tighten kerb radii on Plough Road and consider a continuous footway as part of a side road treatment to promote user accessibility
Z1.10	Consider adding seating and shelter at green space on north side of Reading Road



Intervention Number	Recommendation
Z1.11	Work with Texaco to improve crossing over their forecourt. Tighten kerb radii if possible -consider adding colour to paving to indicate pedestrian priority over turning vehicles.
Z1.12	Add footway on southern side of Plough Road to fill gap to Texaco station.
Z1.13	Add continuous footway across Fry's Lane.
Z1.14	Improve pedestrian priority crossing across forecourt entrance.
Z1.15	Add cycle parking at Co-op to improve local access and rationalise street clutter
Z1.16	Ensure pedestrian priority over car park entrance - consider continuous footway.
Z1.17	Investigate re-establishing footway with pavers or coloured painting. Consider eliminating pavement parking in this area.
Z1.18	Consider adding seating and shelter.
Z1.19	Tighten kerb radii significantly. If traffic volumes are low, consider adding continuous footway and/or a raised table.
Z1.20	Realign footway to desire line - reallocate carriageway space by tightening kerb radii as described in previous intervention point.
Z1.21	Tighten kerb radii and clarify carriageway/footway space - consider adding continuous footway or raised crossing.
Z1.22	Consider adding different surfacing or paving material to indicate pedestrian priority over forecourt entrance. Tighten kerb radii if possible.
Z1.23	Consider adding different surfacing or paving material to indicate pedestrian priority over forecourt entrance. Tighten kerb radii if possible.
Z1.24	Consider adding different surfacing or paving material to indicate pedestrian priority over car park entrance. Tighten kerb radii if possible.
Z1.25	Tighten kerb radii across Manor Park Drive - investigate feasibility of installing continuous footway or raised table across junction. Remove guardrailing.
Z1.26	Tighten kerb radii - add pedestrian priority crossing or potentially continuous footway across shopping forecourt.



Intervention Number	Recommendation
Z1.27	Consider adding seating or greenery along the footway in front of the shopping parade.
Z1.28	Significantly tighten kerb radii at Pond Croft. Investigate feasibility of adding continuous footway and/or raised table.
Z1.29	Investigate feasibility of removing slip lane - convert excess carriageway space into green area with wider footways, planting, seating
Z1.30	Significantly tighten kerb radii to create shorter and safer crossing for pedestrians. If possible, add a raised table or continuous footway, in addition to a cycle priority crossing.

Intervention Number	Recommendation
Z1.31	Due to high traffic volumes, consider upgrading to controlled pedestrian crossing.
Z1.32	Add signalised pedestrian crossing.
Z1.33	Complete re-design of junction required to prioritise active travel. Close southern slip lane and repurpose to area for cycle track as well as widened footway.
Z1.34	Add signalised pedestrian crossing.
Z1.35	Add signalised pedestrian crossing.
Z1.36	Realign Potley Hill Road exit to remove slip lane.

Z2. Blackwater core walking zone

Blackwater is a primary local service centre and a district retail centre. The Blackwater core walking zone (CWZ) is defined by the area encompassing London Road/A30 which are bordered to the west by the Reading Road and London Road junction to the east by the entry to Blackwater train station.

This zone includes supermarkets, car parks and shops on Kings Parade extending east to the train station.

The Blackwater CWZ is a concentrated retail areas offering dining, shopping, entertainment, and various services focused on Green Lane junction.

Re-imagining interventions to enable a reduction in vehicle dominance along London Road will enhance the experience offered to visitors and residents of Blackwater Town. Additionally, re-imagining the design of Kings Parade offers an opportunity to create an engaging and welcoming environment for people walking and cycling in Blackwater.

Blackwater CWZ links to cycle routes 100 and 240.

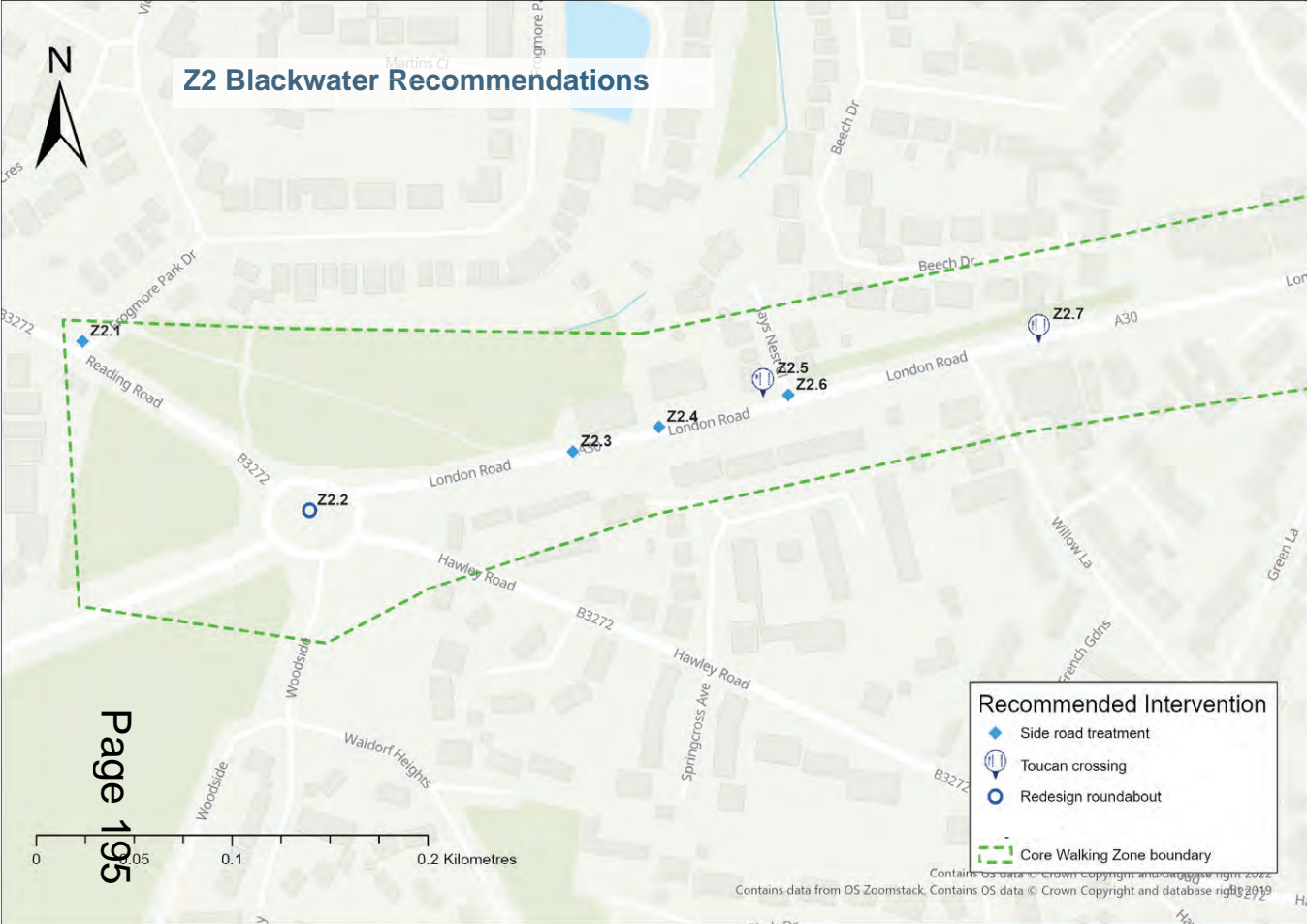


Figure 1.2 A30/Rosemary Lane junction



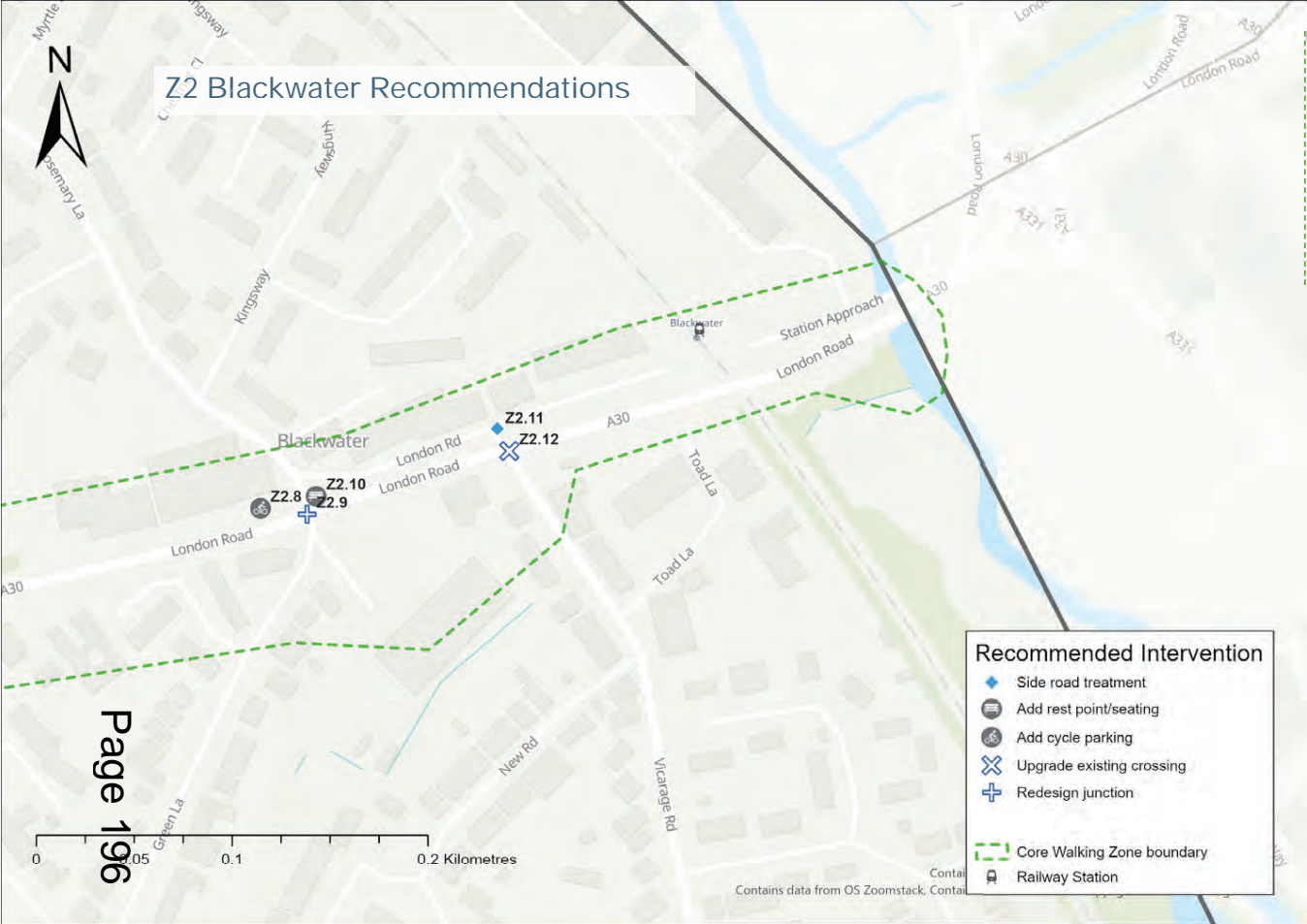
Figure 1.3 Car parking and some planters on Kings Parade

Z2 Blackwater Recommendations



Intervention Number	Recommendation
Z2.1	Tighten kerb radii over Frogmore Park Drive. Investigate feasibility of adding continuous footway and/or raised table.
Z2.2	Major re-design of roundabout is required to improve experience for active travel. This should include separate controlled crossings on all arms of the roundabout for cyclists and pedestrians.
Z2.3	Investigate feasibility of adding different surfacing or pavement to indicate pedestrian priority over station forecourt entrance.
Z2.4	Investigate adding different surfacing or pavement to indicate pedestrian priority across Tesco entrances.
Z2.5	Due to high traffic volumes, consider upgrading existing uncontrolled crossing to signalised crossing.
Z2.6	Tighten kerb radii. Consider adding raised table/continuous footway across Jays Net Close
Z2.7	Subject to width availability, consider upgrading existing uncontrolled crossing to signalised crossing. Additionally, consider area wide maintenance of the existing verge as parts of the footway is covered by foliage

Z2 Blackwater Recommendations



Intervention Number	Recommendation
Z2.8	Add cycle parking near supermarket.
Z2.9	At the A30/London Road and Rosemary Lane junction, install pedestrian crossings with timers at all arms of the junction. Consider removing guardrails to improve attractiveness.
Z2.10	Consider re-allocating parking on Kings Parade to create a pedestrian plaza. This location would benefit from additional greenery.
Z2.11	Significantly tighten kerb radii over White Hart Parade to reduce pedestrian crossing distance if possible.
Z2.12	At the A30/London Road and Vicarage Road junction, install pedestrian crossings with timers at all arms of the junction.

Z3. Fleet core walking zone

Fleet is the main urban area and the High Street forms the main retail town centre for the Hart district. The Fleet core walking zone (CWZ) is defined as the built-up core of the town centre including Fleet Road, High Street, Crookham Road and Lea Wood Road.

This zone includes the shopping centre, council offices with the major shopping parades located on both sides of Fleet Road extending south to Crookham Road and Leawood Road where it meets the school zone.

Reviewing interventions to enable a reduction in vehicle dominance along the high street will enhance the experience offered to visitors and residents of Fleet.

The Fleet CWZ links to the cycle routes 150, 210 and 220.



Figure 1.4 Pedestrians crossing the B3010 at Fleet Road



Figure 1.5 Fleet Road and Reading Road junction



Intervention Number	Recommendation
Z3.1	Re-design junction on Fleet Road to enhance pedestrian and cyclist accessibility and permeability. Excess space provides an opportunity to improve comfort and attractiveness in the area by installing benches and other resting points, and enhancing greenery.
Z3.2	Improve the Fleet Road and Bramshott Place junction, near the Premier Inn, to include signalised crossing facilities with pedestrian crossing buttons and countdown timers
Z3.3	Tighten kerb radii where Darset Avenue meets Fleet Road.
Z3.4	Tighten kerb radii where Bramshot Drive meets Fleet Road.
Z3.5	Tighten kerb radii, at the junction where Knoll Road meets Fleet Road.
Z3.6	Install pedestrian signals with countdown timers at all arms of the junction of Fleet Road/B3010.
Z3.7	Add benches to improve comfort at junction.
Z3.8	Install cycle parking.
Z3.9	Consider adding zebra crossing over Church Road, near the junction with Fleet Road to improve access from this important walking route to and from Fleet town centre
Z3.10	Add a bench outside shops at the Fleet Road - Crookham Road junction. Also, add signs to improve wayfinding at junction.
Z3.11	In conjunction with cycling improvements, re-design junction to include pedestrian signals, countdown timers and reallocate carriageway space to include wider footways and an improved public realm.
Z3.12	Tighten kerb radii at Glen Road.
Z3.13	Considering nearby school, tighten kerb radii to reduce vehicle turning speed. Consider feasibility of adding a raised table over Lea Wood Road.

Z4. Church Crookham core walking zone

Church Crookham, in association with Fleet and Elvetham Heath, forms the main urban area in Hart district. The Church Crookham core walking zone (CWZ) focuses on Reading Road South and its connection to Court Moor Secondary School.

This zone includes residential areas and green spaces located along Reading Road South and Award Road.

The zone provides a key link for access to Church Crookham centre and includes popular walking routes to Court Moor School from Coxheath Road and Greenways.

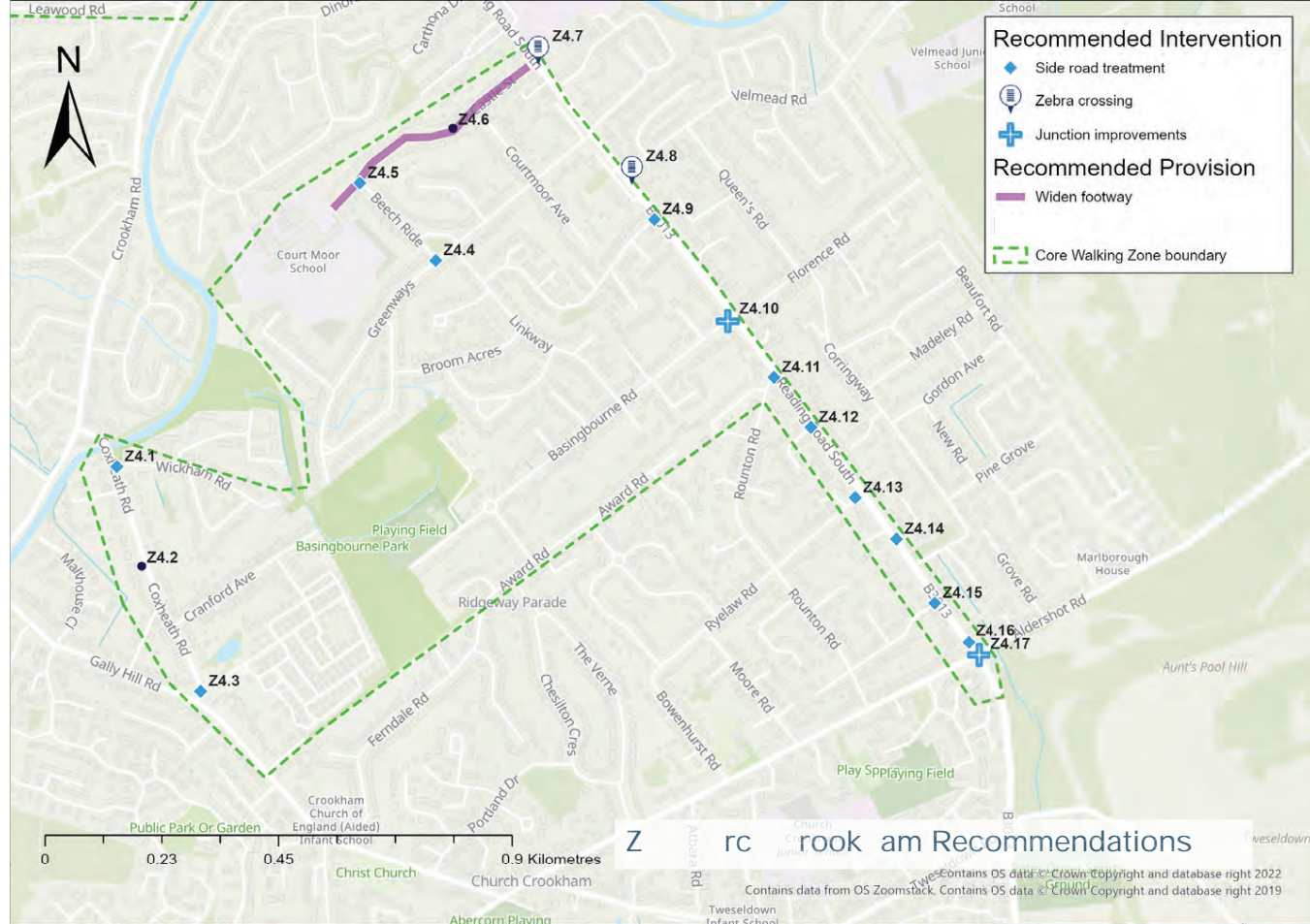
Church Crookham CWZ links to the cycle routes 150 and 160.

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Figure 1.6 Reading Road South at Velmead Road

Intervention Number	Recommendation
Z4.1	Tighten kerb radii over Wickham Road. Consider installing raised table or continuous footway if possible.
Z4.2	Missing footway on western side of Coxheath Road from Cope Lane to Basingstoke Canal Bridge. There appears to be space within the highway boundary to install a 2m footway. Would improve accessibility of existing bus stops.
Z4.3	Consider reducing turning radii at Coxheath Road at Gally Hill Road to shorten pedestrian crossing distance.
Z4.4	Tighten kerb radii if possible on Beech Ride at Spring Woods. Add dropped kerbs at a minimum. Investigate feasibility of installing continuous footway or raised table.
Z4.5	Tighten kerb radii if possible on Beech Ride. Add dropped kerbs at a minimum. Investigate feasibility of installing continuous footway or raised table.
Z4.6	Ban pavement parking on Spring Woods/Castle Street. Pavement parking and narrow carriageway due to cars parked on both sides severely limits visibility and safety for non-motorised users.
Z4.7	Add zebra crossing over B3013 near Castle Street, for those crossing over to and from Court Moor School. Additionally, consider reducing the junction radii at the Castle Street junction
Z4.8	Install a zebra crossing over B3013 near Velmead Road. This may be helpful for those travelling to Fleet Infant School and Velmead Junior School.
Z4.9	Tighten turning radii on Longmead Road to reduce pedestrian crossing distance.
Z4.10	Investigate feasibility of installing a raised table across the staggered junction of Basingbourne Road/ Reading Road South and Florence Road
Z4.11	Tighten turning radii at Rounton Road to reduce pedestrian crossing distance.
Z4.12	Tighten turning radii to reduce pedestrian crossing distance at Vivian Close.



Intervention Number	Recommendation
Z4.13	Tighten turning radii on Ryelaw Road.
Z4.14	Tighten turning radii on Sian Close.
Z4.15	Tighten turning radii on Compton Road.
Z4.16	Introduce right turn ban near petrol station
Z4.17	Investigate feasibility of installing controlled crossings at junction arms.

Z5. Hartley Wintney core walking zone

Hartley Wintney is a secondary local service centre and a local retail centre. The Hartley Wintney core walking zone (CWZ) is defined by the area encompassing High Street/A30 which is bordered to the south by the Hartley Wintney Commons nature reserve to the north by the Hartley Wintney Golf Club junction where London Road and High Street merge.

This CWZ is a concentrated retail area offering eating, shopping and services located on both sides of High Street. The majority of the High Street already includes wide footways, seating and greenery, as well as bicycle parking.

Hartley CWZ links to the cycle routes 110 and 120.

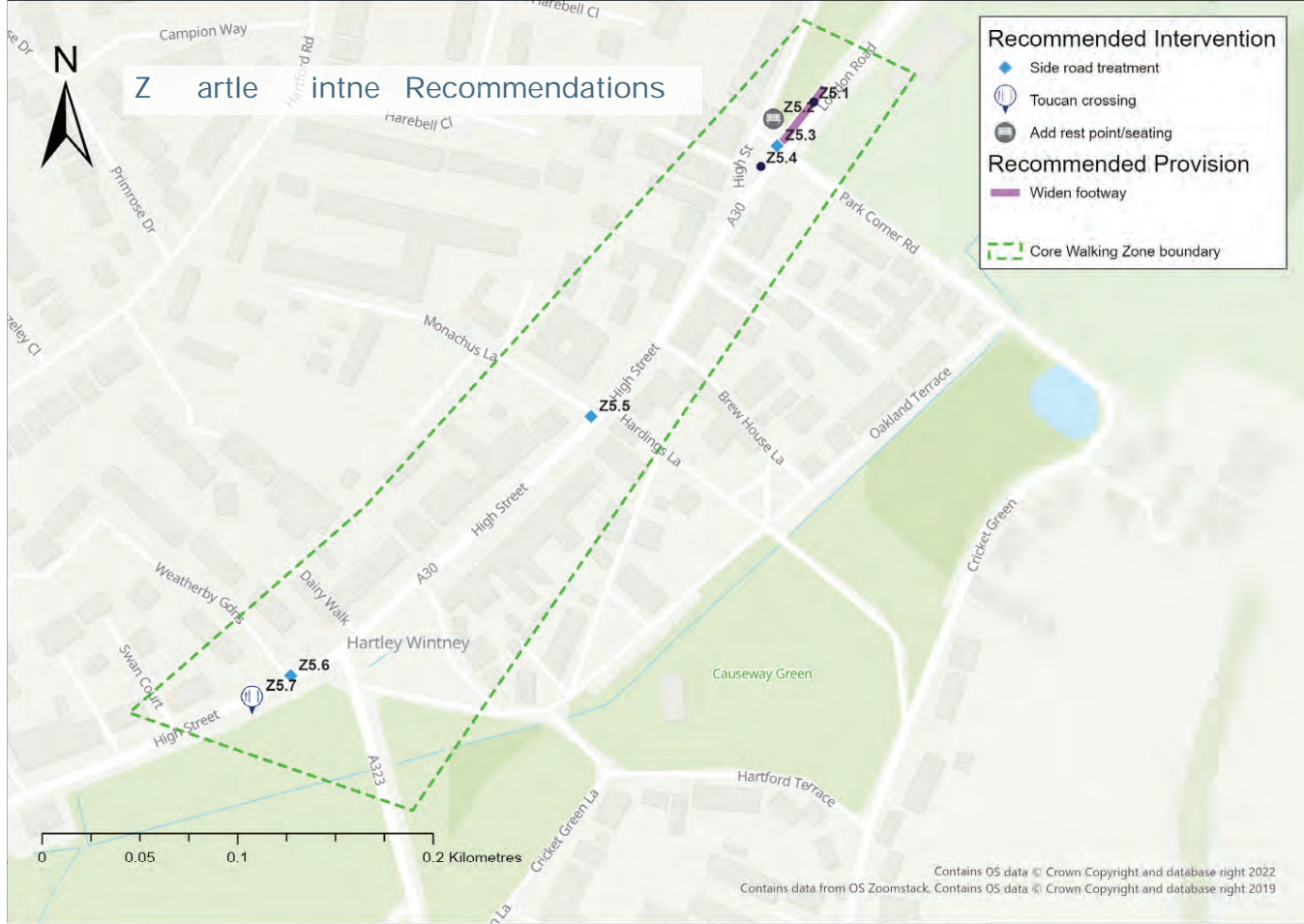


Figure 1.7 Hartley Wintney High Street



Figure 1.8 High Street, Fleet Road roundabout

Intervention Number	Recommendation
Z5.1	Widen existing footway on London Road to 2m minimum.
Z5.2	Add benches.
Z5.3	Evaluate feasibility of removing one of the access roads onto Hunts Common to reduce vehicle dominance. Only one 'slip road' is needed.
Z5.4	Widen existing footway to 2m minimum.
Z5.5	Consider adding raised table or continuous footway across Monachus Lane.
Z5.6	Tighten kerb radii and consider installing raised table or continuous footway across Weatherby Gardens
Z5.7	Investigate upgrading existing uncontrolled crossing to signalised pedestrian crossing.



Z6. Hook core walking zone

Hook is a primary local service centre, and is a retail district centre. The proposed core walking zone includes the railway station, and includes important employment sites.

The Hook core walking zone (CWZ) is focussed on access from the primary roads London Road, B3349, and Station Road.

This CWZ is bordered by Primary and Secondary Cycle Routes, therefore some recommendations for pedestrian improvements are also included in the cycle route recommendations.

Reviewing interventions to enable a reduction in traffic dominance along the primary roads will enhance the experience offered to visitors and residents of Hook.

Hook CWZ links to the cycle routes 120, 130 and 200.



Figure 1.9 Station Road/London Road roundabout, Hook



Figure 1.10 Station Road, Hook

Intervention Number	Recommendation
Z6.1	Install parallel crossing on all roundabout arms.
Z6.2	Reduce turning radii to shorten pedestrian crossing distance over Four Acre Coppice.
Z6.3	Investigate feasibility of installing an uncontrolled crossing in place of the traffic island over the B3349 south of Ravenscroft.
Z6.4	Reduce turning radii over Bow Field.
Z6.5	Reduce turning radii over Quince Tree Way, improve tactile paving.
Z6.6	Consider upgrading existing uncontrolled crossing to zebra crossing over the B3349 south of Quince Tree Way.
Z6.7	Reduce turning radii over Wild Herons.
Z6.8	Review and redesign, if needed, the Griffin Way South roundabout to explore improvements for pedestrians.
Z6.9	Tighten turning radii to shorten pedestrian crossing distance over the B3349/Griffin Way.
Z6.10	Consider installing zebra crossing over the B3349/Griffin Way, if there is sufficient demand.
Z6.11	Upgrade to a zebra crossing
Z6.12	Install benches for resting points at Griffin Way South and Station Road roundabout
Z6.13	Install wayfinding signs at Griffin Way South and Station Road roundabout
Z6.14	Tighten kerb radii on Rawlings Road
Z6.15	Tighten kerb radii on Rectory Road
Z6.16	Add wayfinding signs



Z7. Odiham core walking zone

Odiham is a secondary local service centre and a local retail centre. The Odiham Core Walking Zone (CWZ) focusses on Dunley's Hill/B3349 and High Street and their junction. This CWZ overlaps with primary cycle route 200. Some pedestrian recommendations are included within in the cycle route recommendations.

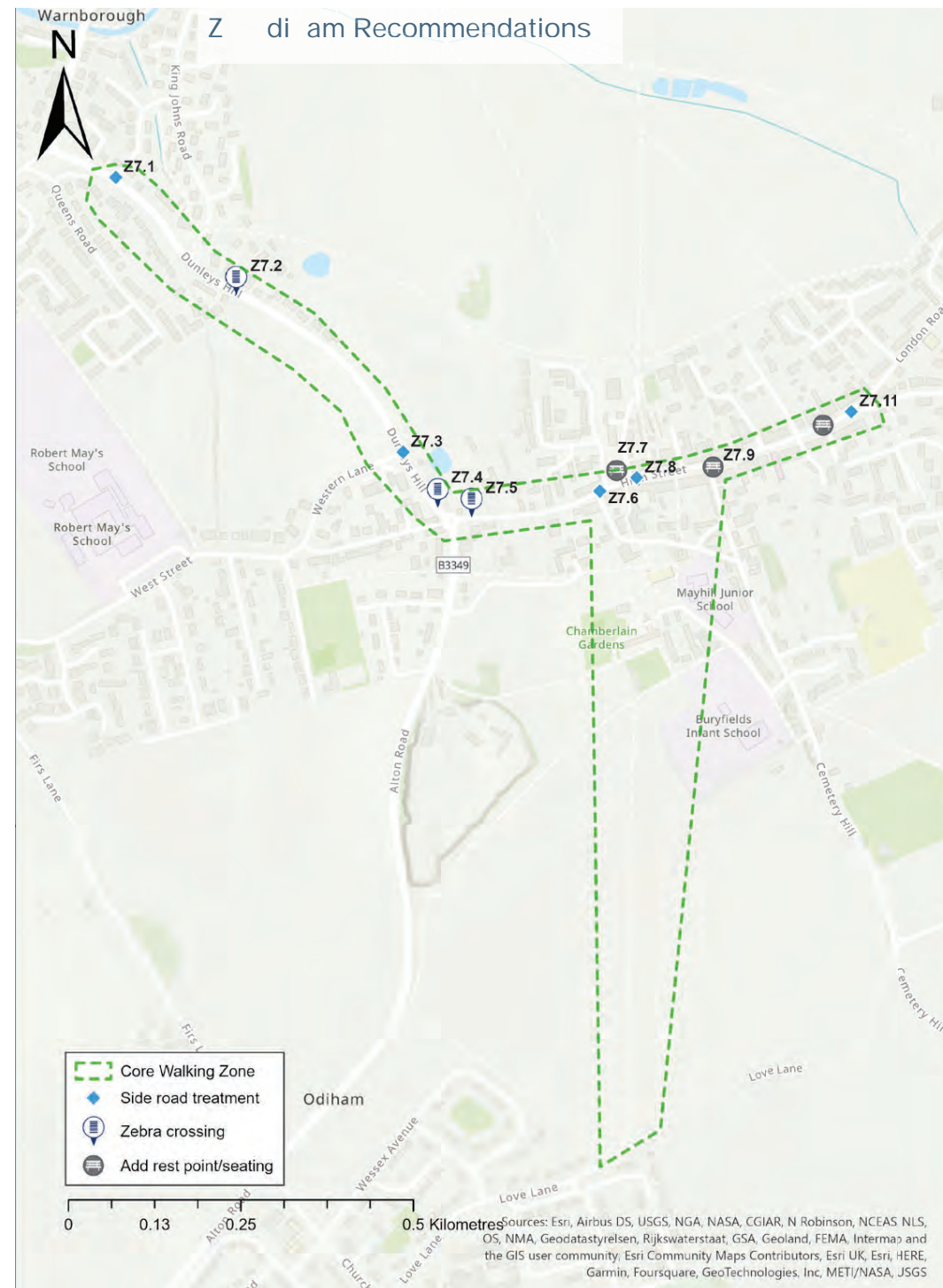
The CWZ contains a local supermarket, as well as a parade of shops and businesses near the King Street junction on both sides of High Street. The zone provides a key link for access to Odiham centre.



Figure 1.11 Odiham High Street

Intervention Number	Recommendation
Z7.1	Tighten kerb radii at Whitewater Road.
Z7.2	Upgrade to controlled pedestrian crossing if volumes warrant it.
Z7.3	Significantly tighten kerb radii at Western Lane - consider adding raised table/continuous footway.
Z7.4	Consider upgrading existing uncontrolled crossing to zebra or signalised pedestrian crossing.
Z7.5	Consider upgrading existing uncontrolled crossing to zebra crossing.
Z7.6	Tighten kerb radii at Church Street. Opportunity to use land gain to align crossing points at junction.
Z7.7	Add a bench.
Z7.8	Tighten kerb radii at Deer Park View and add continuous footway/raised table if possible.
Z7.9	Consider adding seating and greenery to King Street/High Street junction, paying mind to visibility.
Z7.10	Add a bench.
Z7.11	Investigate feasibility of tightening kerb radii, adding raised table/continuous footway.

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Cycling Audits - Proposed Cycle Network

Cycling Interventions Toolkit



Fully kerbed segregated cycle track

Cycle facility protected from motor traffic by a full-height kerb, with some buffer space between the cycle track and carriageway.



Stepped segregated cycle track

Cycle track is set below footway level, typically protected from the carriageway by a lower height kerb and usually directly next to it.



Mandatory cycle lane w/ light segregation

Cycle lane with the use of intermittent physical features placed along the inside edge of a mandatory cycle lane to provide additional protection from motor traffic.



Modal filter

A bollard or planter in the carriageway which people can travel past by walking or cycling. Helps create a low traffic environment by restricting access to motorised through-traffic.



Mandatory cycle lane

Area of the carriageway reserved for the use of cyclists, marked with a solid white line.



Contraflow cycle lane

Mandatory cycle lane that allows cyclists to travel opposite the flow of vehicle traffic, allowing for greater permeability of the cycle network.



Off-carriageway cycle track

Cycle facility separated from motor traffic typically through green space.



20mph zones

Lower speed zones create safer environments for all, may need to be combined with infrastructure and enforcement changes to ensure compliance.



Pedestrian/cyclist priority street

Street design that prioritises pedestrian and cyclist travel. Characterised by lower traffic speeds, restricted motor vehicle access, and coloured paving materials.



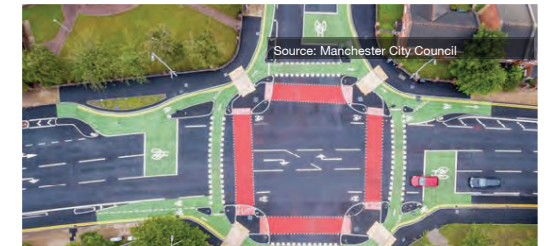
Dutch style street/quietway

Street without a centre line encourages slower vehicle speeds and helps create a shared street environment.



Dutch style roundabout/mini-roundabout

A roundabout that provides a segregated facility for cyclists and pedestrians through all arms of the roundabout. In a mini-roundabout the central island is replaced by road markings.



CYCLOPS junction

CYCLOPS stands for 'Cycle Optimised Protected Signals'. The unique design of the junction completely separates pedestrians and cyclists from motor traffic, reducing the possibility of collisions or conflict. Pedestrians are also able to get where they want to be in fewer stages with more space to wait than on other junction designs.

Controlled crossings



Zebra crossing

Pedestrian priority crossing requiring motorists to give way to pedestrians.



Parallel crossing

Similar to a zebra crossing, but with a separate parallel cycle crossing alongside the zebra crossing.



Signalised crossing

Signal-controlled crossings comprising either a Pelican/Puffin for pedestrians or a Toucan which can be shared between pedestrians and cyclists.

Proposed Hart district cycle network

12 primary cycle routes were audited as part of the LCWIP. Horizontal routes are numbered beginning from 100 going from north to south. Vertical routes are numbered beginning from 200 from east to west.

Route number does not indicate priority.

Recommended interventions for each route, in accordance with LTN 1/20, are outlined in this section. Each route incorporates a variety of infrastructure improvements described in the 'Cycling Interventions Toolkit' on the previous page.

A significant transformation of existing carriageway space and priorities would be required in order bring about a step-change in cycling within Hart district.



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Route 100: Yateley to Blackwater

Route description

Route 100 starts at the junction of the B3272 and Moulsham Copse Lane in Yateley. It follows the B3272/Reading Road through Yateley and into Blackwater, where it follows the A30/London Road until reaching Blackwater railway station at the Hart district boundary with Surrey Heath.

The route also includes two 'spur' alignments. A cross-boundary connection to Sandhurst railway station in Bracknell Forest is recommended along Darby Green Lane/Swan Lane. Due to high traffic volumes on the B3272, a cycle route on Rosemary Lane is recommended as a potential alternative link to Blackwater railway station.

At Blackwater railway station there is a lack of accessible crossing provision for cyclists and pedestrians over the North Downs Line. In the long-term, it is recommended that a new shared pedestrian/cycle overbridge be constructed to provide a safe link onwards into Camberley and Sandhurst.

This route will support safer and more direct active travel links between Yateley, Blackwater, and key cross boundary destinations such as Sandhurst and Camberley.

Route length

Approximately 9km (includes Rosemary Lane spur).

Existing conditions

The B3272/Reading Road has no dedicated cycle provision. The route includes several large roundabouts at Cricket Hill Lane, Darby Green Road and at the A30 which are major barriers to active travel, as they lack dedicated cycle provision and signalised pedestrian crossings. The A30/London Road carries high traffic volumes, and currently only has an intermittent advisory cycle lane.

Rosemary Lane has some advisory cycle lane markings and signage, and is more frequently used by local cyclists. This corridor is also a bus route.

Barriers to walking and cycling

- High traffic volumes on the B3272 and the A30.
- The A30 bridge over the North Downs Line is a pinchpoint, with no cycle facilities and narrow footways. It is a major barrier to cyclists and pedestrians crossing into Surrey Heath.
- The B3272/A30 roundabout

Potential options

- A segregated cycle track is recommended along the entirety of the route on the B3272 and the A30. In some locations, excess carriageway space can be re-purposed to accommodate a cycle track.
- One-way segregated cycle lanes are recommended on Rosemary Lane
- Darby Green Lane/Swan Lane could be acceptable for cycling mixed with motor vehicle traffic, if traffic volumes are less than 2,000 per day- this segment will require further study.



Figure 1.12 The B3272 east of Cricket Hill Lane



Figure 1.13 Rosemary Lane



Figure 1.14 The A30 in Blackwater

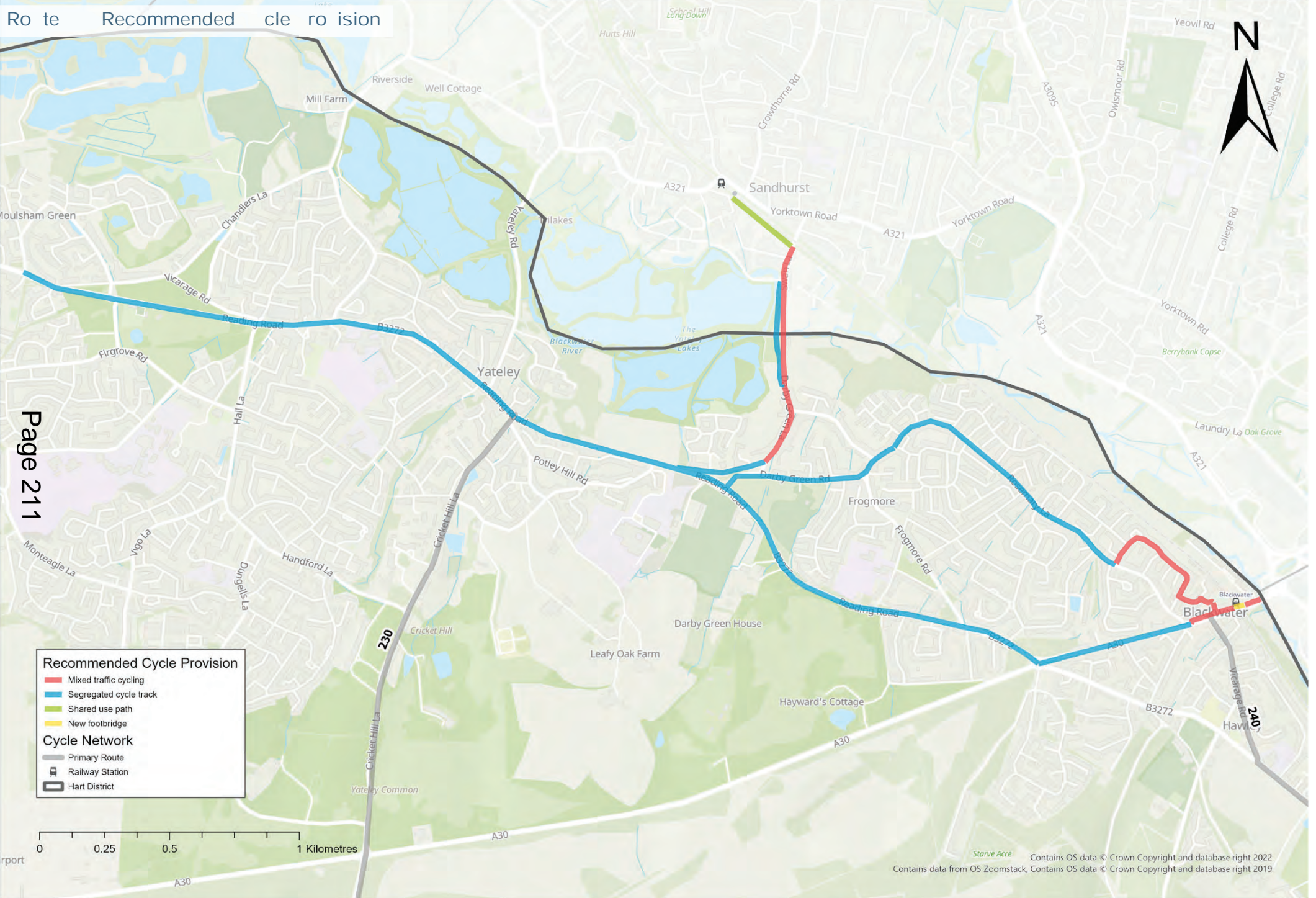
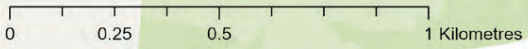


Recommended Cycle Provision

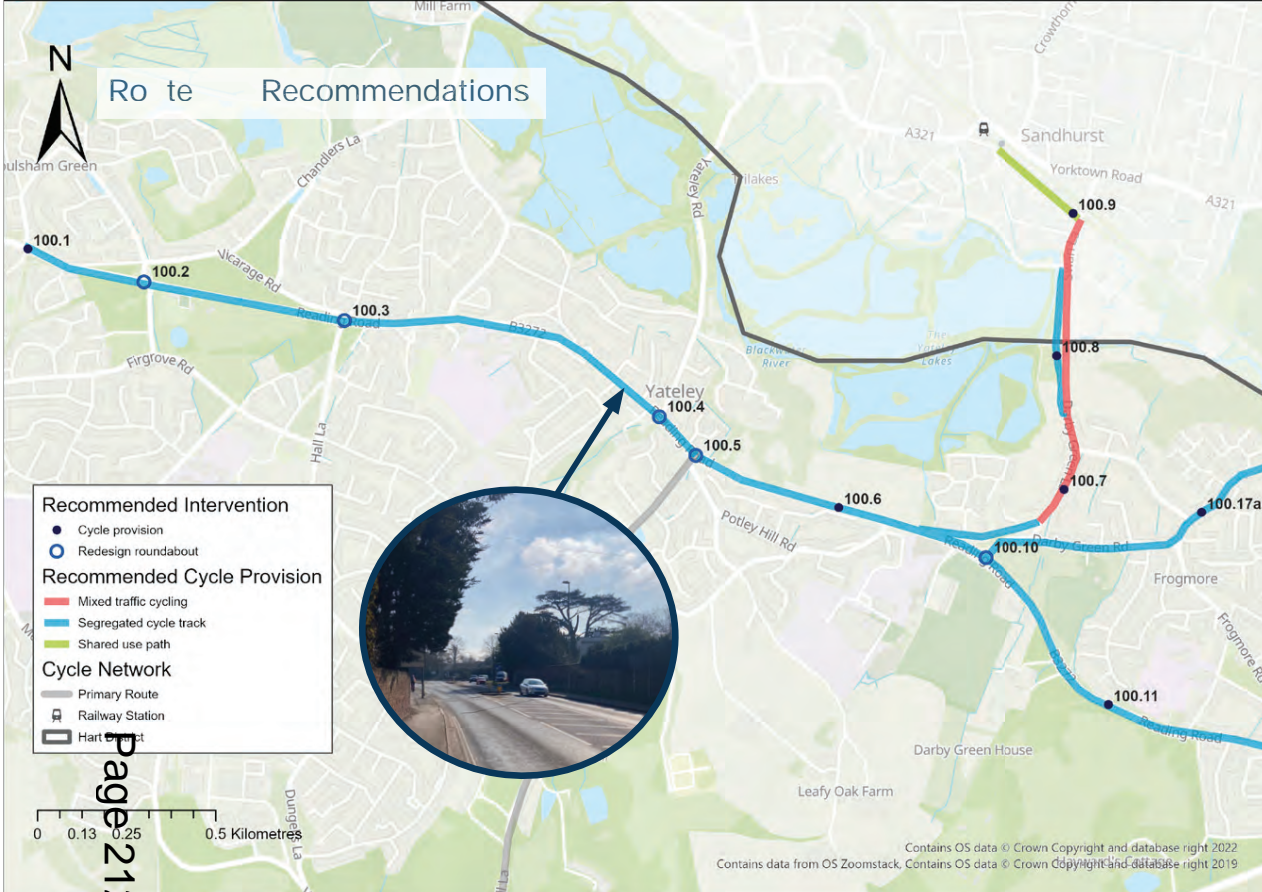
- Mixed traffic cycling
- Segregated cycle track
- Shared use path
- New footbridge

Cycle Network

- Primary Route
- Railway Station
- Hart District

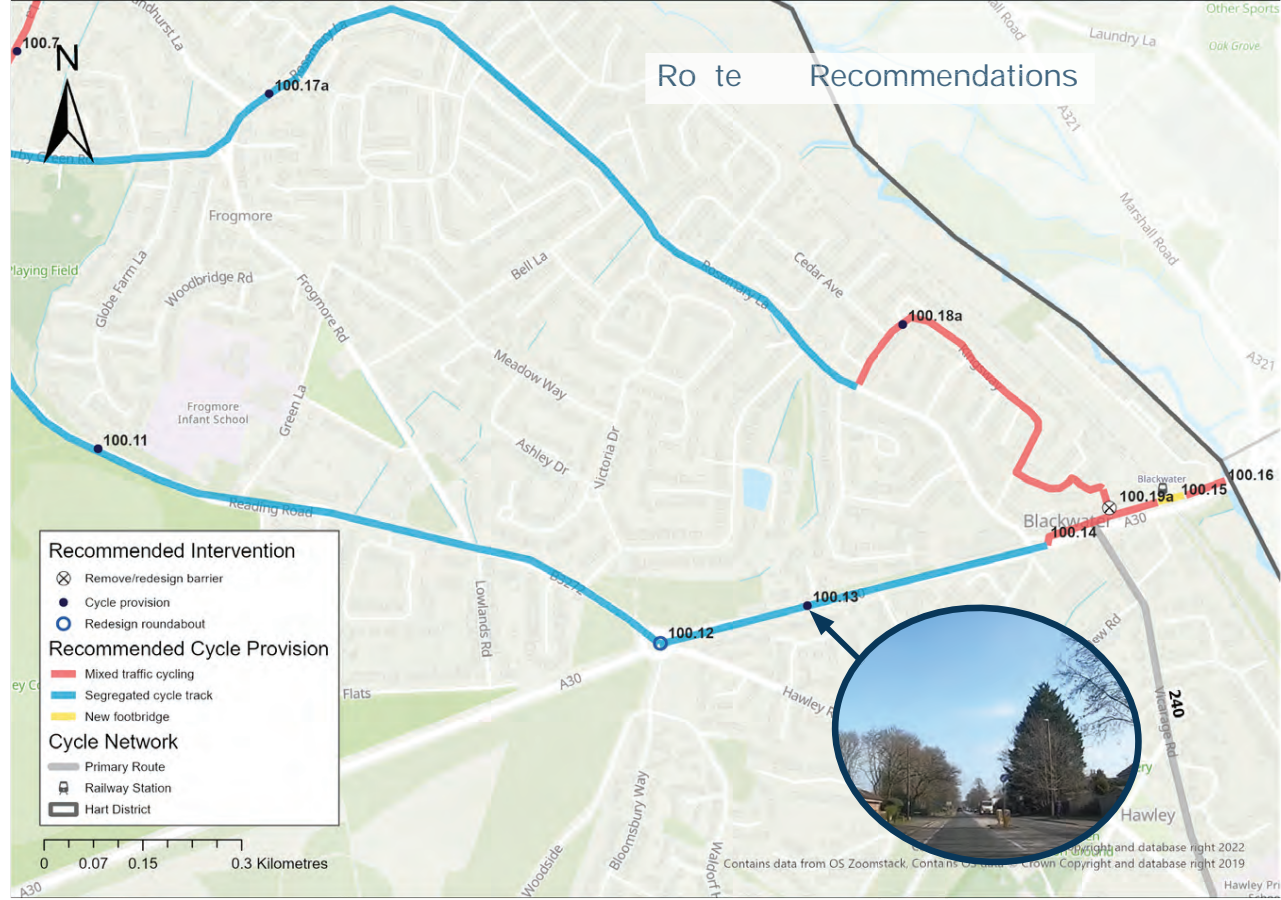


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Intervention Number	Recommendation
100.1	Investigate the feasibility of installing segregated cycle tracks on the B3272 Reading Road between The Link/Moulsham Copse Lane junction and Cricket Hill Lane roundabout. Due to space limitations, some sections may need to be a shared use path, with continuous crossings across side roads to provide continuity and priority along the route.
100.2	A review of the B3272/ The Link/ Moulsham Copse Lane junction should be undertaken to explore improvements for pedestrians and cycle priority and continuity at the junction.
100.3	A review of the B3272/Vicarage Road/Village Way/Hall Lane roundabout should be undertaken to explore improvements for pedestrians and cycle priority and continuity at the roundabout.
100.4	A review of the B3272/ Sandhurst Road junction should be undertaken to explore improvements for pedestrians and cycle priority and continuity at the junction. Investigate the potential for providing a Cyclops style junction to improve east/west cycle route continuity and connectivity.
100.5	A review of the B3272/ Cricket Hill Lane roundabout should be undertaken to explore improvements for pedestrians and cycle priority and continuity at the junction. Investigate the potential for providing a Dutch style roundabout to improve east/west cycle route continuity and connectivity.
100.6	Investigate the feasibility of installing segregated cycle tracks on the B3272 Reading Road between Cricket Hill Lane roundabout and Darby Green Lane roundabout.
100.7	Mixed traffic cycling provision on Darby Green Lane/Swan Lane from Darby Green Road to the North Downs Line. Speed limit must be reduced to 20mph, traffic calming and modal filters will be required to reduce motor traffic volumes.
100.8	Option: Investigate feasibility of installing segregated two-way cycle track using green space on western side of Swan Lane. Note: Likely to have ecology and landownership constraints.
100.9	Due to space constraints consider upgrading existing footpath to Sandhurst Station to permit cycling. Ensure that lighting is provided on the path.
100.10	A review of the B3272/ Darby Green Road roundabout should be undertaken to explore improvements for pedestrians and cycle priority and continuity at the junction. Investigate the potential for providing a Dutch style roundabout to improve east/west cycle route continuity and connectivity.
100.11	Investigate feasibility of installing segregated cycle tracks on the B323/Reading Road from Darby Green Road to A30/ London Road, subject to land availability.

Intervention Number	Recommendation
100.12	A review of the B3272/ A30/ London Rd / Hawley Rd roundabout should be undertaken to explore improvements for pedestrians and cycle priority and continuity at the junction.
100.13	Investigate feasibility of installing segregated cycle tracks on the A30/London Road between the B3272 and Rosemary Lane.
100.14	Create a cyclist and pedestrian priority street on Kings Parade/White Hart Parade from Rosemary Lane to Blackwater Station.
100.15	Long term: New shared use bridge over railway line with accessible ramps is required.
100.16	Mixed traffic cycling provision would be suitable on Station Approach Road, if volumes are low. Also consider adding traffic calming measures as required.
100.17a	Investigate feasibility of installing two-way segregated cycle track on Darby Green Road/Rosemary Lane from the B3272 to Kingsway.
100.18a	Use low traffic Kingsway to connect to rear of Blackwater parade of shops.
100.19a	Remove/redesign barrier to allow for cycle access to White Hart Parade.



Route 110: Hartley Wintney to Elvetham Heath

Route description

Route 110 starts in Hartley Wintney on its northern end, specifically at the High Street (A30) and Fleet Road (A323) roundabout. It then travels south along the A323, crosses the M3 and the railway bridge, and ends at the Elvetham Road / Hitches lane roundabout where it meets route 210.

This route is mostly rural, but will allow for more direct and safer travel for those moving between Hartley Wintney and Fleet, allowing for easier access to key areas such as Fleet train station. Although there are existing Public Rights of Way, and Church Lane which may be used as quieter alternatives with less motor traffic, they are indirect routes which would increase cycle travel time.

Route length

Approximately 4km.

Existing conditions

There is minimal cycling infrastructure along route 110, with no dedicated cycle provision. There are also poor crossing points throughout the route, with no controlled crossings available at the Fleet Road / High Street roundabout, the Fleet Road / Elvetham Heath Way roundabout, and at the Hitches Lane / Elvetham Road roundabout.

Additionally, there are a number of side roads, such as Baldwin Close, with large turning radii which increase crossing distance and time, and are also lacking continuous footway infrastructure. There is existing verge along the route which could potentially be used to create walking and cycling infrastructure.

Barriers to walking and cycling

- Speed limit of up to 50mph along Fleet Road
- Lack of dedicated cycle path on Fleet Road (A323)

- High traffic flows on Fleet Road, at over 8,000¹ per day.

Potential options

Given the existing verge along Fleet Road and the speed limit, there is opportunity to create a shared use path with a minimum width of 3m, along with a 1.5m horizontal separation from the carriageway. However, this is subject to ecological and landownership permission relating to this location.

¹ Department for Transport (2021) Road Traffic Statistics. <https://roadtraffic.dft.gov.uk/manualcountpoints/78178>



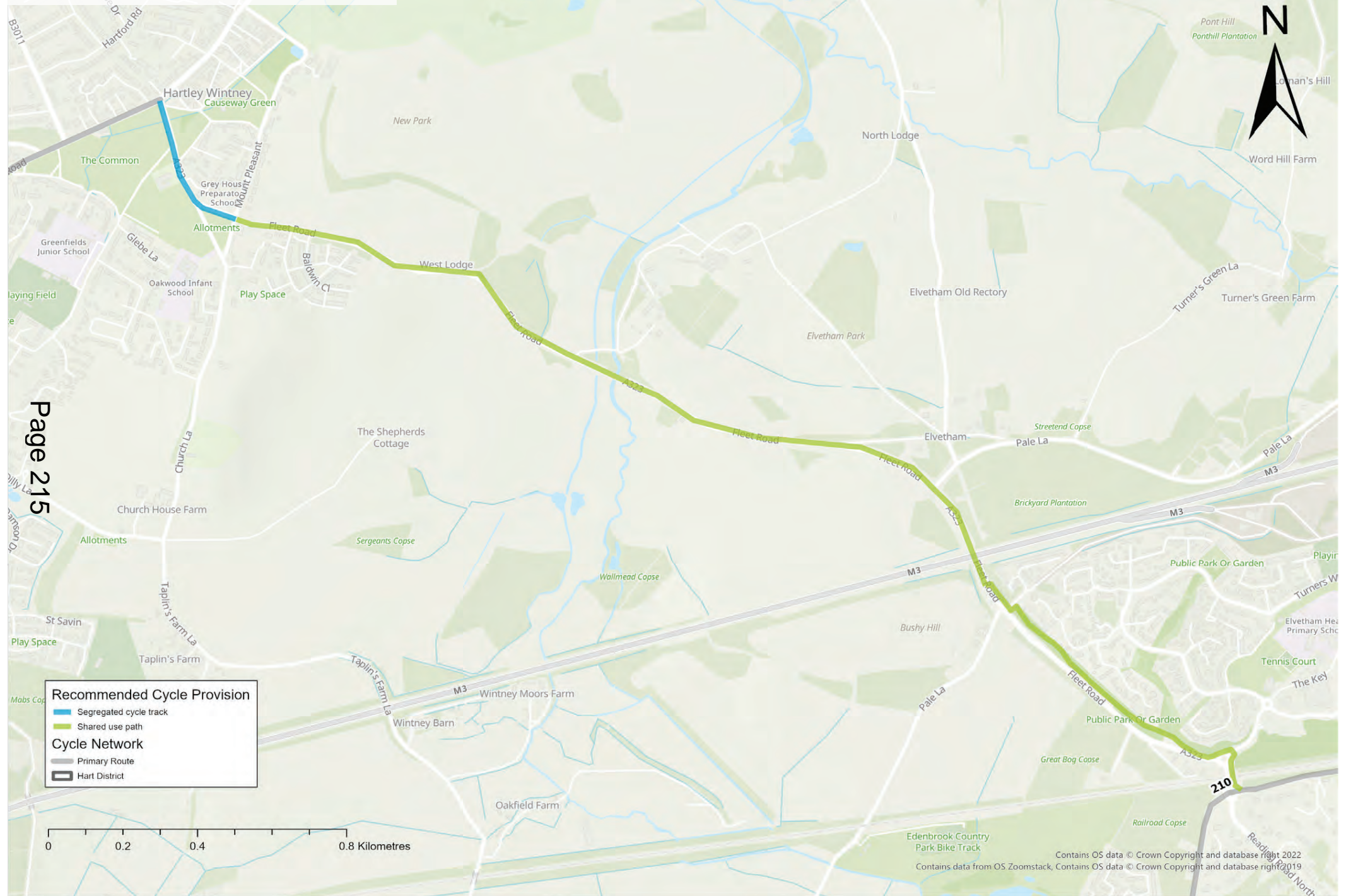
Figure 1.15 Hitches Lane / Fleet Road roundabout



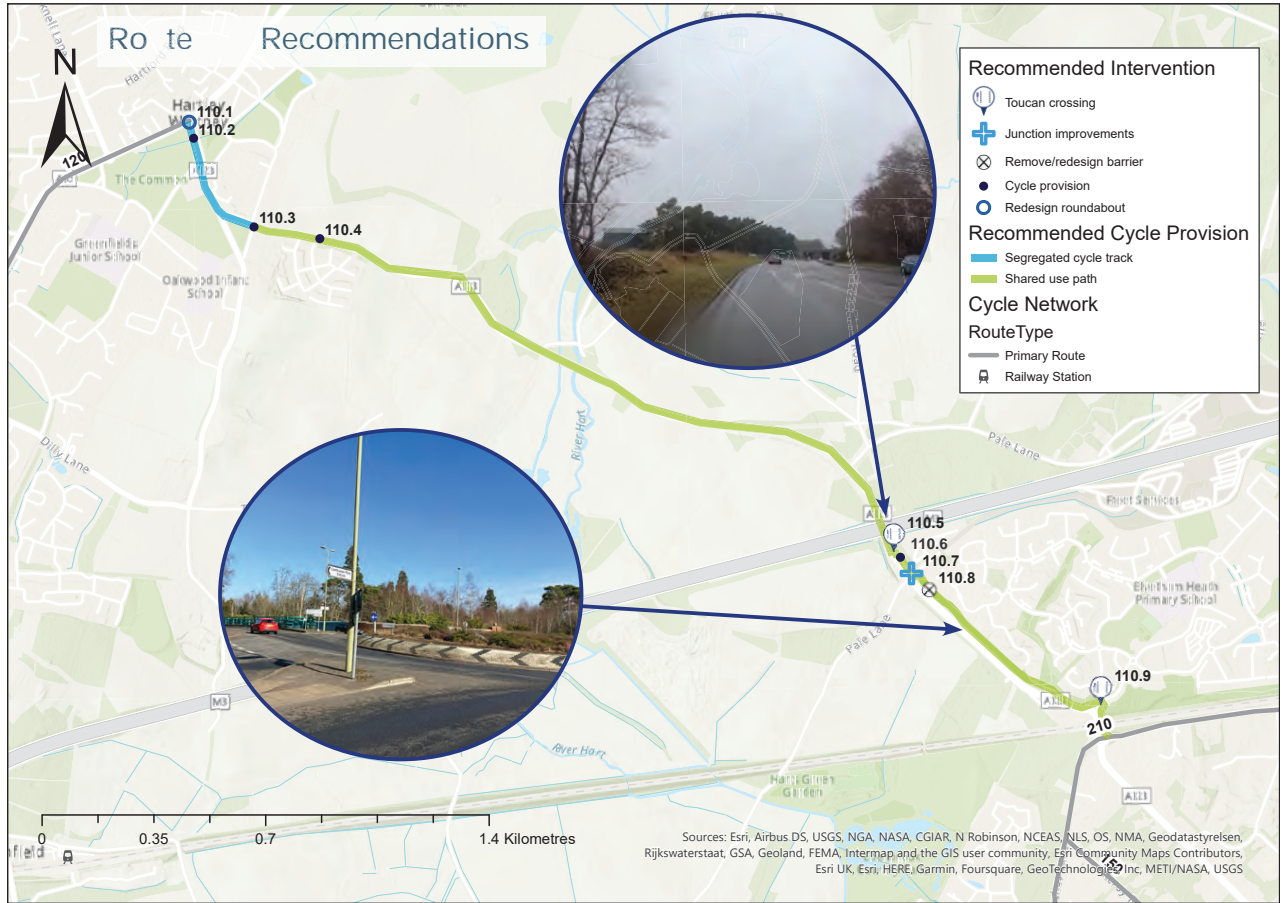
Figure 1.16 Fleet Road / Elvetham Heath Way roundabout



Figure 1.17 Verge along Fleet Road



Intervention Number	Recommendation
110.1	Redesign A30/A323 roundabout. Also, investigate feasibility of installing a toucan crossing on west side of roundabout.
110.2	Investigate feasibility of installing a segregated cycle path (minimum 3m, and a minimum 2m footway) from the A30/A323 roundabout to the Mount Pleasant/A323 junction. This may require reallocating common land or private land may be needed.
110.3	Investigate feasibility of installing a shared use path with a minimum width of 3m and a minimum of 1.5m horizontal separation from the carriageway (speed limit of 50mph) on the west side of Fleet Road, from the Mount Pleasant/A323 junction to Pale Lane. Note: There may be ecology and land ownership constraints involved with constructing a shared use path in this location.
110.4	Increase 30 mph zone to include Baldwin Close
110.5	Investigate feasibility of installing a Toucan crossing to provide a link between the existing shared path on the east side of Fleet Road and the proposed shared use path on the west side, near Pale Lane.
110.6	Shared use path needs to be at 3m in width with lighting provision, from Pale Lane to the Elvetham Road / Hitches Lane roundabout.
110.7	Consider redesign junction to allow cyclist to join Pale Lane safely.
110.8	Modify barrier on shared use path near Pale Lane to allow for cycle access.
110.9	Consider upgrading the existing uncontrolled crossing to a Toucan Crossing, across Elvetham Heath Way at the A323 roundabout.



Route 120: Hook to Hartley Wintney

Route description

Route 120 starts at Hartley Wintney at its north eastern end, specifically at the High Street (A30) / Fleet Road (A323) junction. It then heads west along the A30, passing Winkworth Business Park and Murrell Green Business Park, and into Hook. The route goes through Hook town centre and ends at the Station Road / Elms Road roundabout where it meets route 130.

Although there are existing side roads and Public Rights of Way that could be used to travel between Hartley Wintney and Hook, Route 120 provides the most direct passage between the two communities, providing a link to key destinations such as Hook train station.

Route length

Approximately 5.5km.

Existing conditions

There is minimal cycling infrastructure along the length of the route, with no dedicated cycle path on the road. Although there is a shared-use path in certain areas, for example near Murrell Green Business Park, this may not be safe enough and wide enough when considering the traffic flow and speed limit on London Road. There are also poor crossing points in numerous areas, for example at the London Road / B3011 roundabout, where there are no controlled crossings and narrow crossing refuges.

There are other areas along the route where there is extra carriageway space and verge, which could possibly be used to create new shared paths. Examples of these spaces can be seen at the Dilly Lane / London Road junction.

Barriers to walking and cycling

- High traffic levels along London Road with records showing daily traffic flows reaching over 11,500¹
- Poor crossing infrastructure along the route. For example, there are no controlled crossing points at the Fleet Road / High Street roundabout and at the London Road / Griffin Way South (B3349) roundabout
- On road parking near the Fleet Road / High Street junction

Potential options

- There is an opportunity to create a segregated cycle track across Oak Common between Fleet Road and West Green Road. However, this would require a further feasibility study which would consider land use and ownership.
- There is also opportunity to create a segregated cycle track on the north side of London road, up until near Dilly Lane. However, this would require the re-allocation of space on the carriageway and possibly require private land.
- Considering the speed of limit of 50mph on London Road (A30), it is recommended that a feasibility study be done to investigate the possibility of installing a minimum 3m cycleway and a minimum 2m footway, with a 1.5m horizontal separation from the carriageway) between Phoenix Green and Murrell Green Business Park.
- Considering that there is an existing shared use path, it is recommended that it be upgraded to create a minimum 3m cycleway and a minimum 2m footway between Murrell Green Business Park and Rookwood Close.
- Shared use provisions are also recommended up to the Elms Road / London Road roundabout by upgrading the existing path, re-allocating space from Hook Village Garden and Cemetery, and by re-allocating some frontage .



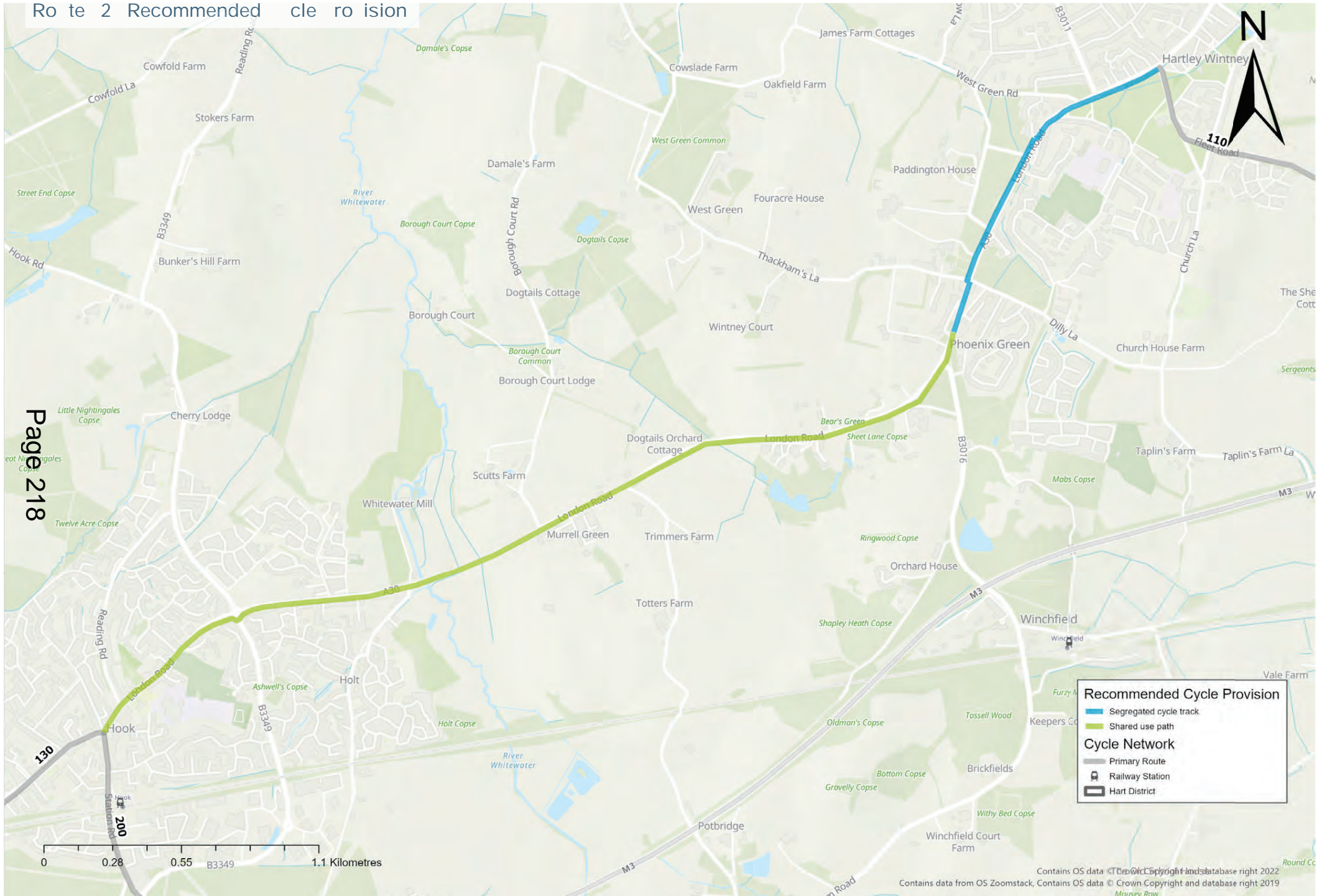
Figure 1.18 London Road / Dilly Lane junction



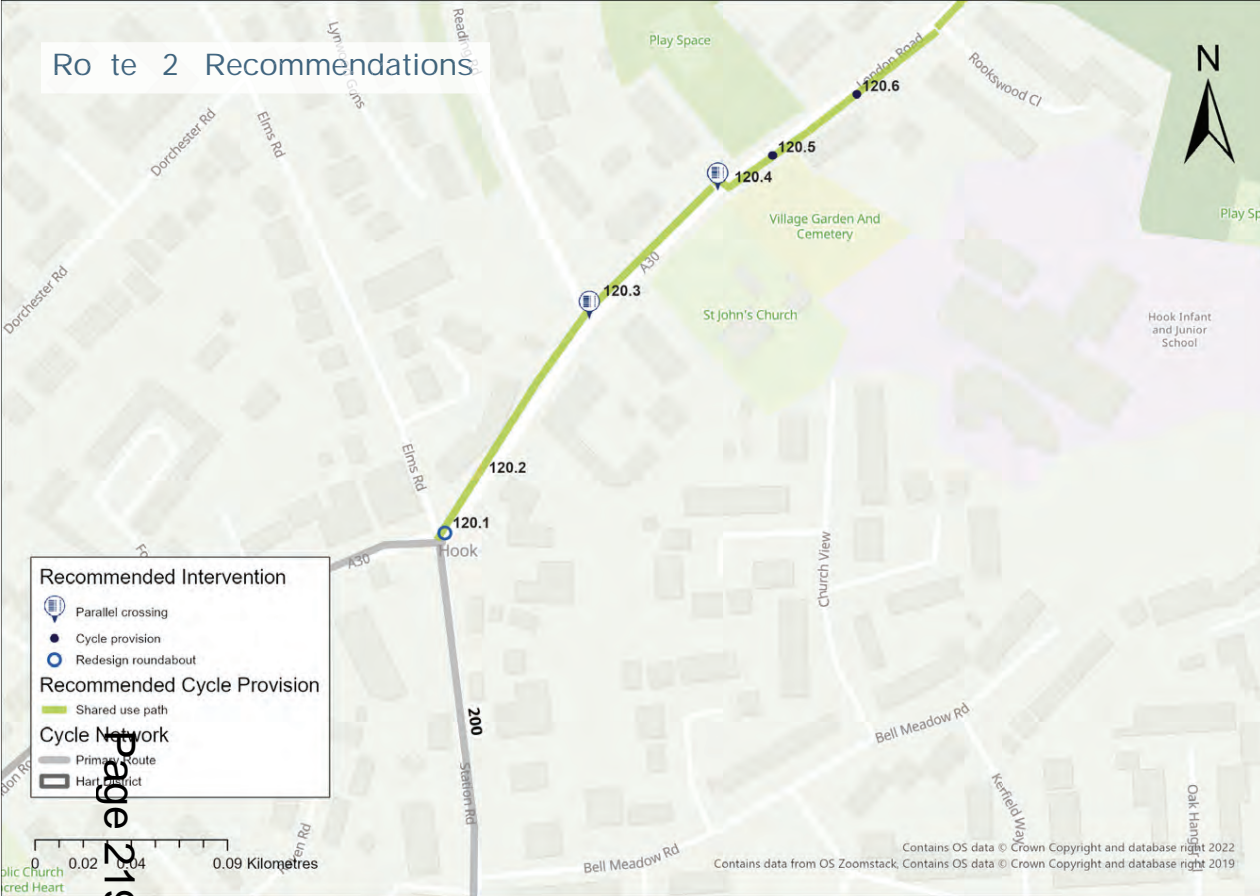
Figure 1.19 Fleet Road / London Road roundabout

¹ Department for Transport (2021) Road Traffic Statistics. <https://roadtraffic.dft.gov.uk/manualcountpoints/26316>

Route 2 Recommended cycle provision



Route 2 Recommendations

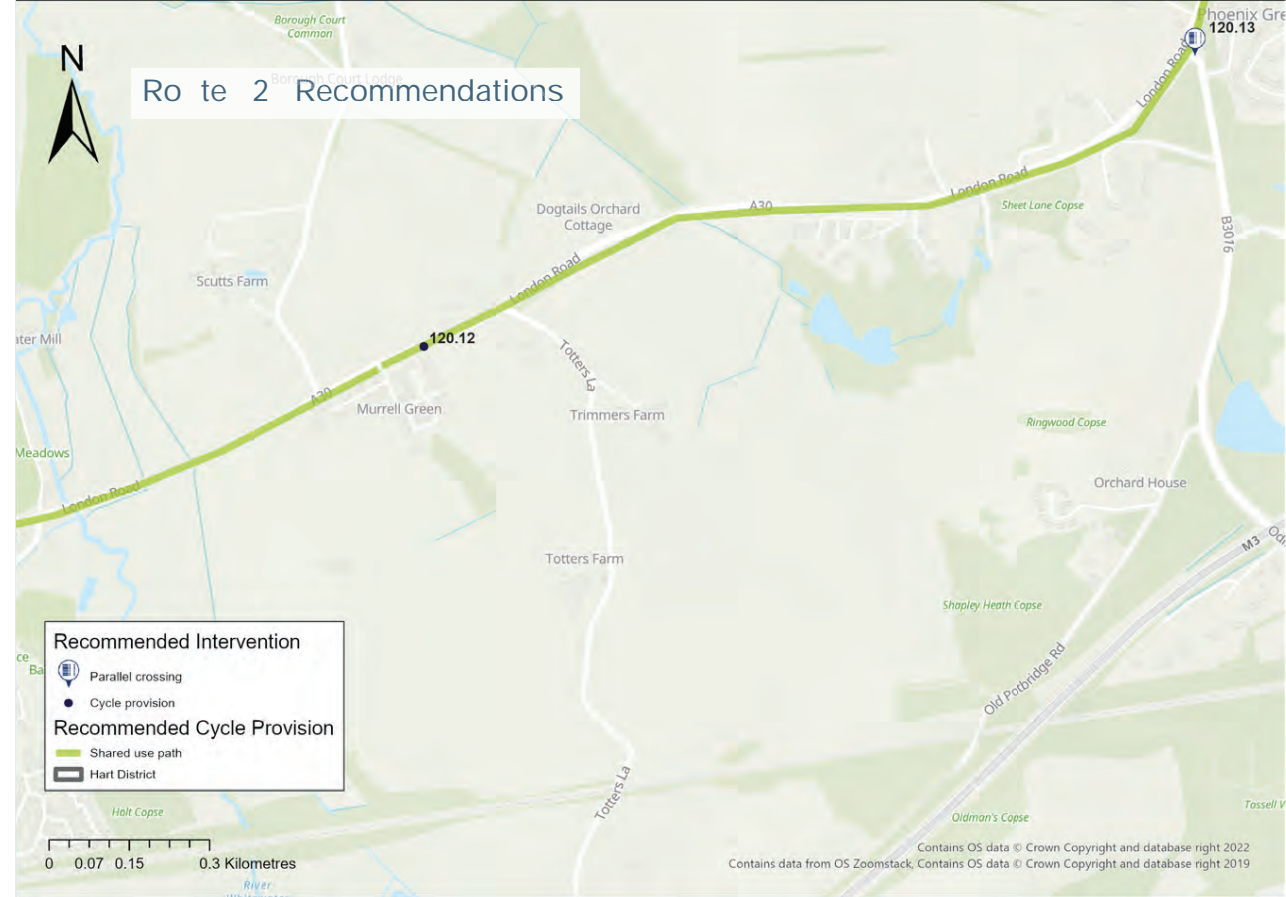


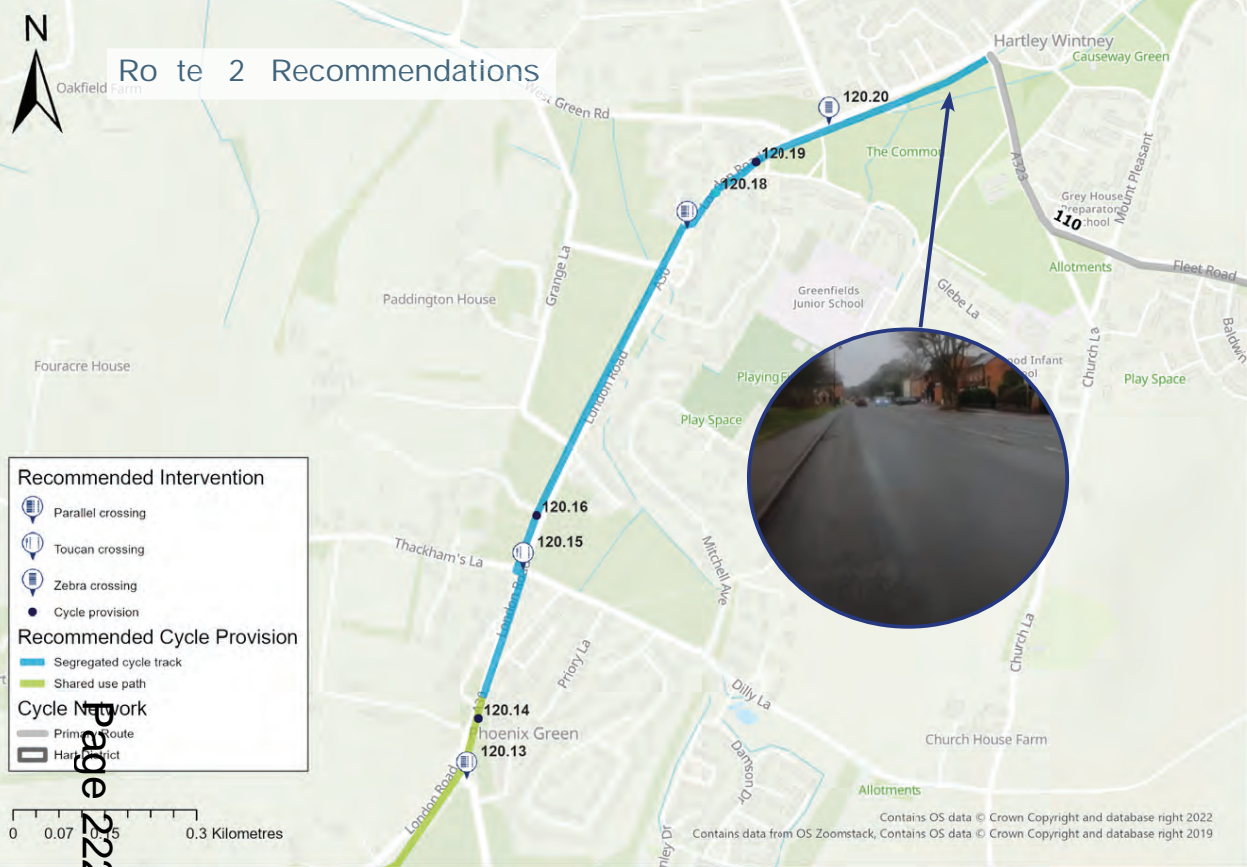
Intervention Number	Recommendation
120.1	Install parallel crossings on Elms Road arm and London Road arm, at A30 roundabout.
120.2	Footway on A30/London Road could be upgraded to shared use path with the reallocation of some frontage and the removal of the bus layby.
120.3	A parallel crossing could be installed across Reading Road.
120.4	The existing pedestrian crossing could be upgraded to a parallel crossing over the A30/London Road.
120.5	Alongside Hook Village Garden and Cemetery, there may be space to allow for a shared use path.
120.6	Footway on A30 to be upgraded to shared use, but will remain narrow in places due to physical constraints.

Intervention Number	Recommendation
120.7	Investigate upgrading existing shared use path (minimum 3m cycleway, and a minimum 2m footway) on the south side of London Road between Murrell Green Business Park and Rookwood Close.
120.8	Remove barrier on existing path.
120.9	A review of the A30/ B3349 roundabout should be undertaken to explore improvements for pedestrian and cycle priority, and continuity at the junction. Investigate the potential for providing a Dutch style roundabout to improve east/west cycle route continuity and connectivity
120.10	Consider upgrading existing uncontrolled crossing at Papermill Avenue to a parallel crossing.
120.11	Refuge on existing uncontrolled crossing should be made larger to accommodate shared use.



Intervention Number	Recommendation
120.12	Investigate feasibility of installing a shared use path (minimum 3m cycleway, and a minimum 2m footway) with separation from the carriageway on the south side of London Road between Phoenix Green and Murrell Green Business Park. There appears to be ample carriageway space that can be reallocated for this purpose.
120.13	Parallel crossing to be considered at Odiham Road to support the shared use path. However, speed limit may dictate signalised crossing, or speed would need to be reviewed to support parallel crossing.





Intervention Number	Recommendation
120.14	Consider a two-way segregated cycle track on the south side of London Road, from Croft Lane to Dilly Lane junction. Some space could be reallocated from the carriageway, but it may also require private land.
120.15	Consider installing toucan crossings at southern and western arms of Thackhams Lane/London Road junction.
120.16	Consider a two-way segregated cycle track on the north side of London Road from Dilly Lane/Thackhams Lane junction to Peel Court. Some space could be reallocated from the carriageway, but it may also require private land.
120.17	Parallel crossing could be installed south of Peel Court. However, speeds may dictate signalised crossing, or speed would need to be reviewed to support parallel crossing.
120.18	Consider a segregated cycle facility on the south side of London Road between Peel Court and Oak Common. Some space could be reallocated from the carriageway, but it may also require private land.
120.19	Investigate the feasibility of installing a segregated cycle facility between Fleet Road and West Green Road across the common. This would require reallocating common land or private land.
120.20	Consider upgrading uncontrolled crossing to Zebra crossing at the Bracknell Lane/London Road junction.

Route 130: A30 to Hook

Route description

Route 130 connects Basingstoke and Deane Borough's planned LCWIP route to Hook. The route starts at the boundary of Basingstoke and Deane Borough and Hart District. It continues on the A30 until reaching Hook.

Route length

Approximately 1.5km.

Existing conditions

The A30 is a wide, high speed road with no dedicated cycle provision, and a footway on one side of the carriageway. As it approaches Hook, the carriageway narrows substantially, although in some locations there remains a large painted central reserve. This corridor is also a bus route.

Barriers to walking and cycling

- A30/London is a high speed corridor with no dedicated cycle provision and limited footway provision.

Potential options

- Conduct feasibility study to determine if a two-way segregated cycle track can be accommodated along the length of this route.



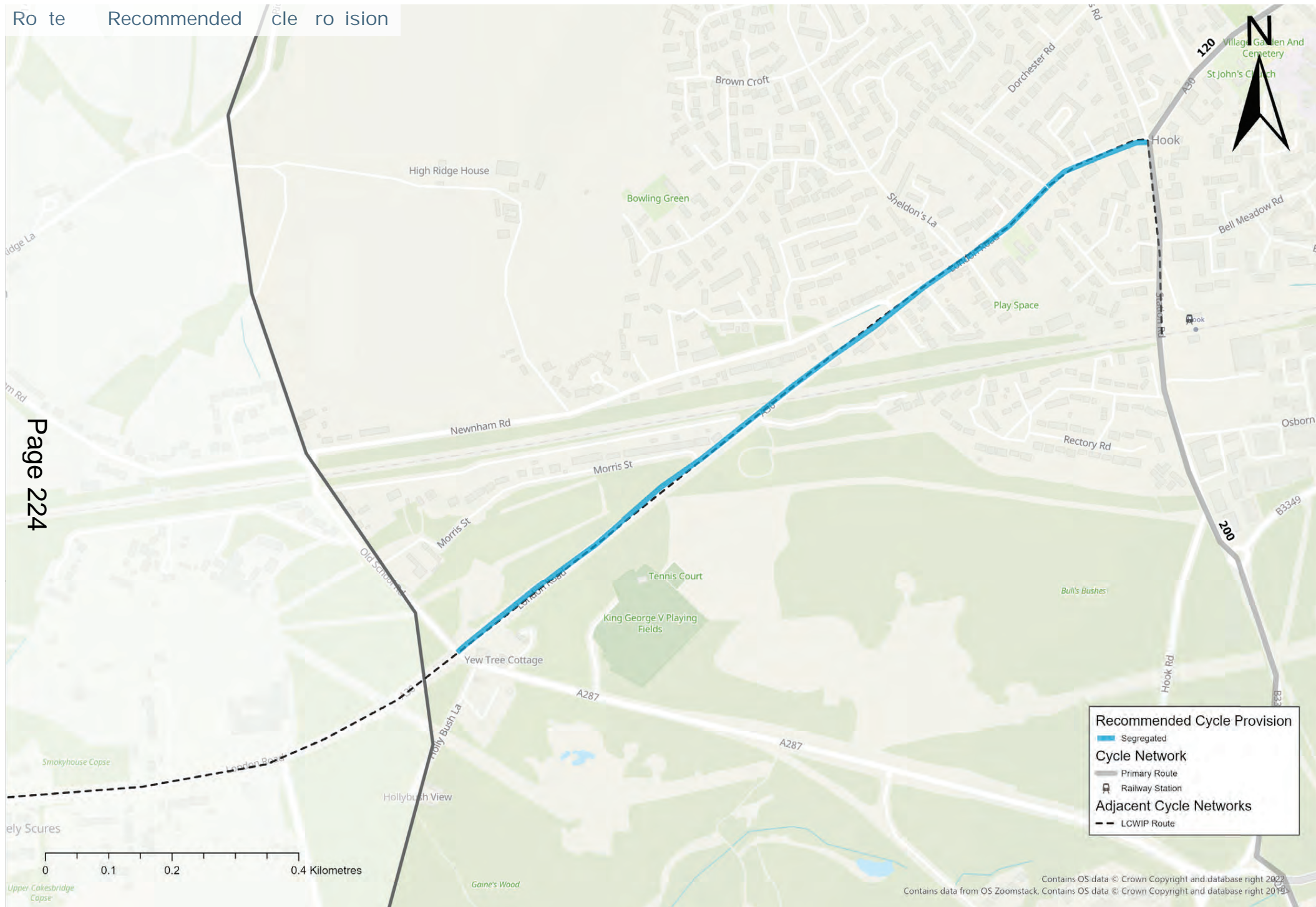
Figure 1.20 A30/ London Road in Hook



Figure 1.21 Fleet Road / London Road at Sheldon's Lane



Figure 1.22 A30/London Road near The Hogget bus stop



Recommended Cycle Provision

- Segregated

Cycle Network

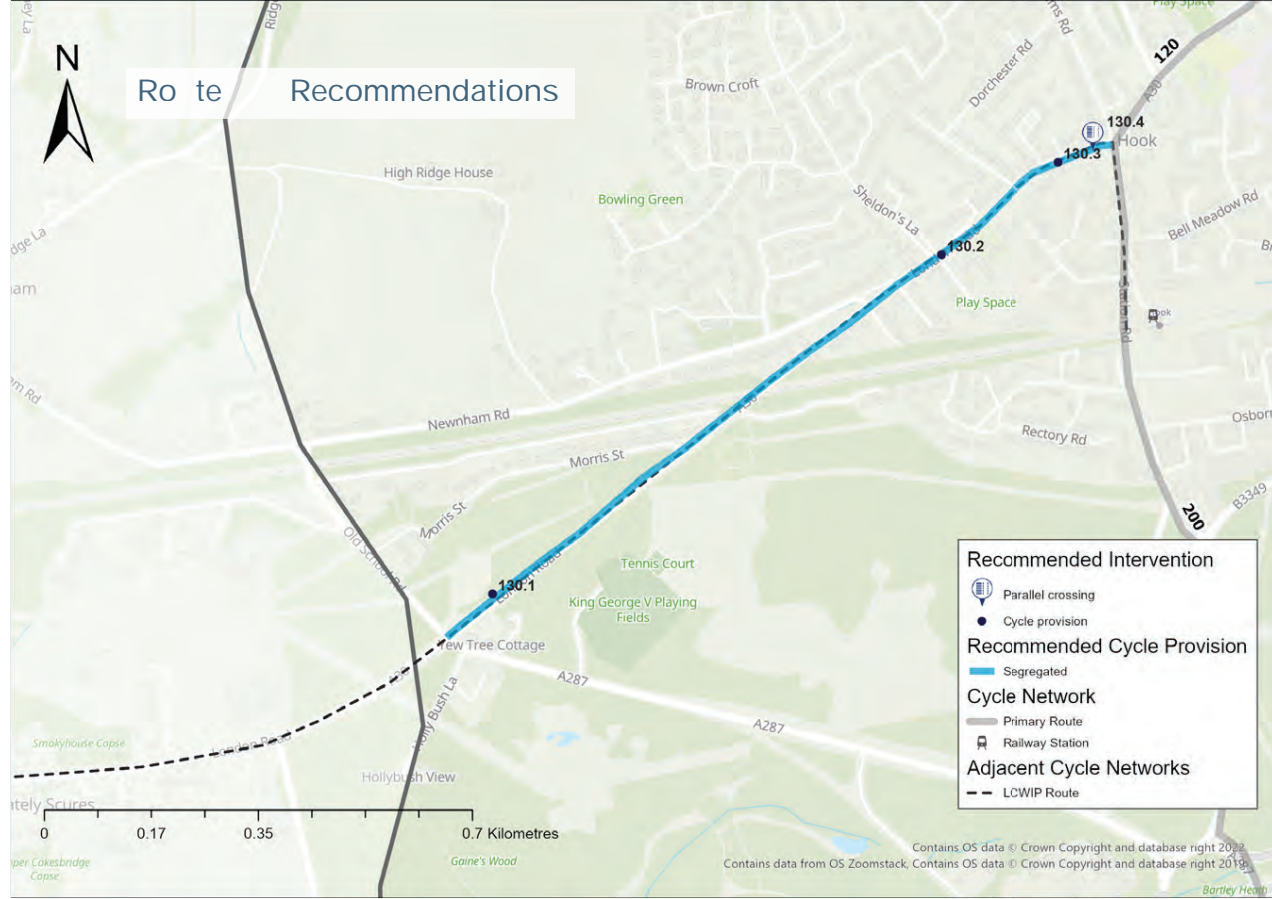
- Primary Route
- Railway Station

Adjacent Cycle Networks

- LCWIP Route

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Intervention Number	Recommendation
130.1	Investigate feasibility of installing a segregated cycle facility with separation from the carriageway on the A30/London Road from the A287 to New Road. Consider narrowing the existing 40mph carriageway to accommodate this.
130.2	Investigate feasibility of installing a segregated cycle facility on the south side of A30/London Road from New Road to Station Road. Some space could be reallocated from the carriageway but it may also require private land.
130.3	Consider removing bus layby to allow for space to be allocated for a segregated cycle facility.
130.4	Install parallel crossing on A30/London Road (west) arm. Remove existing uncontrolled pedestrian crossing.



Route 140: Fleet to Farnborough

Route description

Route 140 starts at the Fleet Road / Kings Road junction on its northern end, and travels down to the Norris Hill Road / Ively Road roundabout. One part of the route continues southwards and ends at the Aldershot Road / A323 junction, while another part of the route goes north-wards from the roundabout and heads along Ively Road, and ends on Old Kennels Lane.

There is also an additional part of the route that travels down Guildford Road, through an existing rural path, which then leads to Ively Road.

Overall, this route will help to promote safer and more direct travel between destination points such as Fleet station, the town centre, and Goddy Technology Park and Hartland Park.

Route length

Approximately 5km.

Existing conditions

The existing space allocated to cyclists on the carriageway along Kings Road is narrow and not segregated, which may make some users feel unsafe on the busy road. There are also insufficient crossing facilities along the entire length of the route, particularly at roundabouts and along Kings Road.

Although the section of the route passing along Guildford Road provides a safer environment with less vehicle traffic, it also consists of an undeveloped path which requires re-surfacing works and improvements to lighting and wayfinding. These conditions are similar for the part of the route which follows the existing canal tow path.

There is an existing shared-use path when traveling down Ively Road, however, this is currently narrow and would need to be widened.

Barriers to walking and cycling

- High traffic flow on Ively Road previously reaching up to 15,000¹ vehicles per day
- Poor crossing facilities, particularly at major roundabouts
- The ability to create and/or improve cycling infrastructure may be subject to landownership and ecological data adjacent to the route

Potential options

Investigate the feasibility of installing segregated cycle track and a shared used path along Kings Road.

One option for Norris Hill Road is to install a 3m shared used path (from the A323 / Kings Road junction to the Aldershot Road / A323 junction). This should also include a minimum 2m horizontal separation from the carriageway. Shared use facilities may also be suitable along the route leading up to the Ively Road / Kennels Lane junction.

Assuming a 20 mph speed limit and low traffic levels along Guildford Road (less than 2,000 per day), there is the opportunity to allow for cycling in mixed traffic.

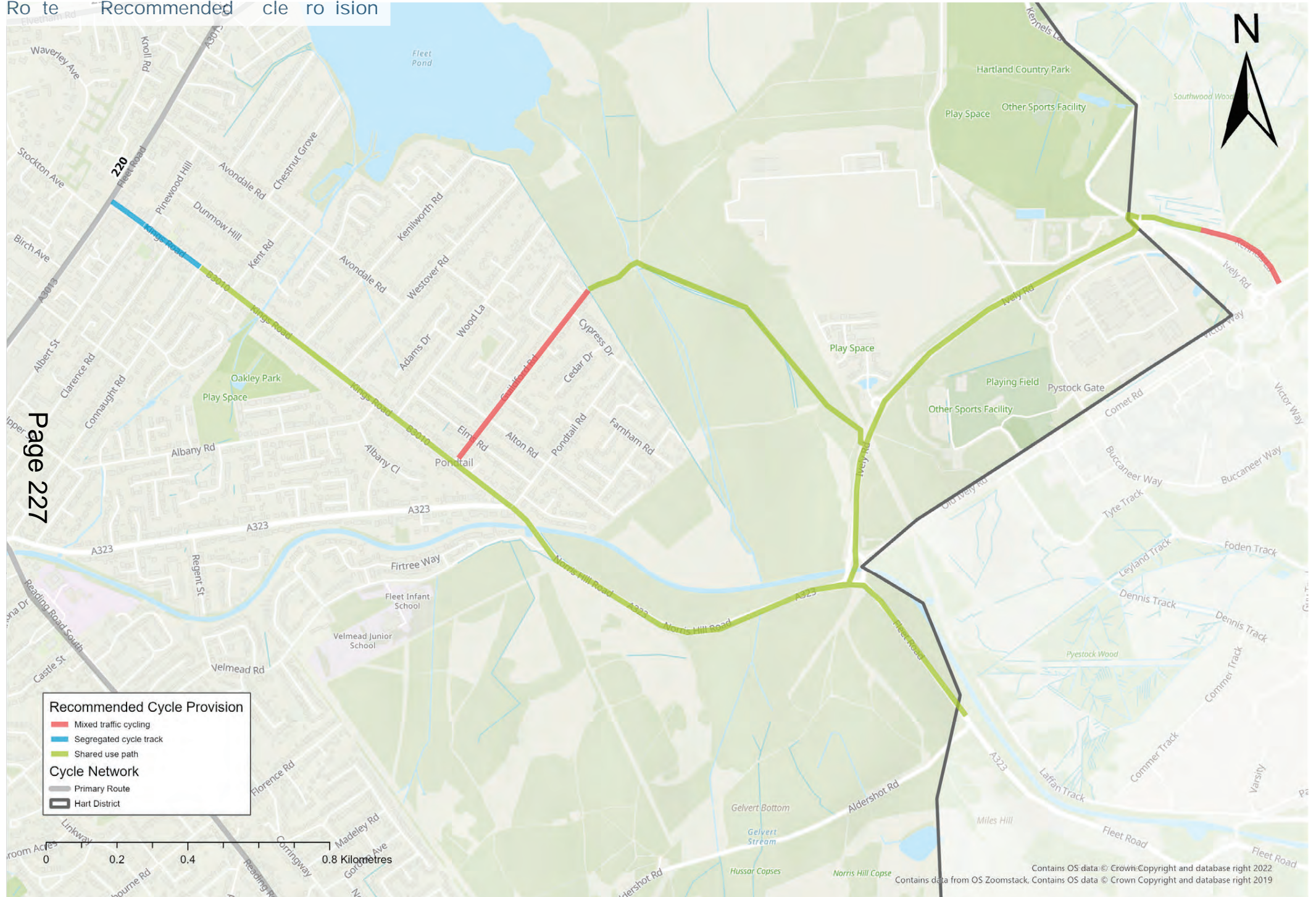
¹ Department for Transport (2019) Road Traffic Statistics. <https://roadtraffic.dft.gov.uk/manualcountpoints/945237>



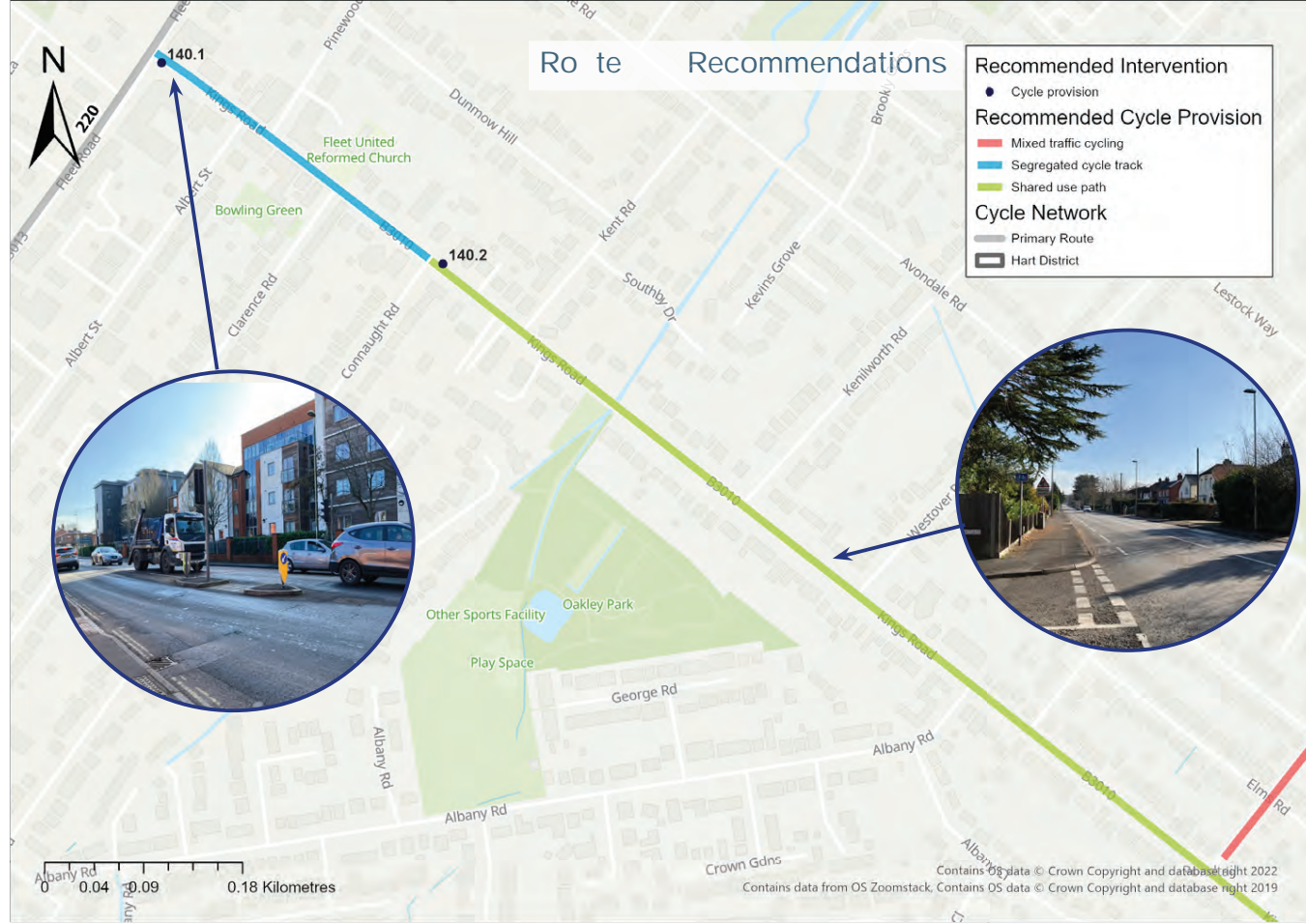
Figure 1.23 Narrow existing cycling facilities along Kings Road



Figure 1.24 Extra carriageway space at the Aldershot Road / Kings Road junction



Intervention Number	Recommendation
140.1	Investigate the feasibility of installing a segregated two-way cycle track from Fleet Road to Connaught Road.
140.2	Due high traffic flows and limited carriageway space, investigate the feasibility of installing a shared use path from Connaught Road to Aldershot Road, subject to pedestrian and cycle usage.



Intervention Number	Recommendation
140.3	Investigate feasibility of installing a Toucan crossing over Pondtail Road.
140.4	Investigate the feasibility of creating a 3m shared used path on the north side of Norris Hill Road from Aldershot Road to Ively Road.
140.5	Existing shared use path on Ively Road. Investigate the possibility of widening to a minimum of 3m where possible.
140.6	Install cyclist priority crossing across Pyestock Way.
140.7	Consider upgrading existing uncontrolled crossing to parallel crossing at Kennels Lane.
140.8	Maintain existing shared use path on Old Kennels Lane.
140.9	Create pedestrian and cyclist priority street on Old Kennels Lane by adding signage and ensuring a 20 mph speed limit.
140.10a	Cycling in mixed traffic is feasible on Guildford Road, from the B3010 to its terminus. This assumes that there is a 20mph speed limit and low traffic volumes. Note that this is an alternative route and would be less direct than a route Norris Hill Road.
140.11a	Upgrade existing paths in green space between Pondtail and Hartland Park to create a 3m wide shared use path. Surfacing works, lighting, and wayfinding signs should be installed. There is also the opportunity to link to Fleet Pond route through MoD Training Area.



Route 150: Fleet to Church Crookham

Route description

Route 150 starts at the Hitches Lane / Fitzroy Road junction, and heads east on Tavistock Road. The route then goes down Reading Road South, and ends at the Sandy Lane / Beacon Hill Road roundabout.

This route offers a more direct travel from the Edenbrook area to Church Crookham, helping to link key destination points such as Fleet Business Park, Calthorpe Park and Heatherside Junior School. It will also help for safer travel as it provides an alternative to cycling down Reading Road North, which is a major A road with high daily traffic flows.

Route length

Approximately 4.5km.

Existing conditions

There is minimal cycling infrastructure along the length of the route, with insufficient crossing facilities and resting points at major junctions, such as at the Reading Road South /Aldershot Road roundabout where pedestrian countdown timers and crossing buttons are missing at all junction arms.

There are also poor crossing facilities across Reading Road South therefore current north - south movement over the road may be challenging.

Barriers to walking and cycling

- High traffic flows on Reading Road South
- Inadequate cycling facilities throughout entire length of route

Potential options

- Assuming low traffic levels and a speed limit of 20mph, there is the opportunity for mixed traffic cycling facilities on Fitzroy Road

and Tavistock Road

- Due to limited carriageway space on Reading Road South, a shared use path may be appropriate
- There is opportunity to widen the existing footway along Beacon Hill Road to at least a 3m minimum. This could be done by either re-allocating the extra carriageway space, or using the existing verge



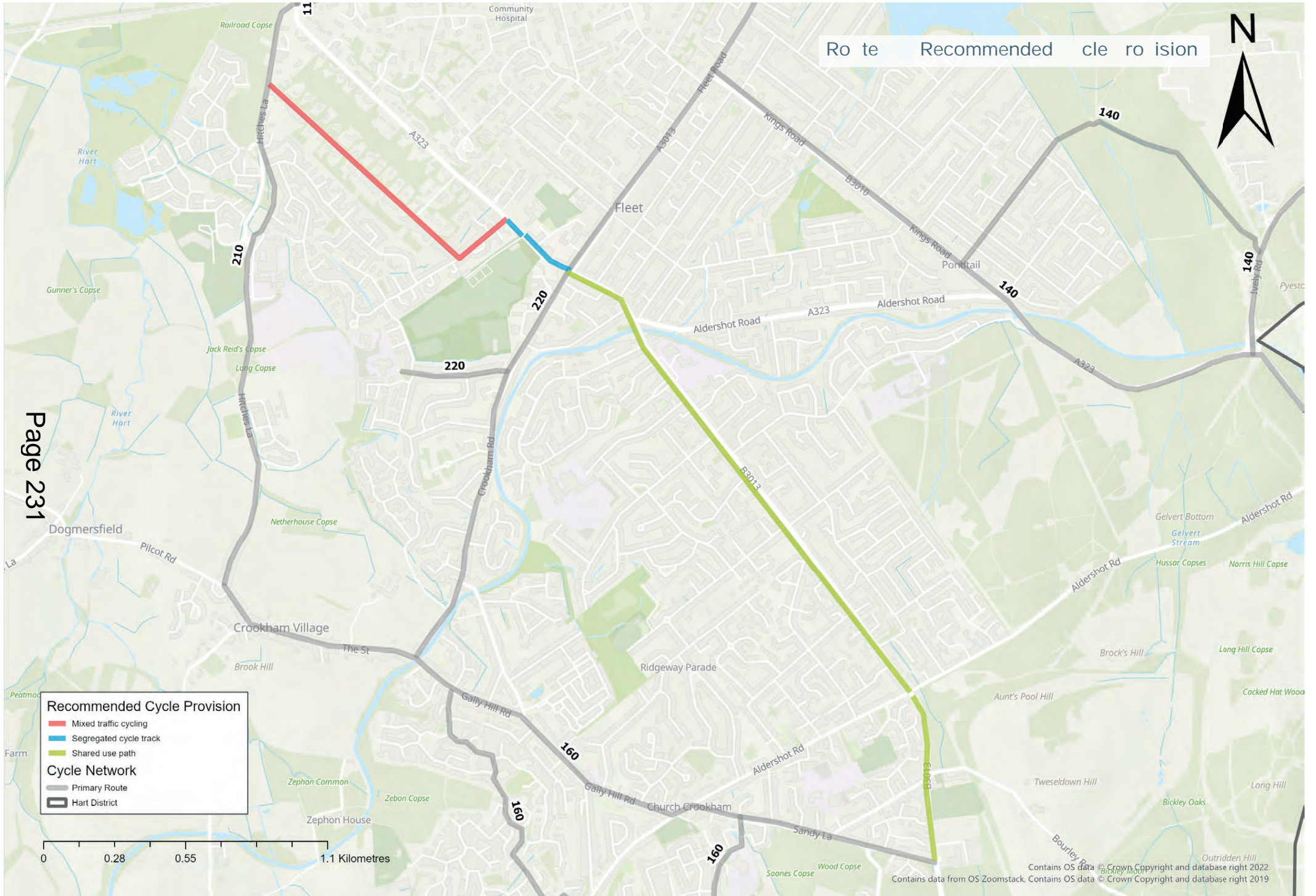
Figure 1.25 Lack of cycling facilities and narrow footway down Reading Road South



Figure 1.26 Opportunity to re-allocate extra carriageway space at Aldershot Road / Reading Road South roundabout



Figure 1.27 Opportunity to re-allocate extra carriageway space at Fleet Road / Crookham Road junction



Route Recommended Provision

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Recommended Cycle Provision

- Mixed traffic cycling
- Segregated cycle track
- Shared use path

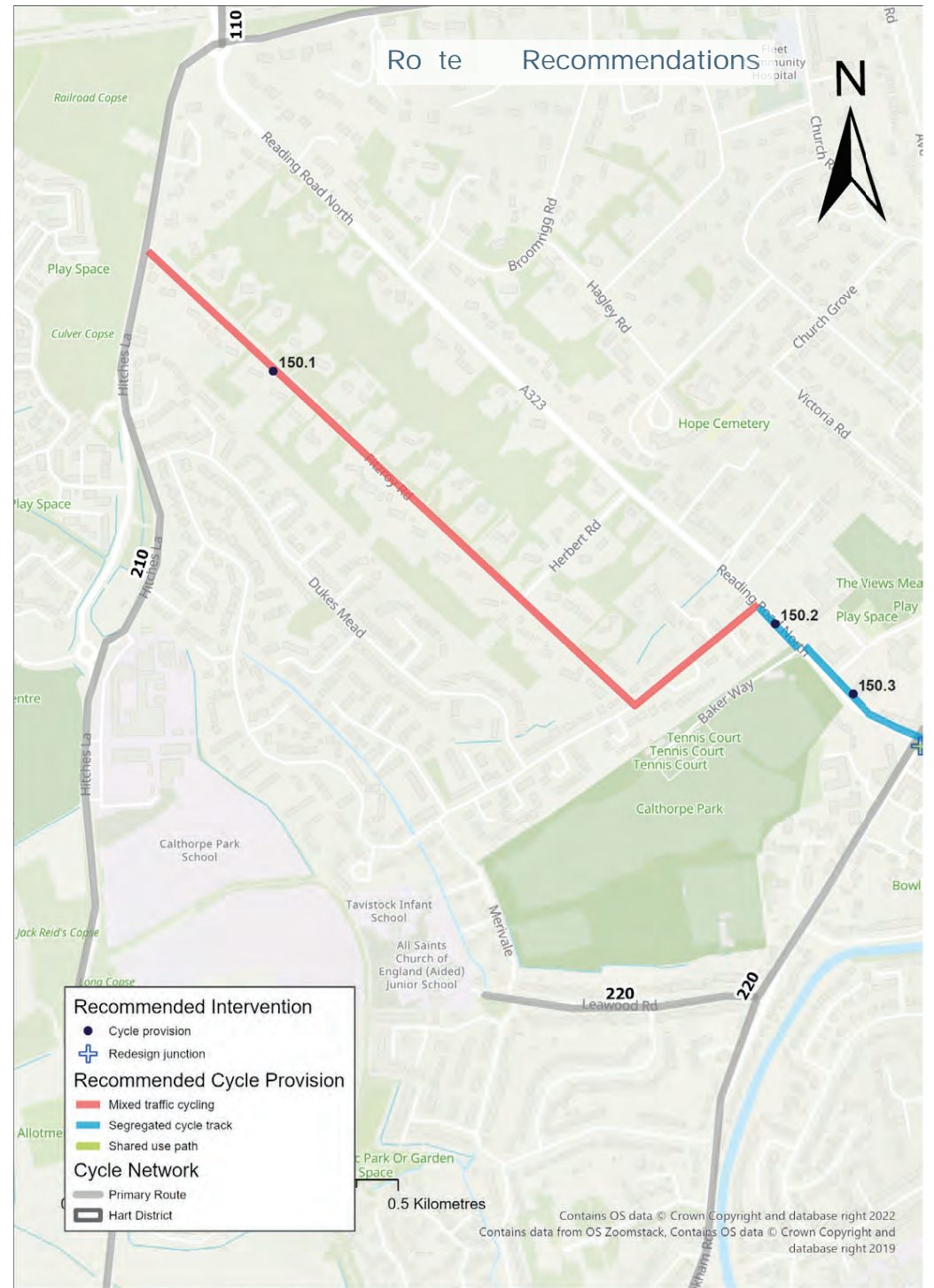
Cycle Network

- Primary Route
- Hart District

0 0.28 0.55 1.1 Kilometres

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Intervention Number	Recommendation
150.1	Mixed traffic cycling provision is suitable on Fitzroy Road/Tavistock Road from Hitches Lane to Reading Road North. Implement a 20mph speed limit, possible modal filters and other traffic calming measures as required.
150.2	Widen footway on western side of Reading Road North from to create a segregated cycle facility and 2m wide footway. Connect to existing Toucan crossing on Reading Road North.
150.3	Re-allocate excess carriageway space to create segregated cycle facility on the eastern side of Reading Road North from Harlington Way to Fleet Road.



Intervention Number	Recommendation
150.4	A review of the A323/A3013/Crookham Road signalised junction should be undertaken to explore improvements for pedestrians and cycle priority, and continuity through the junction. Investigate the potential for providing a Cyclops style junction to improve east/west cycle route continuity and connectivity.
150.5	Explore providing shared use path facilities on Reading Road South between Fleet Road and Aldershot Road, subject to pedestrian and cycle usage.
150.6	A review of the A323/B3013/Connaught Road signalised junction should be undertaken to explore improvements for pedestrians and cycle priority, and continuity through the junction. Investigate the potential for providing a Cyclops style junction to improve east/west cycle route continuity and connectivity .
150.7	Investigate feasibility of reallocating excess carriageway space and guardrailing to add seating and greenery to improve attractiveness and potentially reduce vehicle speeds through junction.
150.8	Consider redesign existing uncontrolled crossing to a parallel crossing at Courtmoor Ave and Haywood Dr.
150.9	Consider redesign existing uncontrolled crossing to a parallel crossing (or side road treatment depending on traffic counts) at Velmead Road.
150.10	Consider redesign existing uncontrolled crossing to a parallel crossing (or side road treatment depending on traffic counts) at Basingbourne and Florence Roads.

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Intervention Number	Recommendation
150.11	A review of the B3013/Aldershot Road/Beacon Hill roundabout should be undertaken to explore improvements for pedestrians and cycle priority, and continuity through the junction. Investigate the potential for providing a Dutch style roundabout to improve north/south cycle route continuity and connectivity.
150.12	Investigate feasibility of installing a shared use path on Beacon Hill Road between Aldershot Road/B3013 roundabout and Sandy Lane roundabout, subject to pedestrian and cycle usage.
150.13	A review of the B3013/Twesledown Road/Bourley Road junction should be undertaken to explore improvements for pedestrians and cycle priority, and continuity at the junction.
150.14	A review of the B3013/Sandy Lane roundabout should be undertaken to explore improvements for pedestrians and cycle priority, and continuity. Investigate the potential for providing a Dutch style roundabout.



Route 160: Crookham Village and Sandy Lane

Route description

Route 160 starts at the Crondall Road / The Street junction from its northern end. The route continues south down Gally Hill Road, crosses Aldershot Road, and ends at the Sandy Lane / Beacon Hill Road roundabout.

There is an additional section of the route which travels down Brandon Way, and Ewshot Lane which then takes users through paths north of Crookham Park to eventually join Sandy Lane. This section takes users through quieter areas which are mostly residential properties, and avoids the busier Gally Hill Road where traffic flows can reach 6500 vehicles per day¹.

Overall, this route will help to promote more direct and safer travel between Church Crookham and Crookham Village, linking key destination areas such as Fleet Business Park, Church Crookham Junior School and Crookham Park.

Route length

Approximately 3km (The Street/Gally Hill Road option).

Existing Conditions

There is currently limited cycling infrastructure throughout the entire length of the route. There are also poor crossing points on the route, particularly at the Crookham Road / The Street junction where countdown timers and crossing buttons are missing. Similarly, there are no controlled crossing points on numerous roundabouts such as at Jubilee Drive / Sandy Lane, Sandy Lane / Beacon Hill Road, and Sandy Lane / Naishes Lane. The route also lacks wayfinding signage, particularly at the Gally Hill Road / Aldershot junction and at the Brandon Road roundabout which takes users through an alternative direction.

¹ Department for Transport (2009) Road Traffic Statistics. <https://roadtraffic.dft.gov.uk/manualcountpoints/945261>

Barriers to walking and cycling

- High traffic levels on Aldershot Road where traffic flows can reach 8,900 vehicles per day².
- Limited controlled crossings throughout entire length of route
- No dedicated cycle path on Gally Hill Road and The Street

Potential options

- Considering that there are limited road alternatives for motor traffic travel between Church Crookham and Crookham Village, mixed traffic conditions may be suitable from the Crondall Road / The Street junction to Gally Hill Road / Sandy Lane, subject to reductions in traffic volume, which may require modal filters
- An alternative option is to direct users down Brandon Road where mixed traffic provision may be suitable given a 20mph speed limit

² Department for Transport (2019) Road Traffic Statistics. <https://roadtraffic.dft.gov.uk/manualcountpoints/945274>



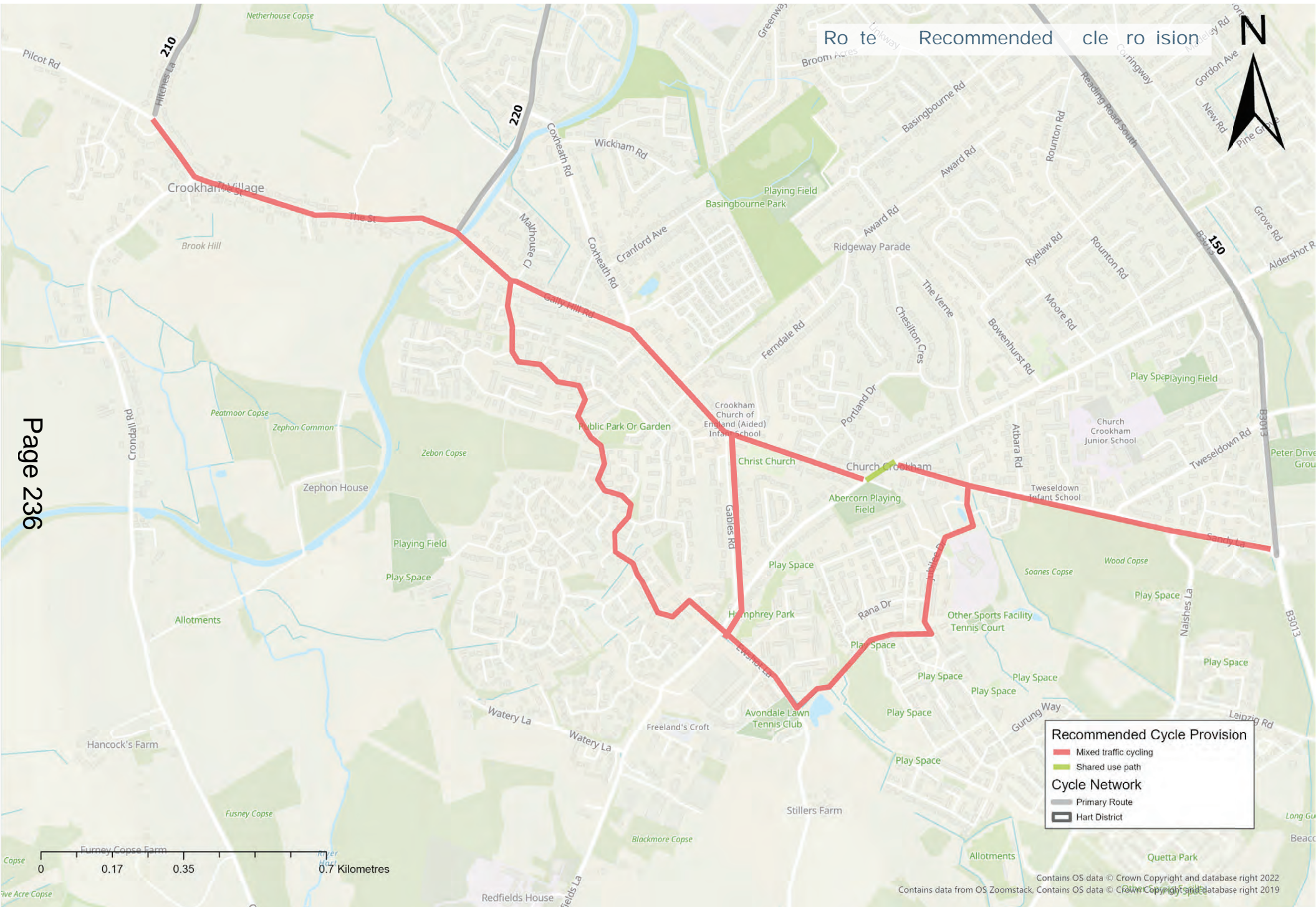
Figure 1.28 Poor crossing point at The Street / Crookham Road junction



Figure 1.29 Existing conditions on Sandy Lane, with a shared use path



Figure 1.30 Lack of controlled crossings on Gally Hill Road / Brandon Road roundabout



Route Recommended cycle provision



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Recommended Cycle Provision

- Mixed traffic cycling
- Shared use path

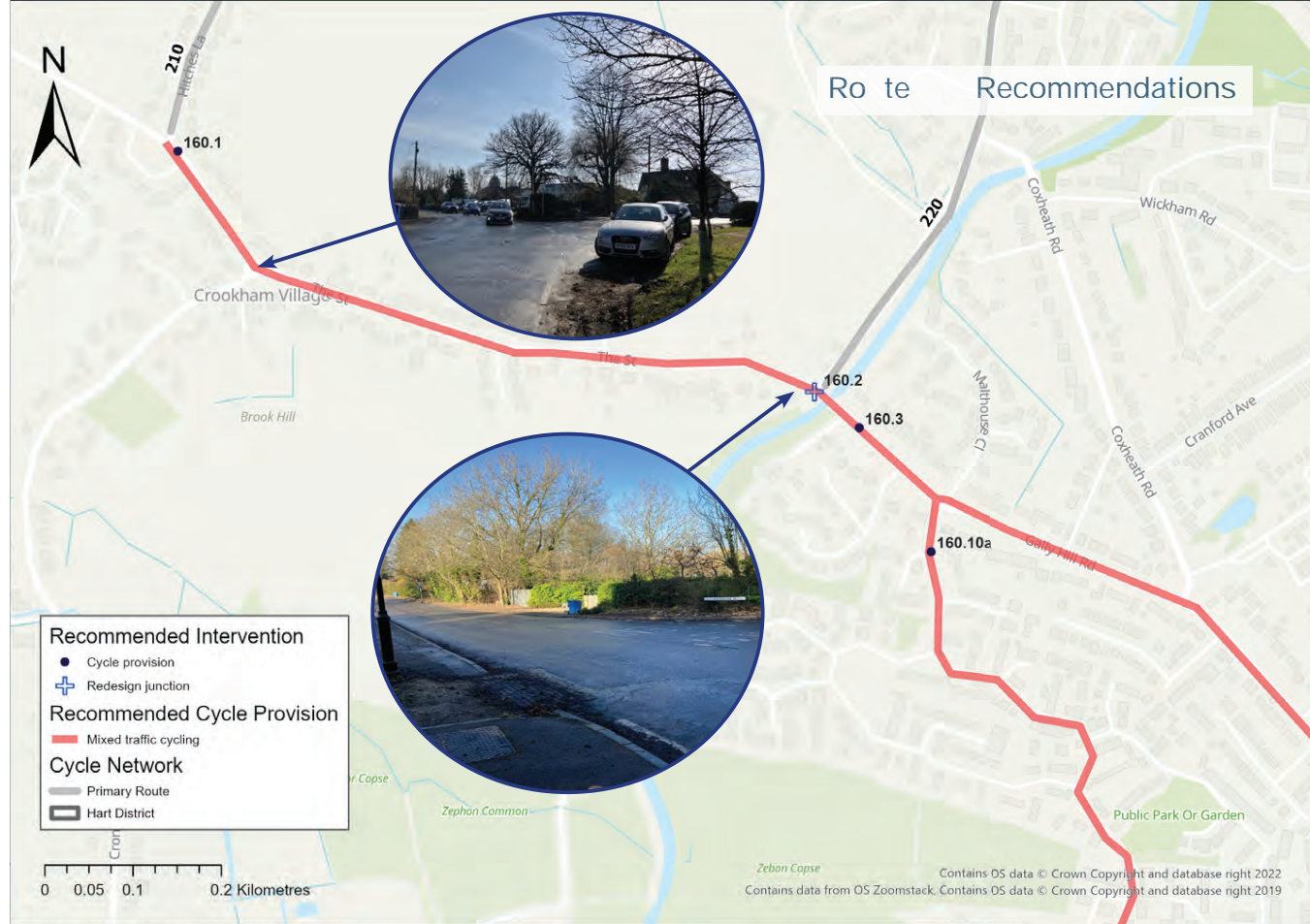
Cycle Network

- Primary Route
- Hart District

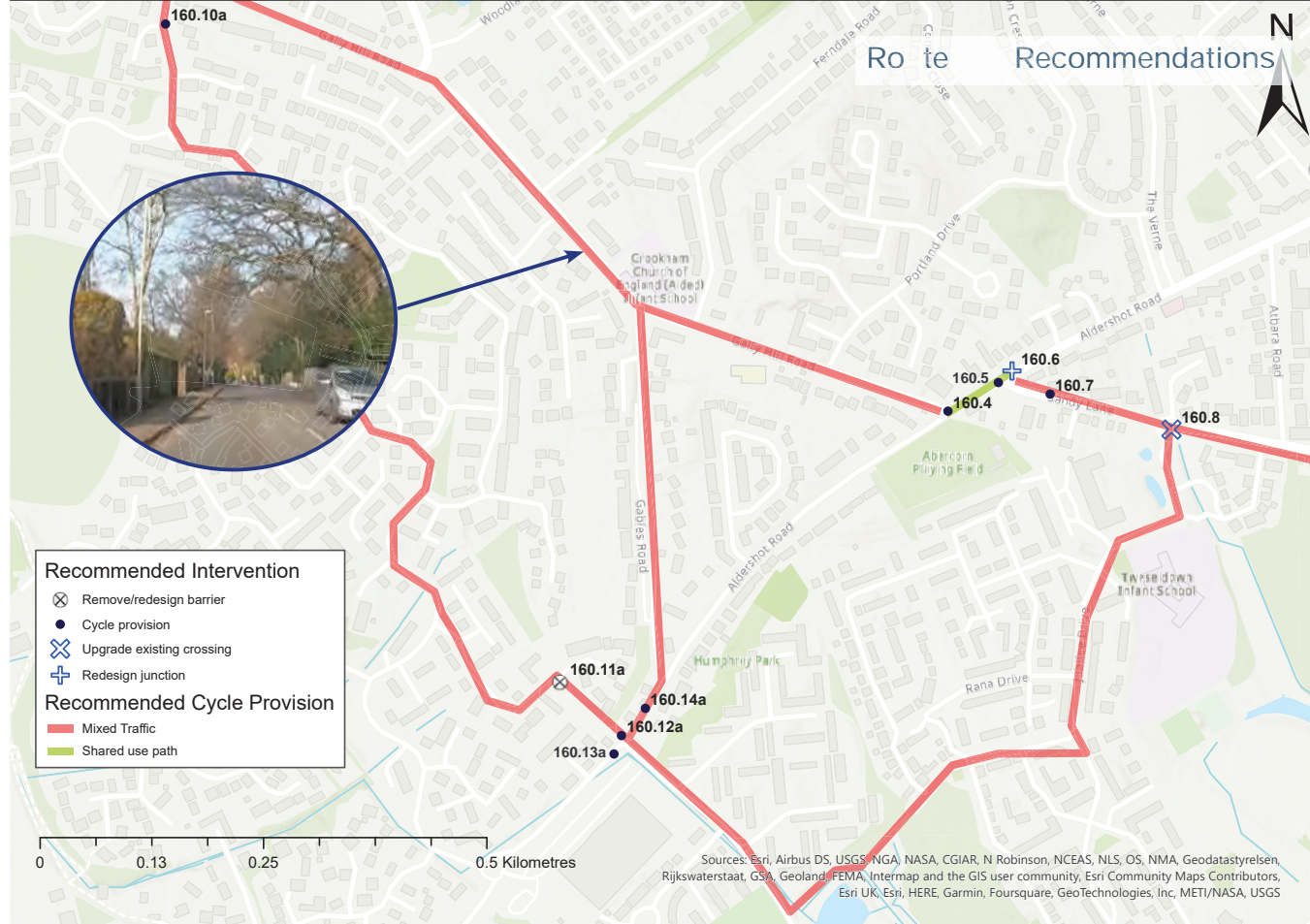
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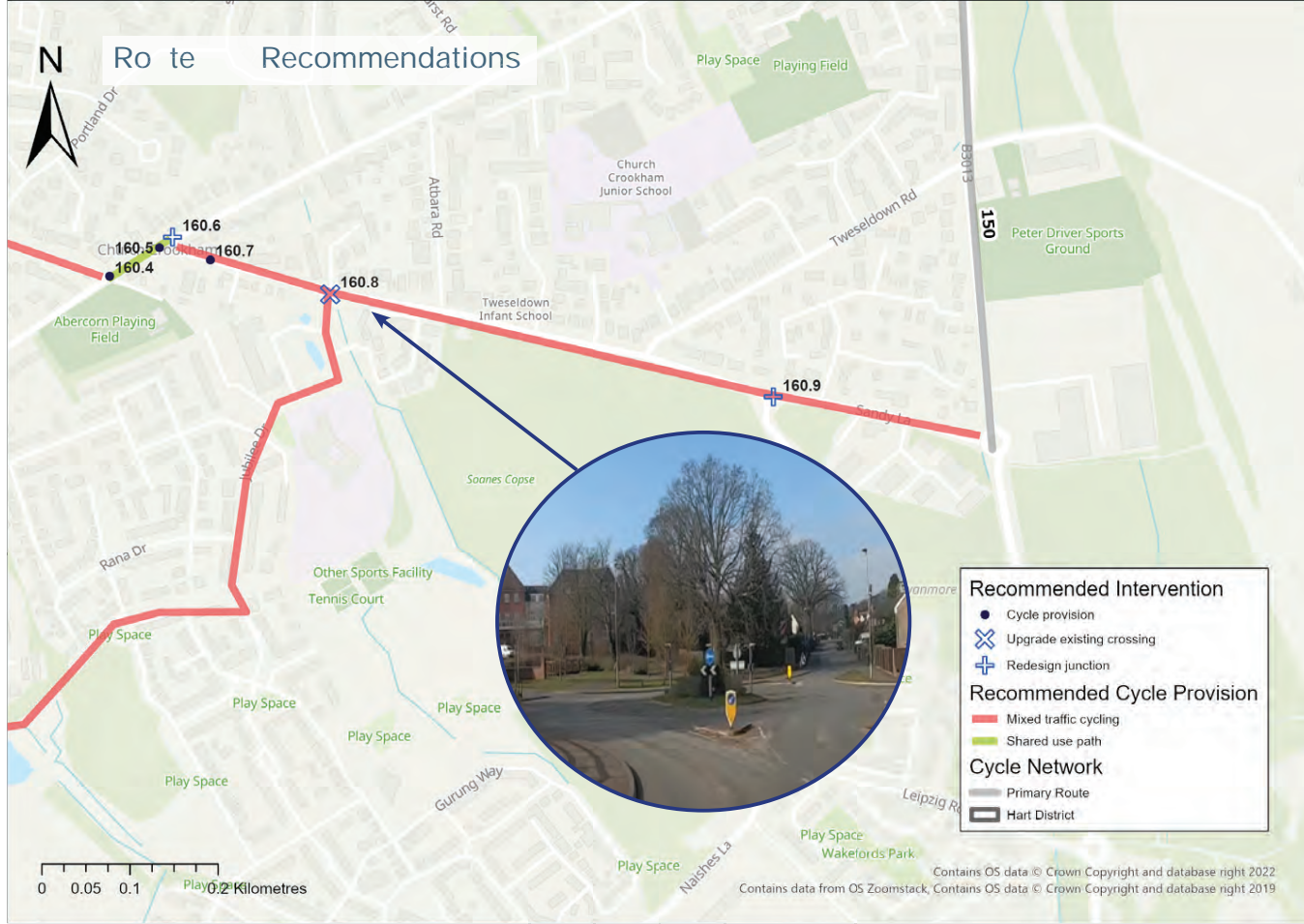
Intervention Number	Recommendation
160.1	If traffic volumes are low, mixed traffic cycling provision may be suitable from the Pilcot Road/Hitches Lane junction, to the Crookham Road/The Street junction. Reduce speed limit to 20mph and introduce physical traffic calming measures as required.
160.2	Investigate the feasibility of installing signalised crossing facilities at The Street / Crookham Road junction, including pedestrian crossing facilities on the southern arm.
160.3	Considering the limited available width for segregated cycling facilities, mixed traffic cycling provision may be possible from Crookham Road junction to Aldershot Road subject to traffic speed reductions to 20mph, possible bus gate modal filters, and further traffic calming measures.



Intervention Number	Recommendation
160.4	Investigate widening the existing footway as much as possible to provide a shared use path along Aldershot Road, between the Gally Hill Road and Sandy Lane junctions.
160.5	Add wayfinding signage to show route continuation down Sandy Lane.
160.6	Investigate the possibility of reducing the size of the Aldershot Road / Sandy Lane junction, and the possibility of providing a parallel crossing on the southern arm (across Sandy Lane).
160.7	Insufficient width and level difference prevents widening of the existing shared use path to provide segregated conditions on Sandy Lane. Therefore, mixed traffic cycling provision may be suitable subject to a 20mph speed limit, possible bus gate, modal filters and further traffic calming measures may be required.
160.8	Install parallel crossings at the Sandy Lane / Jubilee Drive roundabout on the western, southern and eastern arms
160.10a	This is an alternative cycling route. Reduce speed limit to 20mph to allow for mixed traffic conditions. Also consider adding cycle symbols to the carriageway for wayfinding.
160.11a	Consider removing or redesigning barriers if access width is less than 1.5m.
160.12a	Investigate feasibility of installing controlled crossing facilities at Aldershot Road/Ewshot Lane junction. May be challenging due to land constraints.
160.13a	Install wayfinding signs at Aldershot Road/ Ewshot Lane junction to show continuation of route
160.14a	Gables Road identified as a 'link' route where mixed traffic conditions are appropriate.



Intervention Number	Recommendation
160.9	Consider installing parallel crossing facilities at western and southern arms of the Sandy Lane / Naishes Lane roundabout



Route 200: Hook to Odiham

Route description

Route 200 links Hook with North Warnborough and Odiham. This route provides a critical active travel link between the larger settlement of Hook and Robert May's School in Odiham, a large secondary school with many pupils that reside in Hook.

The route begins at the A30/Station Road roundabout in Hook, travelling south along Station Road/B3349 before reaching the Hook interchange over the M3. South of this large interchange the route continues along the A287.

After the A287/B3349 roundabout, the route options include travelling along Mill Lane on low traffic rural roads, or continuing along the B3349. The route then joins an existing high quality shared use path on the eastern side of the Robert May's school, and then continues along West Street into Odiham.

Route length

Approximately 5km.

Existing Conditions

The only dedicated cycling provision on the route is the shared use path on the eastern side of the Robert May's School. Much of the route lacks footways and pedestrian crossings are very limited at the major roundabouts.

Barriers to walking and cycling

- The Hook interchange over the M3 is the most significant barrier, and will require significant upgrades in order to safely accommodate cyclists and pedestrians.
- High speeds and traffic flows on the B3349 in North Warnborough

Potential options

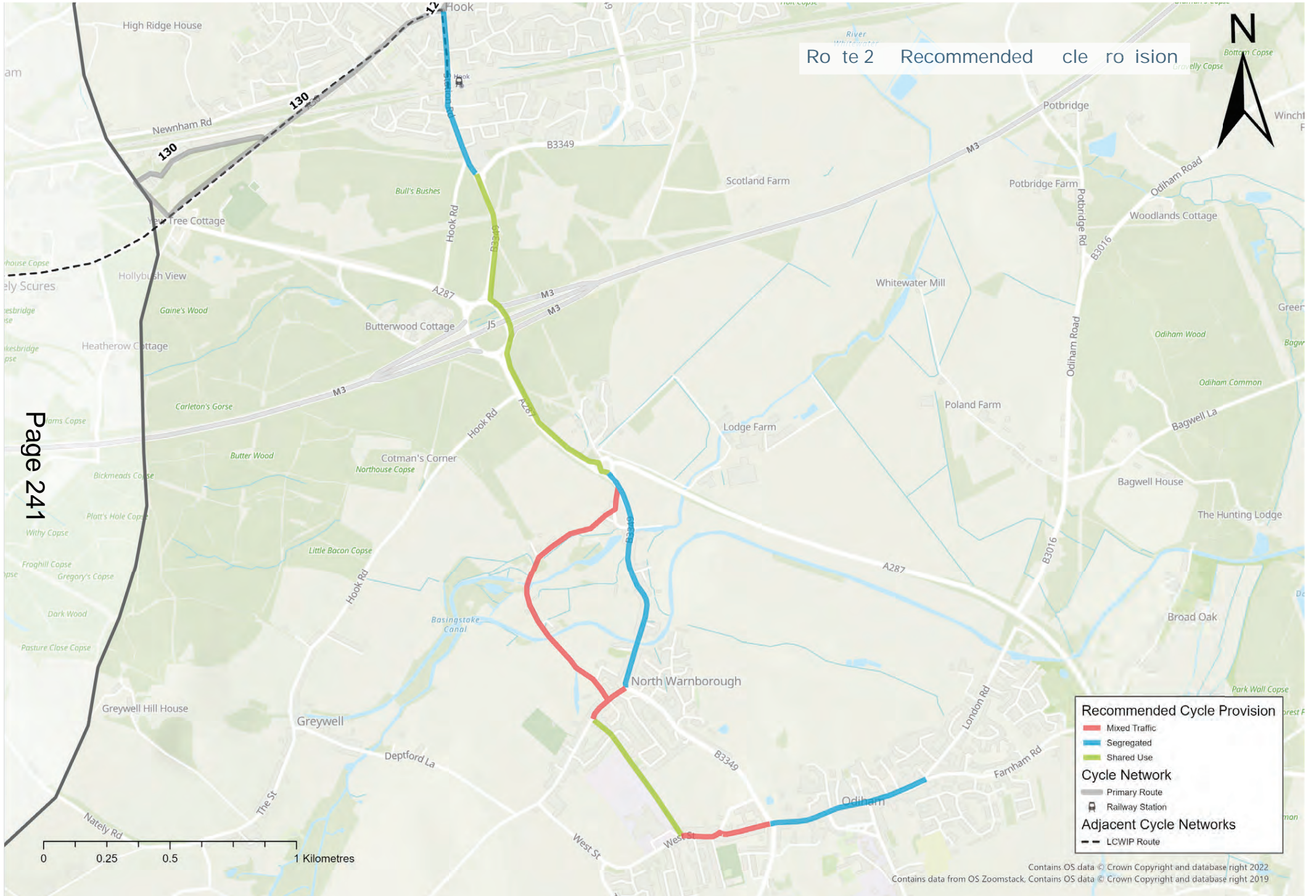
- Segregated cycle provision is recommended along Station Road in Hook.
- As the route travels south and becomes more rural in character, a shared use path is recommended.
- At the M3 roundabout, a dedicated shared use path with signalised crossings will be required.
- In North Warnborough, there are two options to reach Robert May's School: 1) Investigate the feasibility of installing a segregated cycling facility on the B3349 2) Use low-traffic Mill Lane and Tunnel Lane to connect to North Warnborough Street.
- In Odiham, the route would continue as a segregated cycle facility on High Street



Figure 1.31 Shared use path adjacent to Robert Mays School



Figure 1.32 West Street, near Robert Mays School



Route 2 Recommended cycle provision

Recommended Cycle Provision

- Mixed Traffic
- Segregated
- Shared Use

Cycle Network

- Primary Route
- Railway Station

Adjacent Cycle Networks

- LCWIP Route

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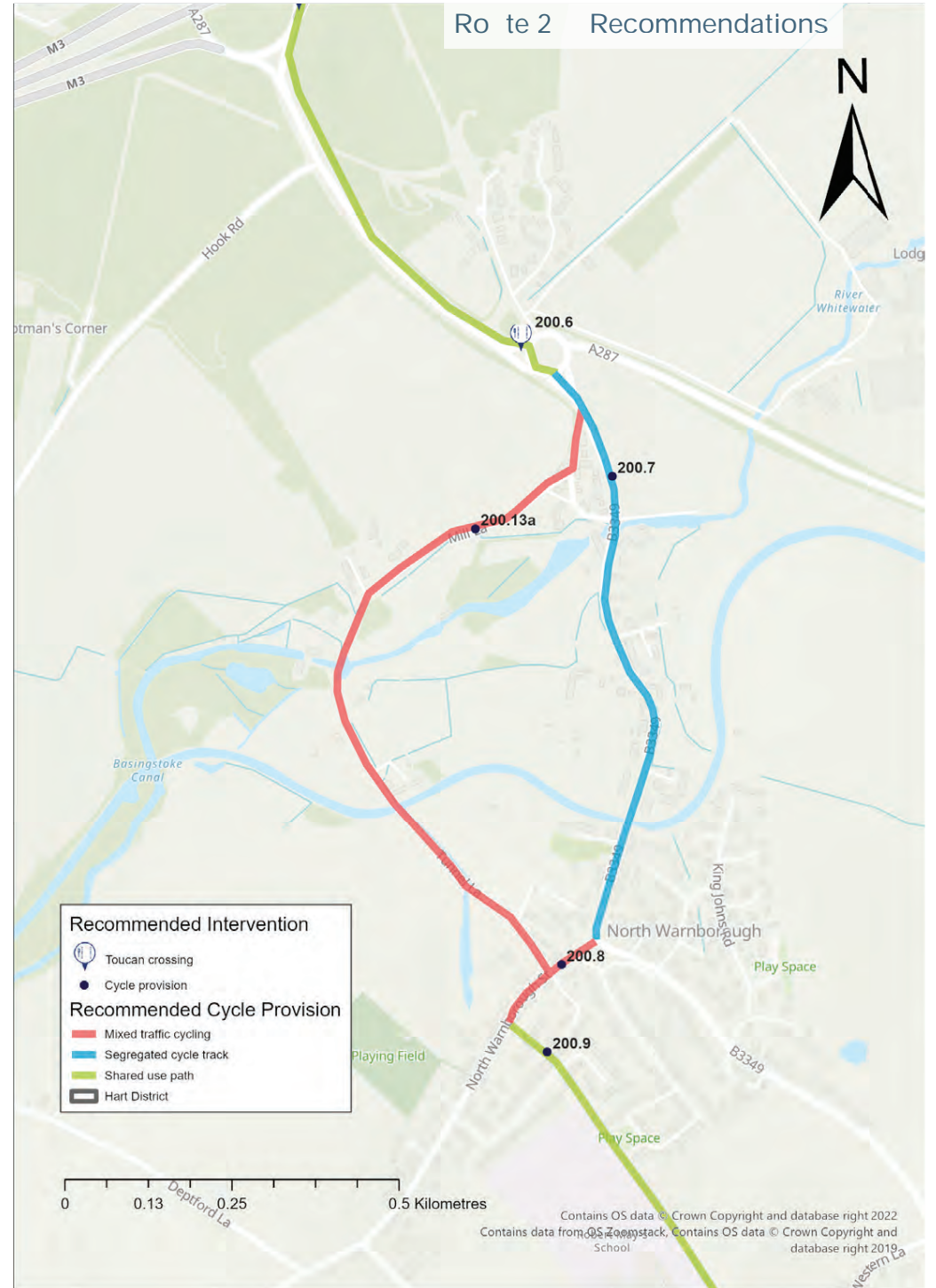
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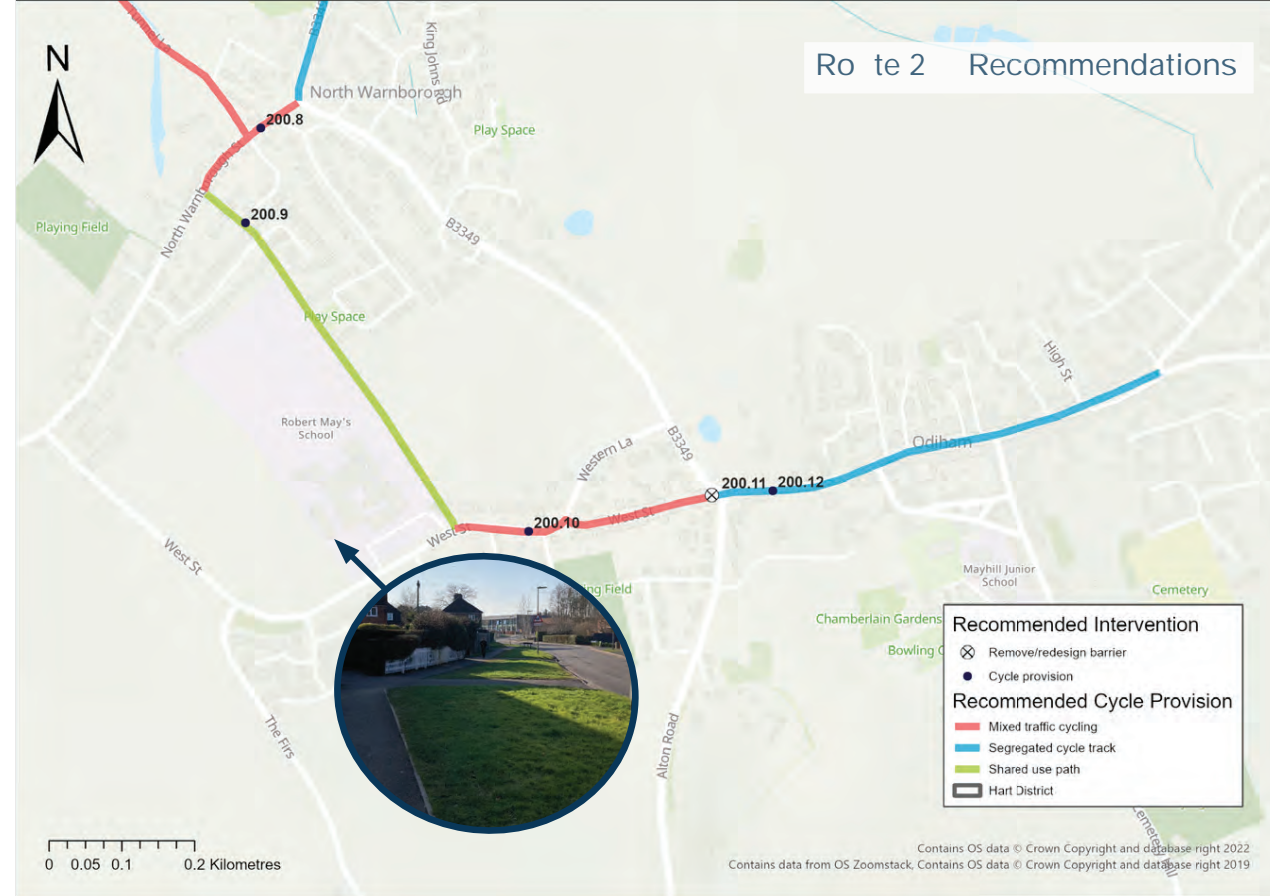
Intervention Number	Recommendation
200.1	Install parallel crossing on Station Road roundabout, south arm.
200.2	Investigate feasibility of installing a segregated two way cycle track on Station Road from the A30 to B3349. If not possible investigate potential to add modal filter to reduce traffic flows on Station Road.
200.3	Investigate feasibility of widening existing footway to create a minimum 3m wide shared use path with minimum 3m horizontal separation from the carriageway on the eastern side of the B3349 from the Station Road/B3349 roundabout to the A287/Hook Road/B3349 roundabout, this may require private land.
200.4	Install Toucan crossing at Hook Interchange.
200.5	Add Toucan crossing at Hook Interchange.



Intervention Number	Recommendation
200.6	Add Toucan (or potentially grade separated) crossing to transition to southern side of A287 roundabout.
200.7	Investigate feasibility of implementing a segregated cycle facility, if not feasible, consider alternative routing options.
200.8	Mixed traffic cycling provision suitable on North Warnborough Street from the B3349 roundabout to existing shared use path. Ensure 20mph speed limit.
200.9	Existing shared use path between North Warnborough Street and West Street is in good condition.



Intervention Number	Recommendation
200.10	If traffic volumes are low, mixed traffic cycling provision would be suitable on West Street from Robert May's School to the B3349/Dunleys Hill. Consider additional traffic calming measures as required.
200.11	Ensure there is a 1.5m gap between existing bollards at the end of West Street.
200.12	Investigate feasibility of installing segregated cycle facility. Due to width constraints, this will be challenging and may require realignment of existing on carriageway parking.
200.13a	Option to use narrow country lane with very low traffic volumes. Visibility improvements would be required, and the route is less overlooked.



Route 210: Fleet to Crookham Village

Route description

Route 210 starts at the Fleet Station roundabout on the eastern end, and travels west down Elvetham Road, up to the A323 (Hitches Lane / Elvetham Road) roundabout. The route then goes south down Hitches Lane and ends at the junction with Pilcot Road, where it meets with routes 110 and 160. There is a small section which continues down Pilcot Road, for which new footway has been recommended.

This route will allow for safer and more direct travel to and from key destination areas such as Crookham Village, Elvetham Heath, Fleet Hospital, and Fleet Station, reducing the need to navigate through the main town centre on Fleet Road which is typically busy and where average traffic flows have reached up to 12,500 vehicles per day¹.

Route length

Approximately 4.5km.

Existing Conditions

The A3013 roundabout (near Fleet Station) currently has minimal provisions for active travel users consisting of poor crossings and no dedicated cycling infrastructure leading up to the station. These conditions are similar going down Elvetham Road, and up to the A323 (Hitches Lane / Elvetham Road) roundabout. There is then a narrow existing shared use path along Hitches Lane to the south side of Calthorpe Park School.

Barriers to walking and cycling

- Previous records showing average traffic flows reaching over 5,000 vehicles per day on Elvetham Road²

- Records showing average traffic flows reaching over 7,900 vehicles per day on Hitches Lane
- Lack of controlled crossing points throughout the route, particularly at the Elvetham Road / Hitches Lane roundabout
- Barriers to walking and cycling on the bridge near Elvetham Road.

Potential options

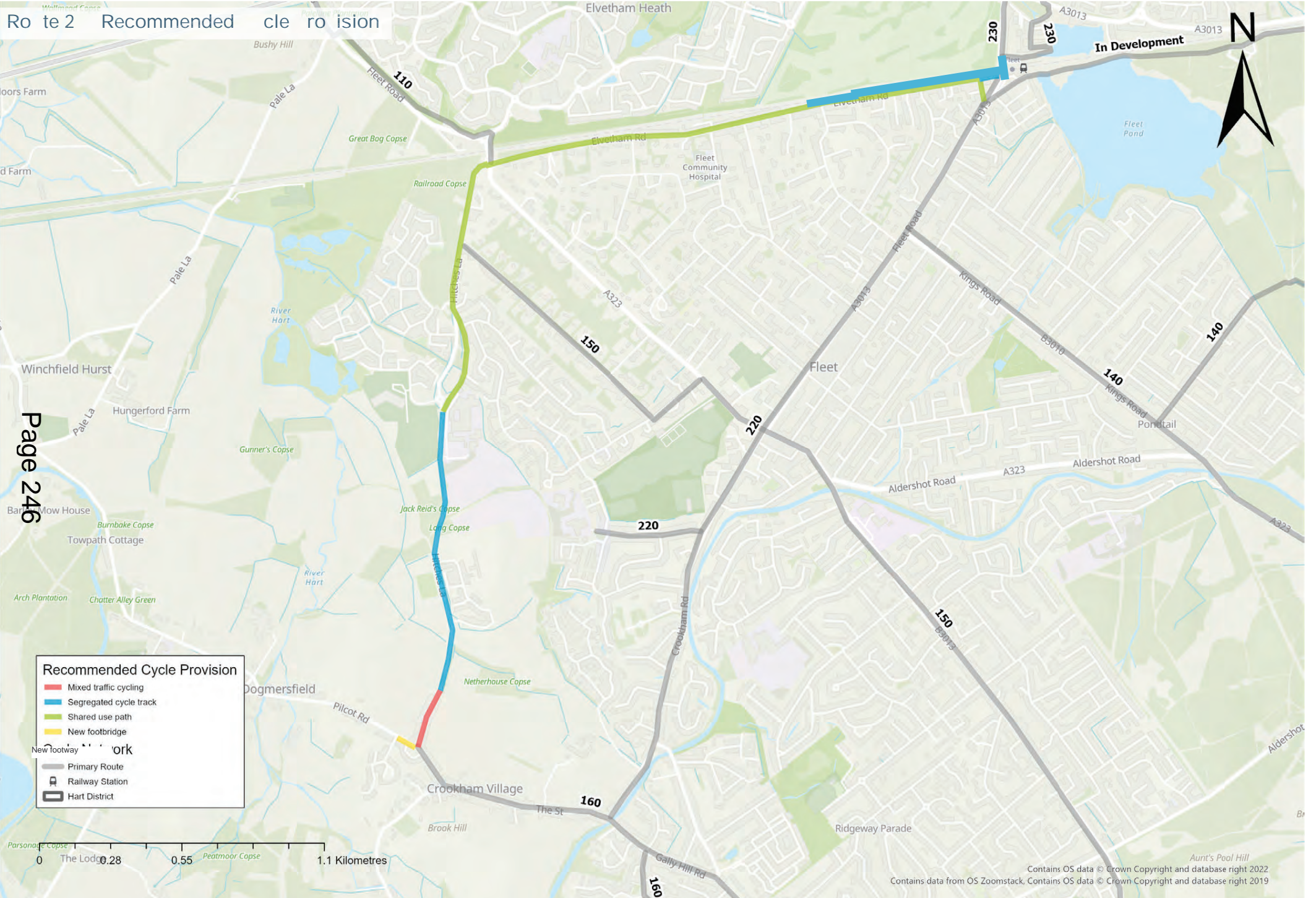
- Opportunity to widen the existing shared use path down Hitches Lane and potentially convert some sections into a segregated cycle facility, however this may be subject to land ownership data adjacent to the path
- Along Elvetham Road a shared use path is recommended due to limited space within the highway boundary



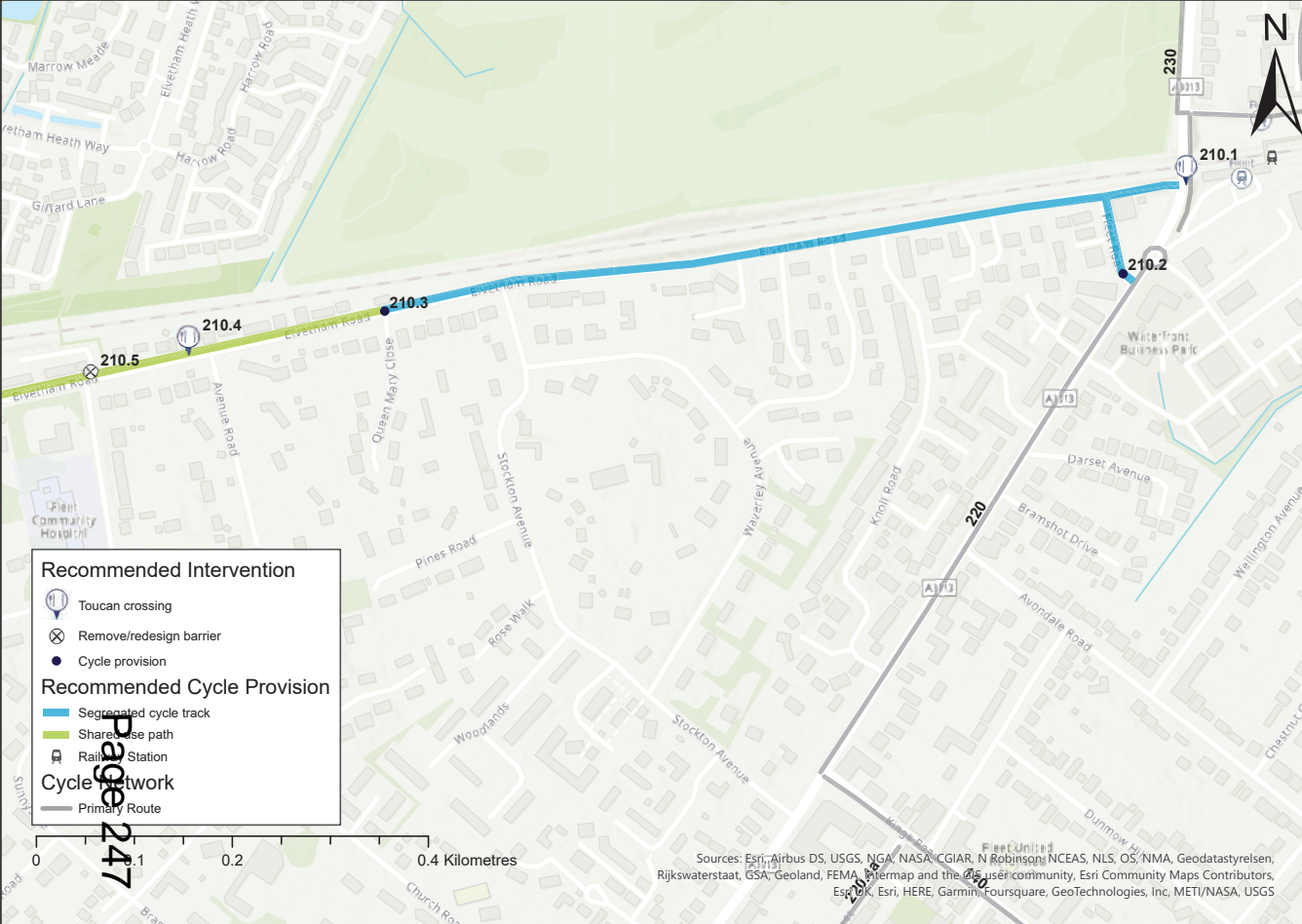
1 Department for Transport (2021) Road Traffic Statistics <https://roadtraffic.dft.gov.uk/#16/51.2880/-0.8359/basemap-countpoints>

2 Department for Transport (2009) Road Traffic Statistics <https://roadtraffic.dft.gov.uk/manualcountpoints/931069>

Route 2 Recommended cycle provision

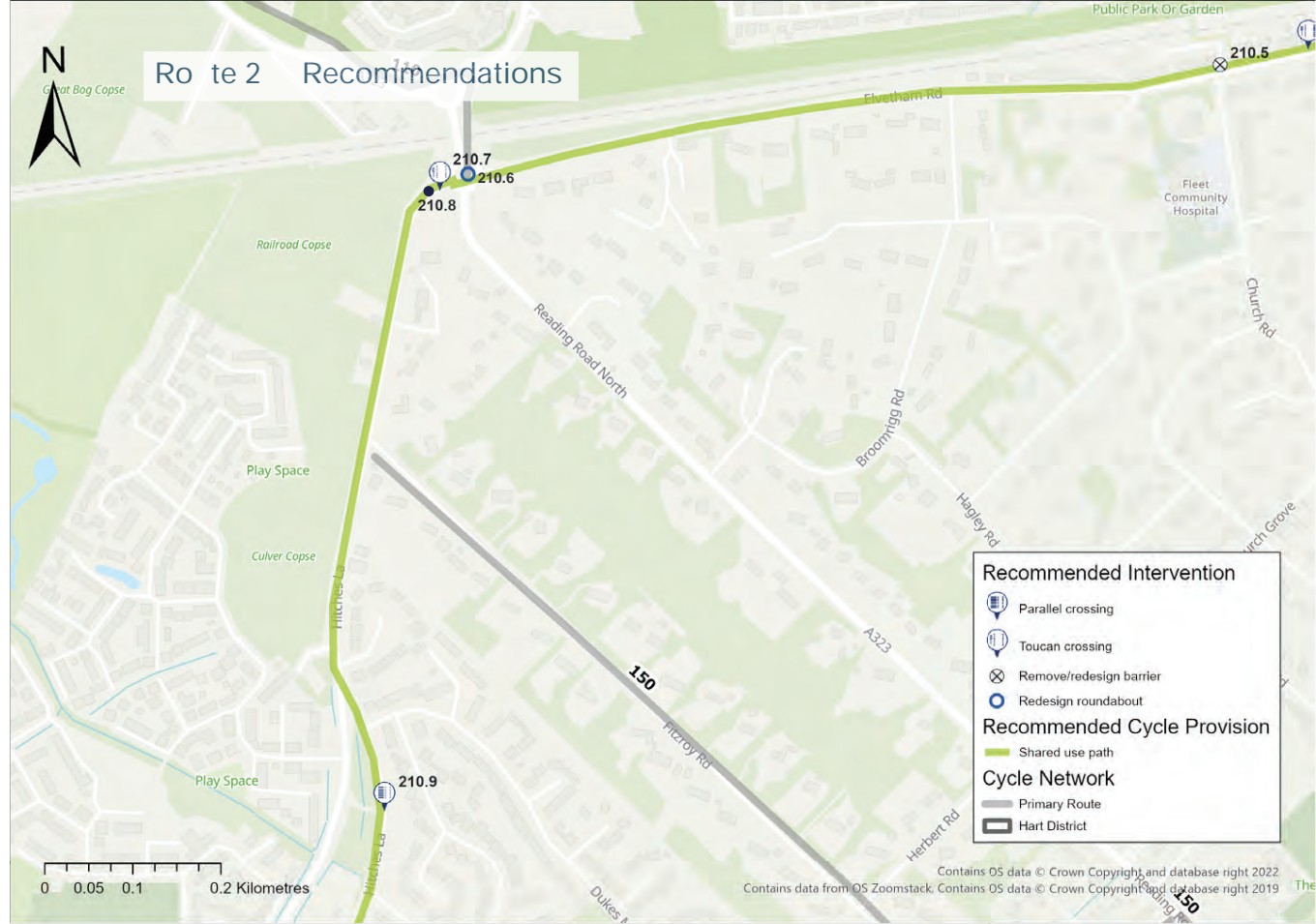


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Intervention Number	Recommendation
210.1	Investigate feasibility of installing controlled crossing over the A3013.
210.2	Investigate feasibility of installing a two-way segregated cycle track on Elvetham Road between A3013/Fleet Road and Queen Mary Close. Explore options for car park reallocation.
210.3	Investigate feasibility of installing a shared use path between Queen Mary Close and the A323/Reading Road North.
210.4	Install a controlled crossing over Elvetham Road to connect to existing footbridge.
210.5	Remove barriers on both sides of the footbridge (Elvetham Road and Giffard Lane). If a specific safety issue is identified, then barriers can either be replaced with a bollard, or widen the chicanes to allow for a minimum 1.5m gap.

Intervention Number	Recommendation
210.6	Consider implementing a Dutch style roundabout in the long term at Elvetham Road/Fleet Road/Hitches Lane.
210.7	Signalised Toucan crossing to be installed over Hitches Lane junction arm in summer 2023.
210.8	Investigate the feasibility of providing a shared use path and widening the existing shared use path to a minimum of 3m, and reduce the speed limit to 20 mph on Hitches Lane from the Reading Road roundabout to Emerald Avenue roundabout. Alternatively, investigate potential to accommodate a segregated cycle facility in this location.
210.9	Install a signalised crossing over Hitches Lane.



Intervention Number	Recommendation
210.10	Consider implementing a Dutch style roundabout Hitches Lane/Emerald Avenue.
210.11	Investigate feasibility of installing segregated cycle facility on Hitches Lane from Emerald Avenue to Crookham Village.
210.12	Install parallel crossing on eastern roundabout arm at Featherfall Road.
210.13	Mixed traffic cycling provision through Crookham Village to Pilcot Road. Ensure a 20mph speed limit with supporting traffic calming measures and possible modal filters to reduce traffic volume.
210.14	Investigate feasibility of installing a zebra crossing over Pilcot Road.
210.15	Gap in footway on south side of Pilcot Road - install new footway.

Route 2 Recommendations



Route 220: Fleet station to Crookham Village

Route description

Route 220 starts at Fleet station and proceeds to the A3013 roundabout. It travels south-west down Fleet Road (A3013), travelling along Albert Road to the southeast of the town centre, and continues south on Crookham Road. The route then ends at the Crookham Road and The Street junction.

This route will promote safer and more direct travel between Crookham Village and Fleet town centre and will help to link key destinations such as the railway station and Calthorpe Park.

Route length

Approximately 4.5km.

Existing conditions

Standing near the A3013 roundabout, there is minimal cycling infrastructure on the route. However, there is extra space on the carriageway.

There are a number of junctions which have insufficient crossing facilities. For example, at the Kings Road (B3010) and Fleet Road (A3013) junction, there are no pedestrian signals.

Barriers to walking and cycling

- High traffic flow on Fleet Road (A3013) previously reaching up to over 12,000 vehicles per day.
- Poor crossing facilities, with pedestrian countdown timers and crossing buttons missing at some junction arms, for example at the Fleet Road / Reading Road South junction

Potential options

- Implement a segregated cycle facility on Fleet Road until the B3010, then utilise Albert Road with mixed traffic cycling provision. South of Reading Road, implement mixed traffic

cycling provision, however this may require possible modal filters and other traffic calming measures

- Opportunity for mixed traffic provision on Lea Wood Road (spur leading to All Saints Church of England Aided Junior School). This is subject to low traffic flows and a 20 mph speed limit



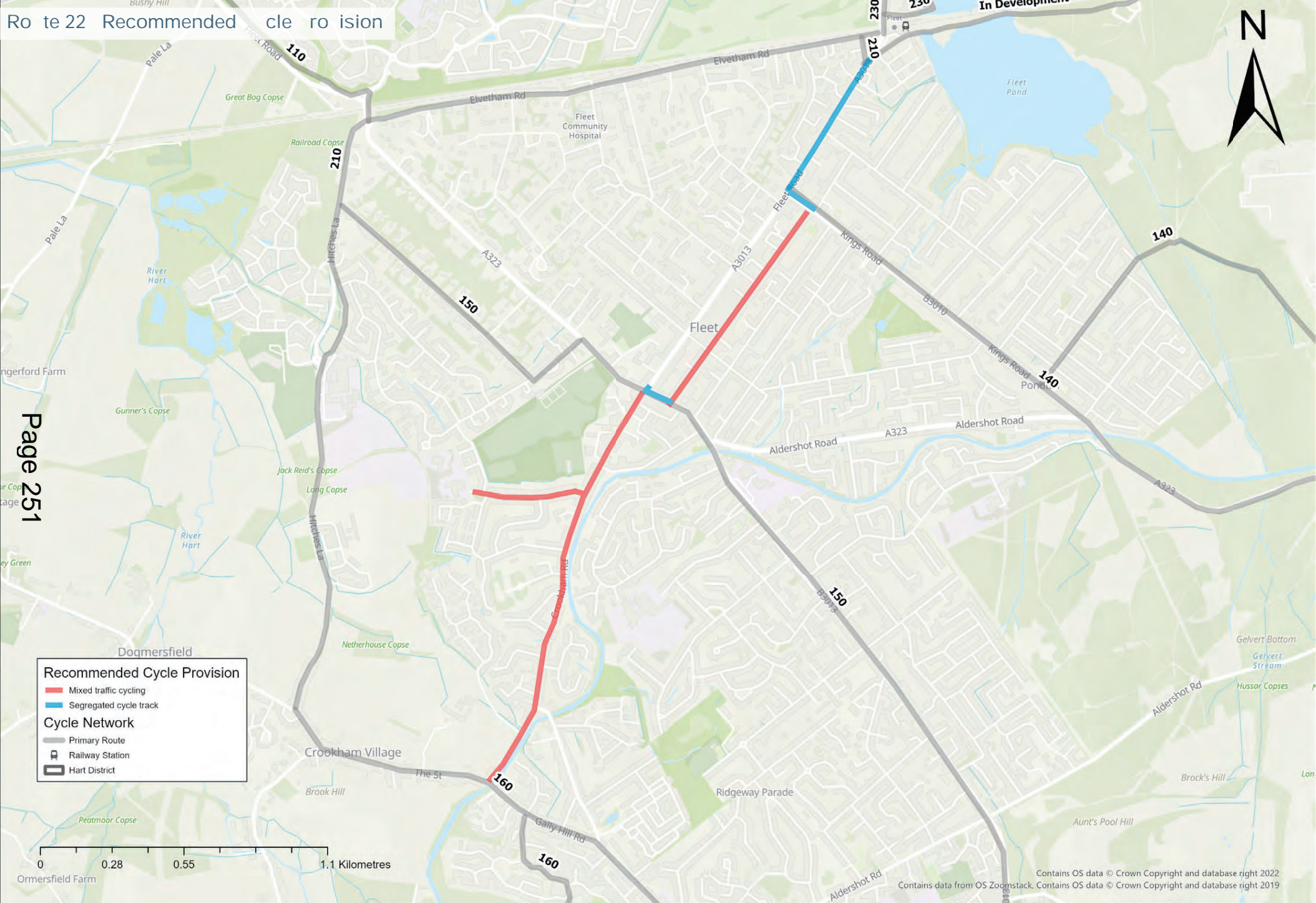
Figure 1.38 Extra carriageway space that could be re-allocated to cycling infrastructure at the Kings Road / Fleet Road junction



Figure 1.37 Inadequate crossing facilities at the A3013 junction (near Fleet train station)



Figure 1.39 Inadequate crossing facilities at The Street / Crookham Road junction (southern end of route)





Intervention Number	Recommendation
220.1	Re-design of Fleet Road roundabout (near the station) required to improve safety for all users. High traffic volumes would require segregated cycling facilities and signalised/controlled crossings for pedestrians. Further feasibility study for roundabout re-design is needed.
220.2	Consider installing a signalised crossing for cyclists and pedestrians over Fleet Road, near the Shell Fleet (south of the station)
220.3	Due to high traffic volumes, a segregated cycle track is required on Fleet Road from Fleet station to Kings Road. It is noted that this road is also a bus route. Bus operations will need to be considered as part of traffic study.
220.4	Mixed traffic cycling provision on Albert Road from the B3010 to the A323. This is subject to a 20mph speed limit, possible modal filters, and other traffic calming measures. This would also include segregated cycle provision on B3010, and A323, connecting to either end of Albert Street.
220.5	Complete re-design of junction required in order to meet the needs of all road users. Upgrades to include segregated cycle provision at all arms of junction, pedestrian signals and countdown timers. Opportunities to re-allocate excess carriageway space to create improved public realm.

Intervention Number	Recommendation
220.6	Install cycle parking facilities at junction.
220.7	Implement mixed traffic cycling provision on Crookham Road from the A323 to The Street. This would include a 20mph speed limit, possible modal filters and other traffic calming measures.
220.8	Implement mixed traffic cycling provision on Lea Wood Road, subject to low traffic volumes, as well as a 20mph limit, and physical traffic calming measures as required.



Route 230: Yateley to Fleet railway station

Route description

Route 230 links Yateley with Fleet along Cricket Hill Lane and the B3013. This route provides a key active travel link between large settlements in Hart District.

The route begins at the junction of the B2372/Reading Road and Cricket Hill Lane in Yateley. It continues southward through the A30 and A327 roundabouts, before continuing on the B3013/Minley Road.

After crossing the M3, the route has two potential options. It may continue on the B3013/A3013 directly to Fleet railway station, or it may travel through the Ancells Farm development on parallel, but less direct alignment.

Route length

Approximately 6.5km.

Existing conditions

There is no dedicated cycling and walking provision on the majority of the route, with the section between the A30 roundabout and the M3 being primarily rural in character. There are narrow advisory cycle lanes on parts of Cricket Hill Lane.

South of the M3 the route runs between the Ancells Farm development to the east and the North Hants Golf club to the west. The route terminates at Fleet railway station. The B3013 is fairly narrow in this location.

Barriers to walking and cycling

- Lack of dedicated cycling and walking provision on the majority of the route.
- The A30 and Minley Road roundabouts are significant barriers to active travel.

- The existing A3013 bridge over the South Western Main line only has footways and lacks sufficient space for a dedicated cycling facility.

Potential options

- A segregated cycle track is recommended along Cricket Hill Lane in the built up area of Yateley
- South of Handford Lane, a feasibility study is recommended to evaluate the potential of creating a shared use path on the eastern side of Cricket Hill Lane, through the A30 and Minley Road roundabout, with the potential to use Ministry of Defence land further south
- There is excess carriageway space on the bridge over the M3, this could likely be re-purposed to accommodate a segregated cycling facility.
- Due to limited highway space on the B3013 between the M3 and Fleet railway station, an option using existing paths through the Ancells Farm development is proposed in addition to investigating the feasibility of a segregated cycle track on the western side of the B3013.



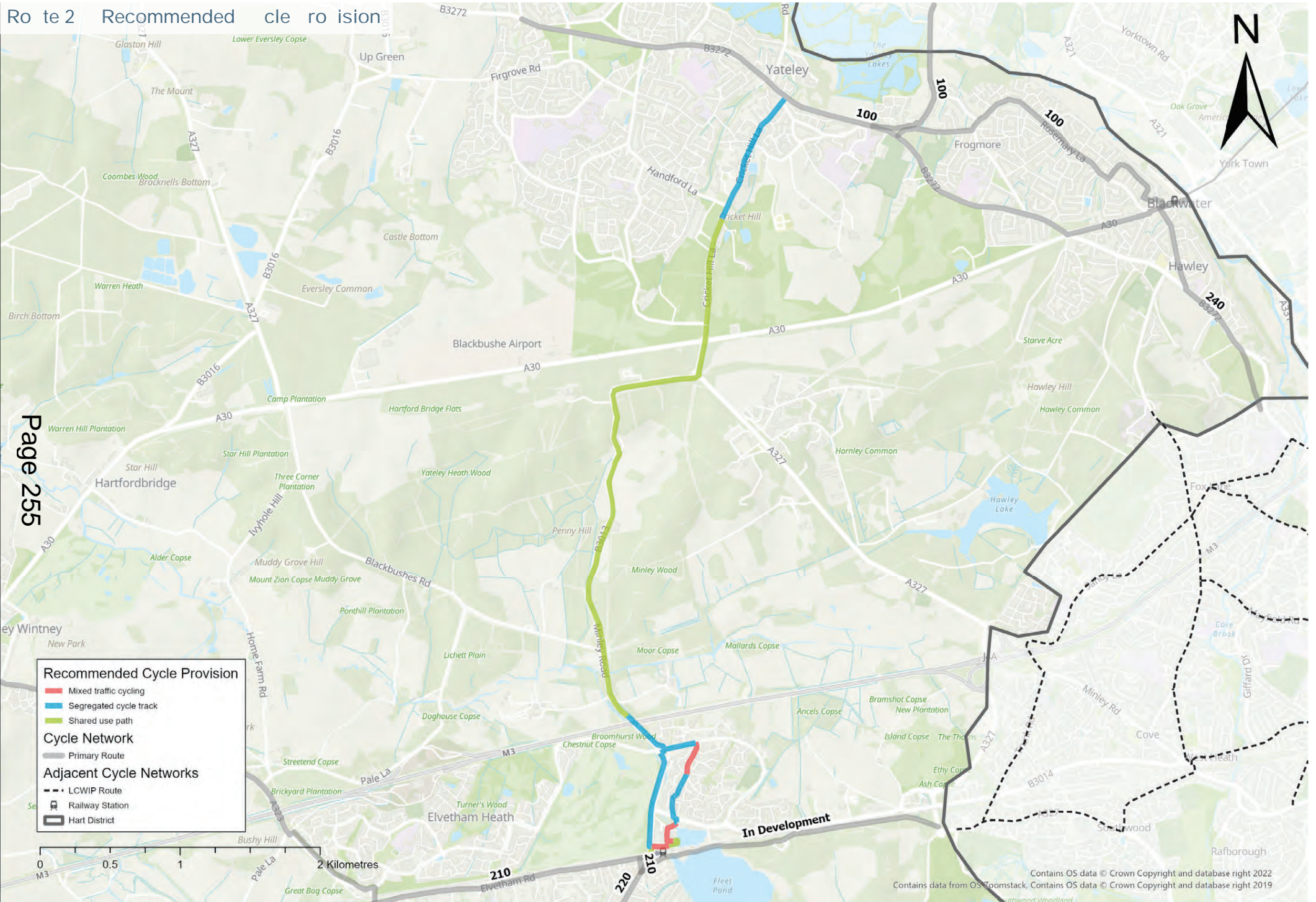
Figure 1.40 Minley Road near North Hants Golf Club



Figure 1.41 Minley Road M3 overpass

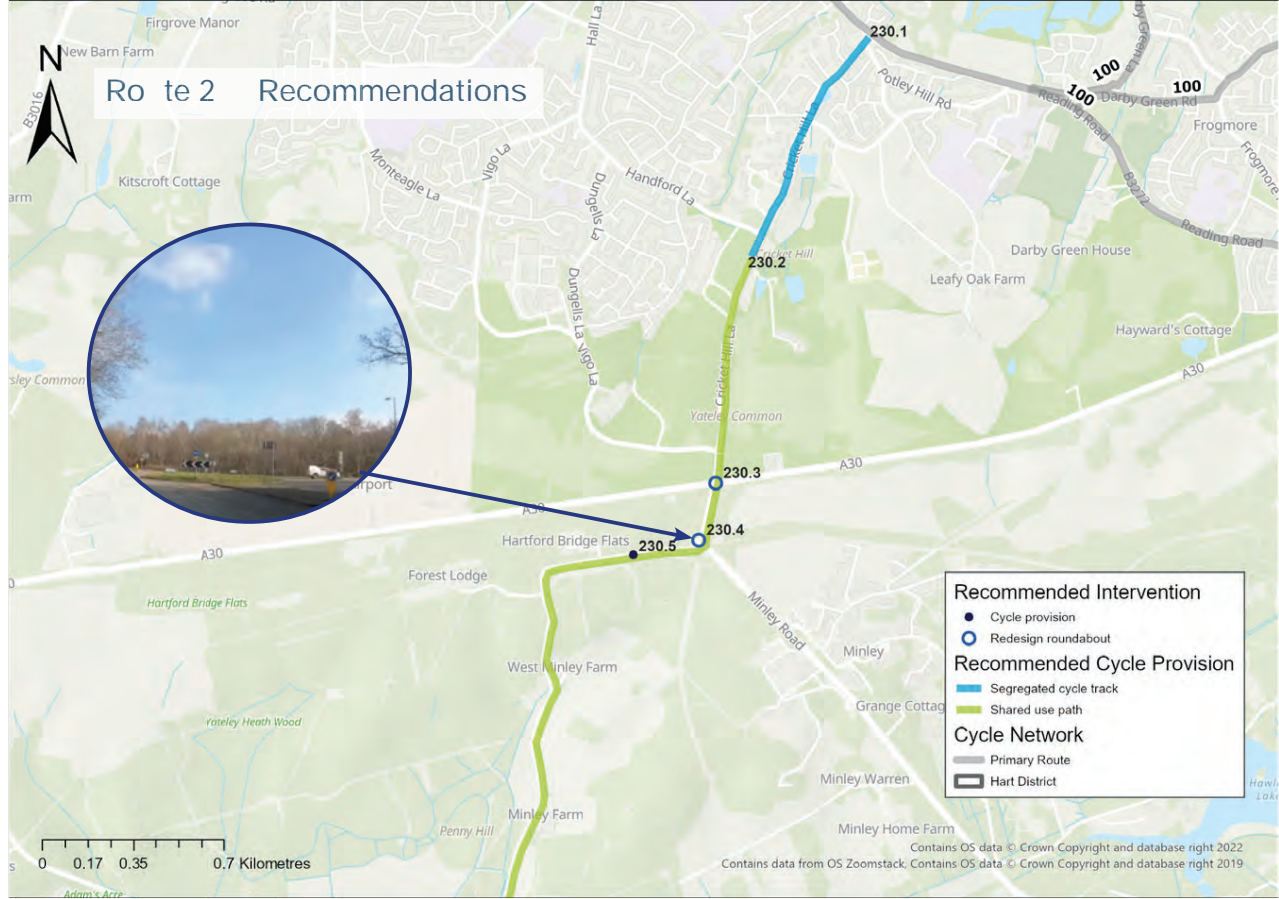


Figure 1.42 Minley Road

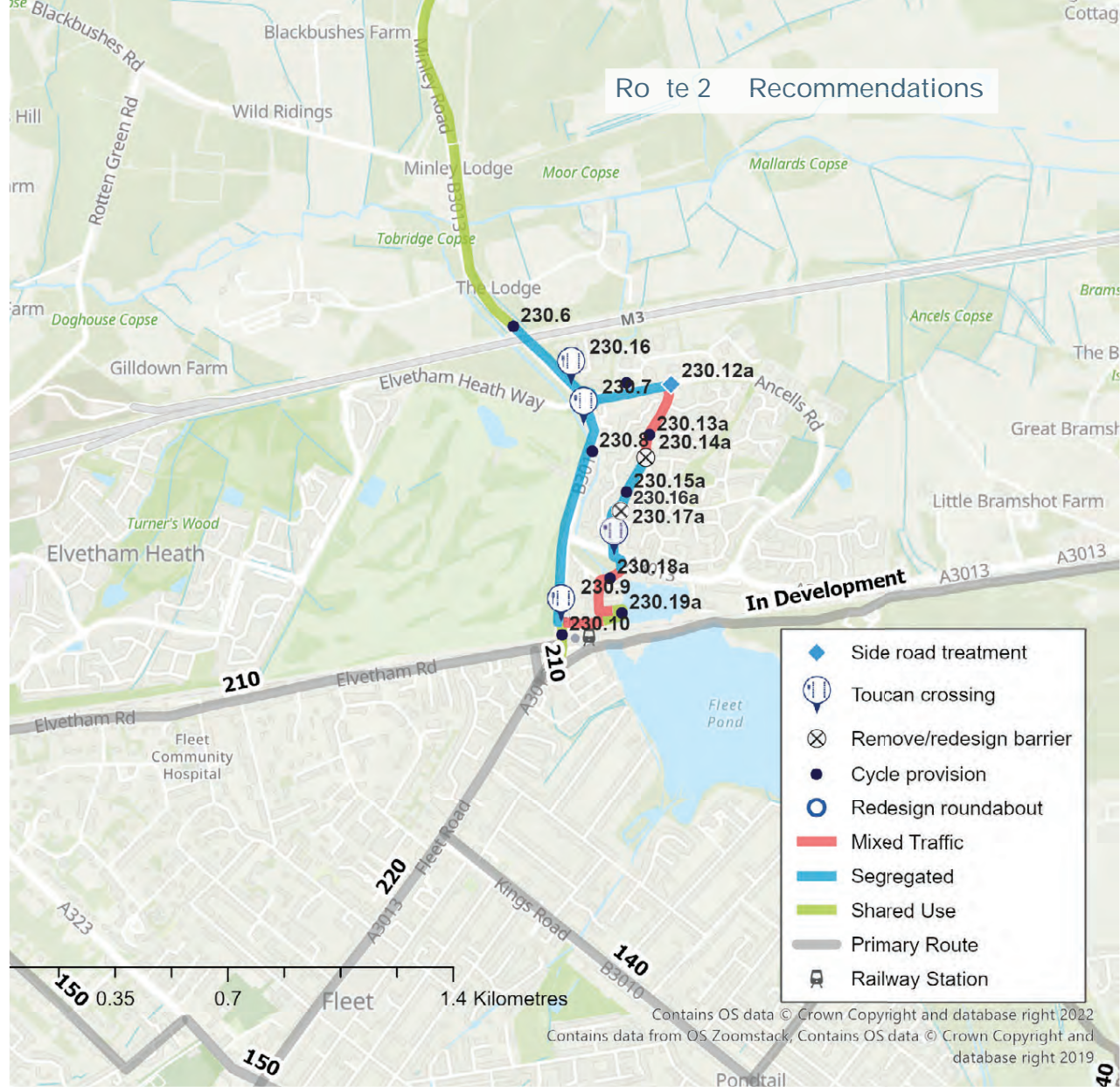


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Intervention Number	Recommendation
230.1	Investigate feasibility of using verge space to install a two-way segregated cycle track on Cricket Hill Lane from the B3272 to Handford Lane.
230.2	Investigate feasibility of adding minimum 3m wide shared use path on Cricket Hill Lane from south of Handford Lane to Minley Road roundabout. Due to high traffic speeds, the path will need horizontal separation from carriageway.
230.3	Complete re-design of roundabout required. Re-designed roundabout must include controlled cyclist/ pedestrian crossings.
230.4	Complete re-design of roundabout required. Re-designed roundabout must include controlled cyclist/ pedestrian crossings.
230.5	Conduct feasibility study on construction of minimum 3m wide shared use path with horizontal separation from the carriageway, on Minley Road from Minley Road roundabout to M3 overpass. Note: Will require use of private and MoD land. Subject to ecology studies - lighting also needed to ensure route is LTN 1/20 compliant. MoD land is also subject to potential restrictions.



Intervention Number	Recommendation
230.6	Investigate feasibility of using verge, green space and unused carriageway space on the eastern side of Minley Road to add a two-way segregated cycle track on the M3 overpass to Ancells Road. There is space to fully accommodate a two-way segregated cycle track within the bridge over the M3 using the unused/excess lanes.
230.7	Install Toucan crossing over Minley Road.
230.8	Investigate feasibility of using verge/private land on west side of Minley Road to create a two-way segregated cycle track and minimum 2m footway.
230.9	Install Toucan crossing over the A3013.
230.10	Due to space constraints investigate widening existing path to minimum 3m. Long term: Install minimum 5m wide pedestrian/cyclist bridge over the railway line in order to be LTN 1/20 compliant.
230.11a	Investigate using green space on south side of Ancells Road to allow for minimum 3m two-way segregated cycle track and minimum 2m footway.
230.12a	Tighten kerb radii at Farm Drive and Ancells Road to reduce vehicle turning speeds onto Farm Drive.
230.13a	Implement mixed traffic cycling provision on Farm Drive from Ancells Road to Tamworth Drive. Reduce speed limit to 20mph, ensure traffic volumes less than 2,000 vehicles per day.
230.14a	Remove or re-design existing barrier.
230.15a	Investigate feasibility of widening existing shared use path between Farm Drive and the A3013 to 5m to allow for 3m of two-way segregated cycle track and 2m footway. May not be possible to width constraints.
230.16a	Remove or re-design existing barrier.
230.17a	Install Toucan crossing across Cove Road.
230.18a	Implement mixed traffic cycling provision on Waterside Court. Ensure 20mph speed limit.
230.19a	Investigate feasibility of constructing off-highway shared use path to connect Fleet Station Car Park to Waterside Court. Will require use of private land.



Route 240: Blackwater to Hawley

Route description

Route 240 links Blackwater and Hawley, providing a connection to Hawley Primary School, and through a new development site, Hawley Park Farm, at the boundary of Hawley and Frimley. The route is relatively short, but provides a key link to proposed cycle routes in the Rushmoor Borough LCWIP.

Route length

Approximately 2km.

Existing conditions

- There is no dedicated cycle provision on Vicarage Road on the B3272

Barriers to walking and cycling

- High traffic volumes on both Vicarage Road and the B3272/Hawley Road

Potential options

- Due to limited space and high traffic volumes on Vicarage Road, it is recommended that a detailed traffic study is undertaken to assess the potential of traffic reduction through the use of a modal filter, in order to create a low-speed environment that is suitable for mixed traffic cycling.
- On the B3272/Hawley Road, a segregated cycle facility is recommended. There is potential to use the verge on the western side of the carriageway.
- There is potential to include a cycle route through the new development at Hawley Park Farm, this would be subject to further refinement and coordinated with the approved site plans.



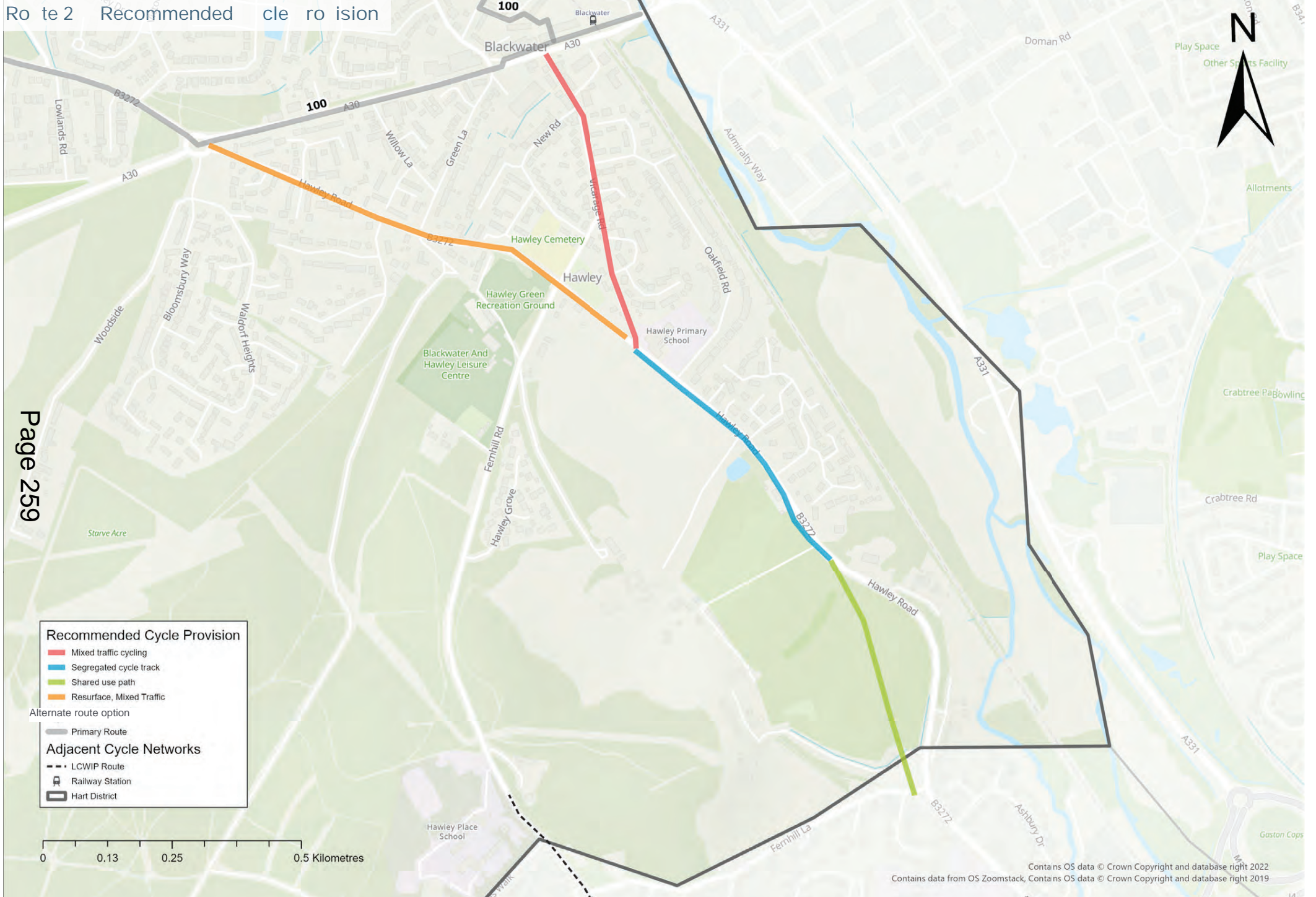
Figure 1.43 Vicarage Road



Figure 1.44 B3272/Hawley Road



Figure 1.45 B3272/Hawley Road at Hawley Park Farm



Recommended Cycle Provision

- Mixed traffic cycling
- Segregated cycle track
- Shared use path
- Resurface, Mixed Traffic

Alternate route option

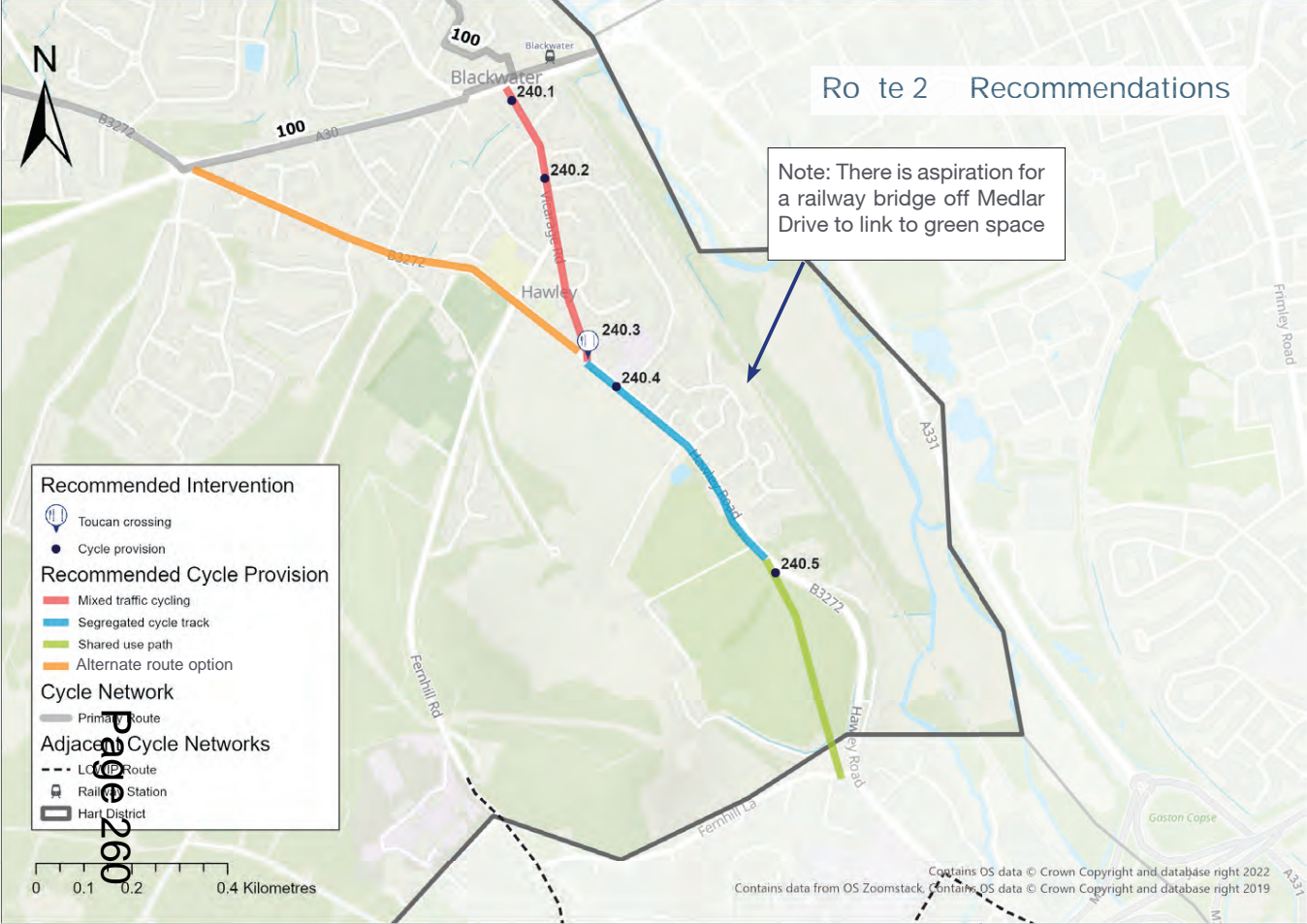
- Primary Route

Adjacent Cycle Networks

- - - LCWIP Route
- Railway Station
- Hart District



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Route 2 Recommendations

Note: There is aspiration for a railway bridge off Medlar Drive to link to green space

Intervention Number	Recommendation
240.1	Further study needed to determine if a modal filter could be installed on Vicarage Road to make the carriageway suitable for mixed traffic cycling.
240.2	Potential modal filter location. A modal filter would likely also be required on New Road/The Glebe. Further study is required.
240.3	Investigate feasibility of installing Toucan crossing over Hawley Road.
240.4	Investigate using western verge to create a segregated cycle track from Vicarage Road to the SANG's northern boundary.
240.5	Investigate feasibility of adding shared use path through SANG. This may align with site plans for this development. It may require widening pedestrian paths and ensuring permissive cycle access is allowed through the development.

Prioritisation

Prioritisation

Core Walking Zones (CWZ) and cycle route prioritisation is the final step of the LCWIP process and aims to identify the routes that are more likely than others to present higher benefits and achieve modal shift.

A robust prioritisation methodology is required to identify which of the routes and zones are likely to be of the greatest importance and have the highest impact. Combining the information derived from all previous LCWIP steps, the routes were appraised using the LCWIP prioritisation methodology provided by Hampshire County Council, which assessed each route against the following categories: effectiveness, policy, economics and deliverability.

- **Effectiveness** refers to what extent the cycle route or CWZ will deliver modal shift and affect positive change in the public realm. The LCWIP guidance suggests that the following are considered within the 'effectiveness' theme:
 - The forecast increase in the number of walking and cycling trips
 - The population who directly benefit from the intervention
 - Improvement in road safety
 - Air quality impact
 - Impact on other users
 - Integration with other schemes
 - Safe routes to school
- **Policy** refers to what extent the cycle route or CWZ will support wider policy objectives. The LCWIP guidance suggests that the following are considered within the 'policy' theme:
 - Delivery against policy objectives, such as improvements to health and inclusion
 - Importance of the intervention for particular target user groups, e.g. people without access to a car/van, or with higher levels of poor health
 - Classification by type of journey (e.g., education, workplace, utility, recreation) to aid alignment with particular funding streams
 - Performance against local transport plans/local plan policies
 - Priority/importance of the intervention as defined through the engagement process

- **Economics** sets out, for each route and CWZ, the estimated cost of construction and potential to attract funding. Whilst this theme is not included within the LCWIP guidance, it will aid officers when considering the economic implications of the LCWIP potential options. This theme considers the following criteria:
 - Cost of construction
 - Potential to attract funding
- **Deliverability** (only for cycle routes) identifies to what extent each cycle route will be quick and easy to implement. The LCWIP guidance suggests that the following are considered within the 'deliverability' theme:
 - Scheme feasibility/deliverability
 - Environmental constraints, e.g. conservation areas

Each theme has several metrics. Some have more than others. In order to ensure the total score per theme is not affected by the number of metrics contained within each one, a "normalised" total score is provided as a percentage.

The normalised totals represent how each route/zone scores relative to the total possible score in that theme.

Priority Category	Criteria Assessed	Relative Weighting Factors
Effectiveness	7	25%
Policy	11	25%
Economics	2	25%
Deliverability	2	25%

Figure 1.46 Prioritisation criteria

A scoring system of 1 to 3, with 1 being the worst and 3 being the best score that a route or zone could receive, was put in place.

The overall score over the four priority categories was compared for all routes which were then ranked, revealing where priority should be given.

Please note that this prioritisation serves as a guide for initiating routes and CWZ development when no other constraints are present. However, it's essential to understand that the implementation may not always align precisely with the stated priority order. This can occur due to various factors, including funding availability in different areas, shifts in funders' priorities related to specific issues, updated information that may alter the priority order, and other considerations.

In addition, the scores relate to the whole route or CWZ, and some routes/zones may have sections which would score very high, and others which would score very low if analysed by sections. Further analysis could be undertaken when delivery of part of a route or zone.

Prioritisation of Cycling Routes

The table below presents the results of the cycle route prioritisation process, with scores across the four priority categories and their final ranking based on the overall score.

Route	Normalised Priority Scores				Overall Score	Ranking
	Effectiveness	Policy	Economics	Deliverability		
	25%	25%	25%	25%		
Route 150	94%	73%	83%	83%	83.6%	1
Route 160	78%	67%	83%	100%	81.9%	2
Route 130	56%	77%	83%	83%	74.7%	3
Route 220	67%	77%	83%	67%	73.3%	4
Route 120	61%	63%	67%	100%	72.8%	5
Route 210	56%	63%	83%	83%	71.4%	6
Route 240	61%	73%	67%	83%	71.1%	7
Route 110	44%	67%	67%	100%	69.4%	8
Route 100	89%	77%	33%	67%	66.4%	9
Route 200	61%	77%	83%	33%	63.6%	10
Route 140	67%	57%	50%	50%	55.8%	11
Route 230	61%	60%	67%	33%	55.3%	12

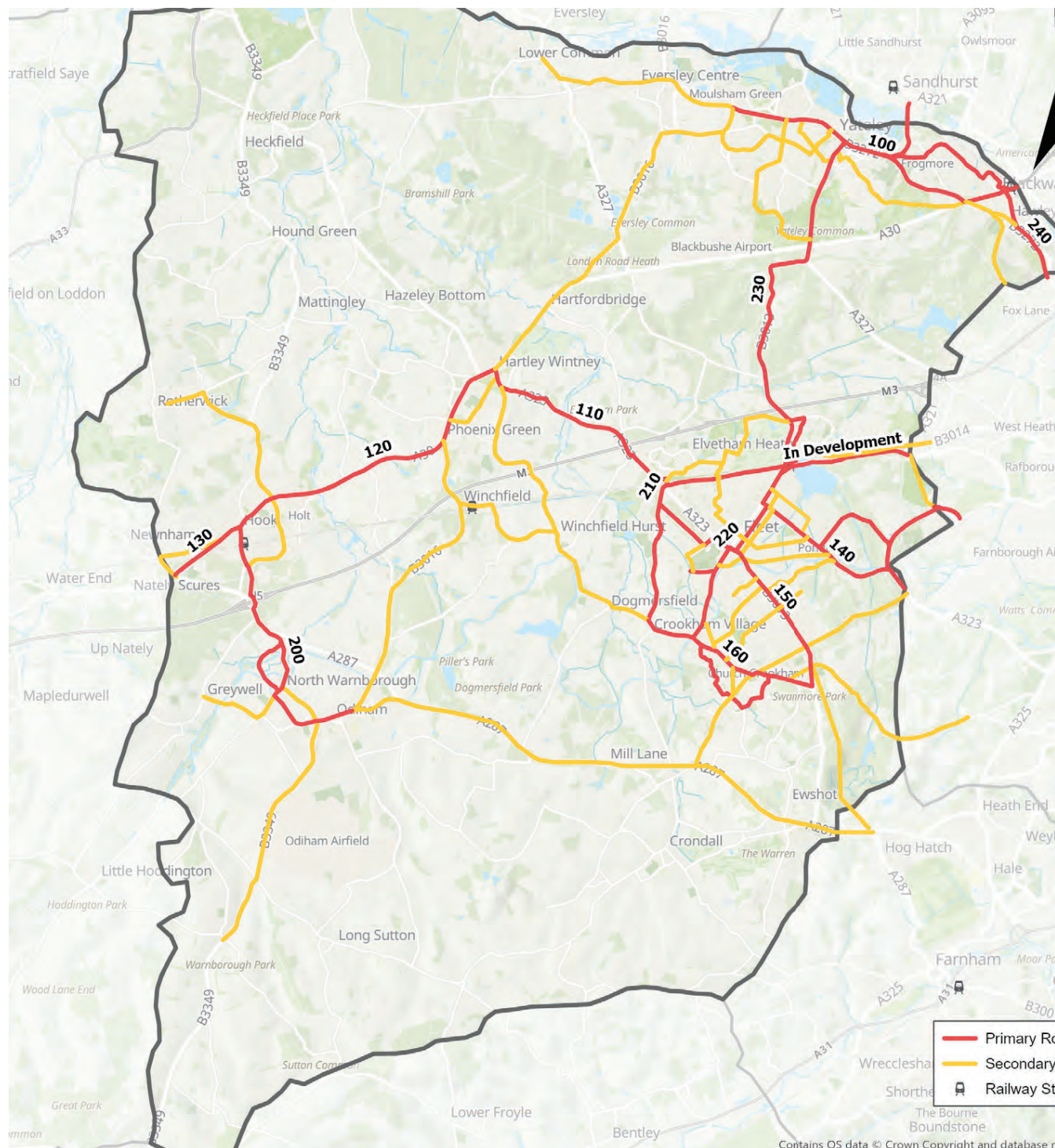
Figure 1.47 Prioritisation of Cycling Routes

The prioritisation process suggests that Route 150 should be prioritised over other routes, as it scored higher overall. Route 160 was ranked second, followed by Route 130 ranked third.

Routes 200 and 230 had the lowest scores in terms of deliverability, reflecting greater feasibility and environmental constraints.

Route 100 received low scores in the economics criteria, primarily due to low potential to attract funding and the higher cost estimate. The high cost is mainly attributed to its long length of segregated cycle track.

Route 110 performed low in terms of effectiveness, with low scores in almost all aspects within this criterion. The only exception is its 'integration with other schemes,' where it was rated as medium.



Prioritisation of Core Walking Zones

The table below presents the results of the CWZ prioritisation process, with scores across three priority categories and their final ranking based on the overall score.

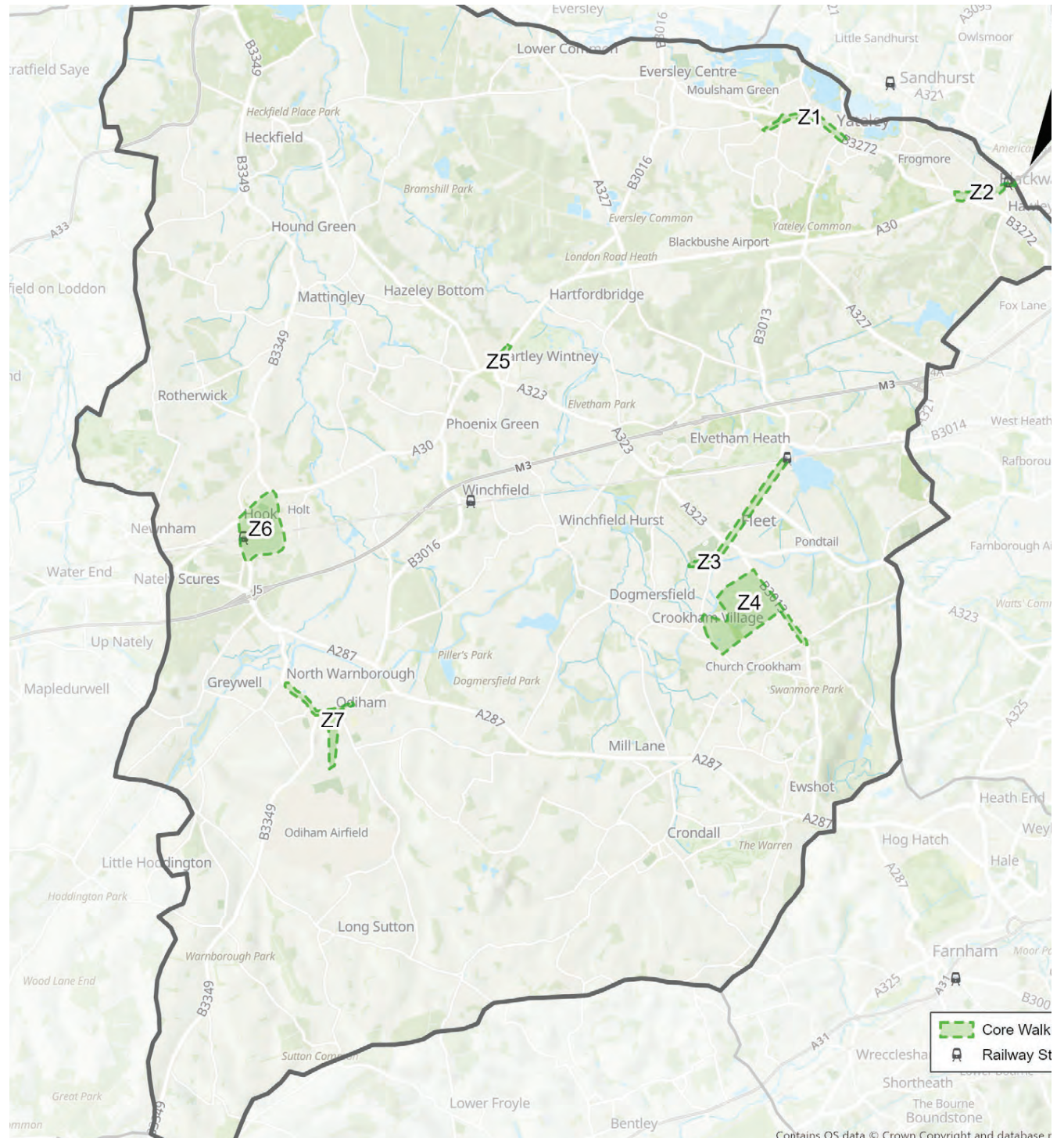
Core Walking Zone	Normalised Priority Scores			Overall Score	Ranking
	Effectiveness	Policy	Economics		
	33%	33%	33%		
Core Walking Zone Z6	67%	63%	83%	71.1%	1
Core Walking Zone Z3	73%	50%	83%	68.9%	2
Core Walking Zone Z4	67%	57%	83%	68.9%	2
Core Walking Zone Z1	53%	50%	67%	56.7%	3
Core Walking Zone Z7	33%	63%	67%	54.4%	4
Core Walking Zone Z5	33%	50%	67%	50.0%	5
Core Walking Zone Z2	47%	57%	33%	45.6%	6

Figure 4.48 Prioritisation of Core Walking Zones

The prioritisation process suggests that Z6 should be prioritised over other CWZ, as it scored higher overall. Z3 and Z4 were ranked second, followed by Z1 and Z7 which ranked third and fourth, respectively.

CWZ Z2, Z5 and Z7 scored low in terms of effectiveness, with low scores in the following criteria: “road safety”, “air quality impact”, “integration with other schemes” and “safe routes to school”.

CWZ Z2 also received low scores in the economics criteria, primarily due to its limited potential to attract funding and a higher cost estimate. The higher cost is primarily attributed to a major roundabout re-design (Recommendation Z2.2).



Next steps

Next Steps

Medium to longer term:

Further stakeholder and community engagement

This should fit into all stages of the design process. An example could include a mini-engagement package over two or three days involving members of the public in the street with targeted discussion of the results of route audits and the LCWIP. Testing the conclusions of the report will help ensure the solutions being advanced are appropriate as well as ensuring there is appetite and support for such change.

Identify sources of funding

Potential sources include:

- DT LCWIP funding stream
- DC Capability Fund
- DT Active Travel Fund
- Local economic regeneration funding
- Community Infrastructure Levy (CIL) & s106 s278 contributions from developers

Integration into local policy and planning documents

Promote the LCWIP outputs for inclusion into local planning and transport policies, strategies and delivery plans and continually review and update the LCWIP as a working document.

Further studies and surveys

Consider commissioning further studies and surveys required as part of scheme development process and help de-risk schemes, for example:

- Business Case (making the case for investment for prospective funders, especially relevant if bringing the whole network forward together or the traffic-free sections).
- Feasibility design:
 - Engineering design review
 - Traffic count surveys
 - Traffic modelling
 - Topographic surveys
 - Land registry searches
 - Ecological surveys

Making the Case

Schemes that involve significant change to the existing highway network to improve cycling and walking provision can be a challenge in a car dominated context. The political, economic and policy element is often pivotal; therefore, ensuring any schemes are underpinned by strong and robust arguments that join up with the local political and community context is key.

Appendices

Design principles

The options outlined in this study have been based on the standards presented in the Department for Transport (DfT) Cycle Infrastructure Design guidance document Local Transport Note (LTN) 1/20.

All new scheme designs should meet the current highway infrastructure design guidance as identified by the Department for Transport and its new executive agency, Active Travel England.

Another resource for design guidance is the [Kent Design Guide](#). It communicates key guidance on placemaking for the county.

Some of the most relevant criteria considered for cycle corridor design guidance are presented as follows:

Local Transport Note 1/20

This national guidance provides a basis for design based on five core principles and 22 summary principles, as follows:

Core design principles

The five core design principles represent the essential requirements to achieve more people travelling by cycle, based on best practice both internationally and across the UK.

There are five core design outcomes for cycle routes:

- Coherent
- Direct
- Safe
- Comfortable
- Attractive

Summary Principles

1. Cycle infrastructure should be accessible to everyone from 8 to 80 and beyond: it should be planned and designed for everyone. The opportunity to cycle in towns and cities should be universal.
2. Cycles must be treated as vehicles and not as pedestrians. On urban streets, cyclists must be physically separated from pedestrians and should not share space with pedestrians. Where cycle routes cross pavements, a physically segregated track should always be provided. At crossings and junctions, cyclists should not share the space used by pedestrians but

should be provided with a separate parallel route.

3. Cyclists must be physically separated and protected from high volume motor traffic, both at junctions and on the stretches of road between them.
4. Side street routes, if closed to through traffic to avoid rat-running, can be an alternative to segregated facilities or closures on main roads – but only if they are truly direct.
5. Cycle infrastructure should be designed for significant numbers of cyclists, and for non-standard cycles. The aim is that thousands of cyclists a day will use many of these schemes.
6. Consideration of the opportunities to improve provision for cycling will be an expectation of any future local highway schemes funded by Government.
7. Largely cosmetic interventions which bring few or no benefits for cycling or walking will not be funded from any cycling or walking budget.
8. Cycle infrastructure must join together, or join other facilities together by taking a holistic, connected network approach which recognises the importance of nodes, links and areas that are good for cycling.
9. Cycle parking must be included in substantial schemes, particularly in city centres, trip generators and (securely) in areas with flats where people cannot store their bikes at home. Parking should be provided in sufficient amounts at the places where people actually want to go.
10. Schemes must be legible and understandable.
11. Schemes must be clearly and comprehensively signposted and labelled.
12. Major 'iconic' items, such as overbridges must form part of wider, properly thought-through schemes.
13. As important as building a route itself is maintaining it properly afterwards.
14. Surfaces must be hard, smooth, level, durable, permeable and safe in all weathers.
15. Trials can help achieve change and ensure a permanent scheme is right first time. This will avoid spending time, money and effort modifying a scheme that does not perform as anticipated.
16. Access control measures, such as chicane barriers and dismount signs, should not be used.

17. The simplest, cheapest interventions can be the most effective.
18. Cycle routes must flow, feeling direct and logical
19. Schemes must be easy and comfortable to ride.
20. All designers of cycle schemes must experience the roads as a cyclist.
21. Schemes must be consistent.
22. When to break these principles.

Cycle parking

Cycle parking is integral to any cycle network, and to wider transport systems incorporating public transport.

The availability of secure cycle parking at home, the end of a trip or at an interchange point has a significant influence on cycle use.

LTN 1/20 states that:

Cycle parking is an essential component of cycle infrastructure. Sufficient and convenient residential cycle parking enables people to choose cycling. At the trip end, proximity to destinations is important for short stay parking, while for longer-stay parking security concerns can be a factor. As with other infrastructure, designers should consider access for all cycles and their passengers.

Cycle parking would be considered as part of relevant schemes.

Accessibility for all

Coherent



DO Cycle networks should be planned and designed to allow people to reach their day to day destinations easily, along routes that connect, are simple to navigate and are of a consistently high quality.

Direct



DO Cycle routes should be at least as direct – and preferably more direct – than those available for private motor vehicles.

Safe



DO Not only must cycle infrastructure be safe, it should also be perceived to be safe so that more people feel able to cycle.

Comfortable



DO Comfortable conditions for cycling require routes with good quality, well-maintained smooth surfaces, adequate width for the volume of users, minimal stopping and starting and avoiding steep gradients.

Attractive



DO Cycle infrastructure should help to deliver public spaces that are well designed and finished in attractive materials and be places that people want to spend time using.



DON'T Neither cyclists or pedestrians benefit from unintuitive arrangements that put cyclists in unexpected places away from the carriageway.



DON'T This track requires cyclists to give way at each side road. Routes involving extra distance or lots of stopping and starting will result in some cyclists choosing to ride on the main carriageway instead because it is faster and more direct, even if less safe.



DON'T Space for cycling is important but a narrow advisory cycle lane next to a narrow general traffic lane and guard rail at a busy junction is not an acceptable offer for cyclists.



DON'T Uncomfortable transitions between on-and off carriageway facilities are best avoided, particularly at locations where conflict with other road users is more likely.



DON'T Sometimes well-intentioned signs and markings for cycling are not only difficult and uncomfortable to use, but are also unattractive additions to the street scape.

Design Standards

Relevant extracts from LTN 1/20 used as a basis for potential options in this report:

Figure 4.1: Appropriate protection from motor traffic on highways

Speed Limit ¹	Motor Traffic Flow (pcu/24 hour) ²	Protected Space for Cycling			Cycle Lane (mandatory/ advisory)	Mixed Traffic
		Fully Kerbed Cycle Track	Stepped Cycle Track	Light Segregation		
20 mph ³	0					
	2000					
	4000					
	6000+					
40 mph	0					
	2000					
	4000					
	6000+					
50+ mph	Any					
	Any					

- Provision suitable for most people
- Provision not suitable for all people and will exclude some potential users and/or have safety concerns
- Provision suitable for few people and will exclude most potential users and/or have safety concerns

- Notes:
- If the 85th percentile speed is more than 10% above the speed limit the next highest speed limit should be applied
 - The recommended provision assumes that the peak hour motor traffic flow is no more than 10% of the 24 hour flow
 - In rural areas achieving speeds of 20mph may be difficult, and so shared routes with speeds of up to 30mph will be generally acceptable with motor vehicle flows of up to 1,000 pcu per day

Table 6-1: Minimum recommended horizontal separation between carriageway and cycle tracks*

Speed limit (mph)	Desirable minimum horizontal separation (m)	Absolute minimum horizontal separation (m)
30	0.5	0
40	1.0	0.5
50	2.0	1.5
60	2.5	2.0
70	3.5	3.0

*Separation strip should be at least 0.5m alongside kerbside parking and 1.5m where wheelchair access is required.

Table 5-2: Cycle lane and track widths

Cycle Route Type	Direction	Peak hour cycle flow (either one way or two-way depending on cycle route type)	Desirable minimum width* (m)	Absolute minimum at constraints (m)
Protected space for cycling (including light segregation, stepped cycle track, kerbed cycle track)	1 way	<200	2.0	1.5
		200-800	2.2	2.0
		>800	2.5	2.0
	2 way	<300	3.0	2.0
		>300-1000	3.0	2.5
		>1000	4.0	3.0
Cycle lane	1 way	All – cyclists able to use carriageway to overtake	2.0	1.5

*based on a saturation flow of 1 cyclist per second per metre of space. For user comfort a lower density is generally desirable.

Table 6-3: Recommended minimum widths for shared use routes carrying up to 300 pedestrians per hour

Cycle flows	Minimum width
Up to 300 cyclists per hour	3.0m
Over 300 cyclists per hour	4.5m

Table 7-2: Minimum acceptable lane widths*

Feature	Desirable minimum	Absolute minimum	Notes
Traffic lane (cars only, speed limit 20/30mph)	3.0m	2.75m	2.5m only at offside queuing lanes where there is an adjacent flared lane
Traffic lane (bus route or >8% HGVs, or speed limit 40mph)	3.2m	3.0m	Lane widths of between 3.2m and 3.9m are not acceptable for cycling in mixed traffic.
2-way traffic lane (no centre line) between advisory cycle lanes	5.5m	4.0m	4.0m width only where AADT flow <4000 vehicles** and/or peak hour <500 vehicles with minimal HGV/Bus traffic.

* these lane widths assume traffic is free to cross the centre line, see 7.2.9 for details on critical widths at pinch points

** While centre line removal is still feasible with higher flows, the frequency at which oncoming vehicles must enter the cycle lane to pass one another can make the facility uncomfortable for cycling.

Table 10-2: Crossing design suitability

Speed Limit	Total traffic flow to be crossed (pcu)	Maximum number of lanes to be crossed in one movement	Uncontrolled	Cycle Priority	Parallel	Signal	Grade separated
≥ 60mph	Any	Any	Green	Green	Green	Green	Green
10 mph and 20 mph	> 10000	/any	Green	Green	Green	Green	Green
	6000 to 10000	2 or more	Green	Green	Green	Green	Green
	0-6000	2	Green	Green	Green	Green	Green
	0-10000	1	Yellow	Green	Green	Green	Green
≤ 30mph	> 8000	> 2	Green	Green	Green	Green	Green
	> 2000	2	Green	Green	Green	Green	Green
	4000-8000	2	Green	Green	Green	Green	Green
	0-4000	2	Green	Green	Green	Green	Green
	0-4000	1	Green	Green	Green	Green	Green

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- Provision suitable for most people
- Provision not suitable for all people and will exclude some potential users and/or have safety concerns
- Provision suitable for few people and will exclude most potential users and/or have safety concerns

- Notes:
1. If the actual 85th percentile speed is more than 10% above the speed limit the next highest speed limit should be applied
 2. The recommended provision assumes that the peak hour motor traffic flow is no more than 10% of the 24 hour flow

Figure 10.39: Carriageway-level cycle track used with 'hold the left' traffic staging

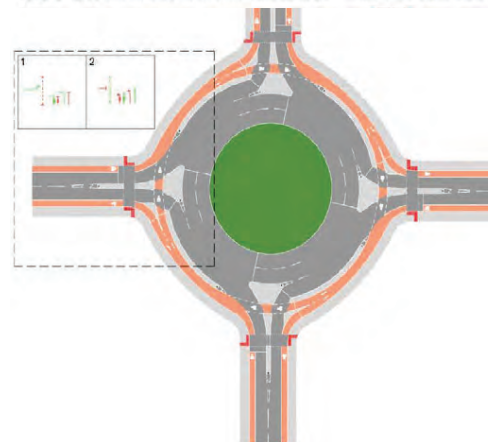


Table 11-1: Suggested minimum cycle parking capacity for different types of land use

Land use type	Sub-category	Short stay requirement (obvious, easily accessed and close to destination)	Long stay requirement (secure and ideally covered)
All	Parking for adapted cycles for disabled people	5% of total capacity co-located with disabled car parking.	5% of total capacity co-located with disabled car parking.
Retail	Small (<200m ²)	1 per 100m ²	1 per 100m ²
	Medium (200-1,000m ²)	1 per 200m ²	1 per 200m ²
	>1,000m ²	1 per 250m ²	1 per 500m ²
Employment	Office/Finance (A2/B1)	1 per 1000m ²	1 per 200m ²
	Industrial/Warehousing (B2/B8)	1 per 1,000m ²	1 per 500m ²
Leisure and Institutions	Leisure centres, assembly halls, hospitals and healthcare	Greatest of: 1 per 50m ² or 1 per 30 seats/capacity	1 per 5 employees
	Educational Institutions	–	Separate provision for staff and students. Based on Travel Plan mode share targets, minimum: Staff: 1 per 20 staff Students: 1 per 10 students
Residential	All except sheltered/elderly housing or nursing homes	–	1 per bedroom
	Sheltered/elderly housing/nursing homes	0.05 per residential unit	0.05 per bedroom
Public Transport Interchange	Standard stop	Upon own merit	–
	Major interchange	1 per 200 daily users	–

Cycle Dimensions and Cycle Design Vehicle: Figure 5.2 shows the range of dimensions for cycles typically in use. It is important that infrastructure can accommodate the full range of cycles to ensure routes are accessible to all cyclists. The cycle design vehicle referred to in this document represents a composite of the maximum dimensions shown in Figure 5.2 is assumed as 2.8m long and 1.2m wide. Table 5-1 shows the minimum turning radii suitable only for low speed manoeuvres such as access to cycle parking.

Figure 5.2: Typical dimensions of cycles



Table 5-1: Size and minimum turning circles of cycles

Type of Cycle	Typical length (m)	Typical width (m)	Minimum turning circle (m)	
			Outer radius	Inner radius
Cycle design vehicle	2.8 (max)	1.2 (max)	3.4 (max)	0.1 (min)*
Solo upright cycle	1.8	0.65	1.65	0.85
Cycle plus 850mm wide trailer	2.7	0.85	2.65	1.5
Tandem	2.4	0.65	3.15	2.25

*applies only to some cycles that can pivot at very low speeds

Gradients: Table 5-8 shows the desirable maximum length for gradients. People can cycle steep gradients that are fairly short but typically cannot maintain high levels of effort for long distances. Cycle routes along existing roads and paths will usually have to follow the existing gradient, but there may be opportunities to divert onto alternative routes for short sections or reducing gradients through earthworks where space is available.

Speed of travel is also important to consider. Steep gradients can lead to high speeds for descending cyclists and low speeds for climbing cyclists, which can create hazards for all users on the route. Stopping sight distances increase on down gradients greater than 3%.

Table 5-8: Maximum length for gradients

Gradient %	Desirable maximum length of gradient (m)
2.0	150
2.5	100
3.0	80
3.5	60
4.0	50
4.5	40
5.0	30

Glossary

CWZ	Core Walking Zone
DfT	Department for Transport
HSDC	Healthy Streets Design Check
LCWIP	Local Cycling and Walking Infrastructure Plan
LTN	Low Traffic Neighbourhood
LTN 1/20	Local Traffic Note (1/20)
MoD	Ministry of Defence
PCT	Propensity to Cycle Tool
WRAT	Walking Route Audit Tool

CABINET

KEY DECISIONS / WORK PROGRAMME AND EXECUTIVE DECISIONS MADE

1 December 2023

Cabinet is required to publish its Key Decisions and forward work programme to inform the public of issues on which it intends to make policy or decisions. The Overview and Scrutiny Committee also notes the Programme, which is subject to regular revision.

Report Title	Outline/Reason for Report/Comments	Due Date	Key Decision Y? (Note 1)	Cabinet Member (Note 2)	Service (Note 3)	*This item may contain Exempt information
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Butterwood Homes Report from Scrutiny Panel	To consider adopting any proposals recommended by the Butterwood Homes Scrutiny Panel	7 Dec	No	Portfolio Holder - Climate Change and Corporate Services	CS	Open
Supplementary Planning Document - Cycle and Car Parking in New Developments	Following public consultation, Cabinet to consider adopting the Supplementary Planning Document on Cycle and Car Parking in New Developments	7 Dec	No	Portfolio Holder - Planning Policy and Place	PL	Open
Interim review of Medium Term Financial Strategy	To note emerging pressures on the Council's finances and agree a budget strategy for the coming year and consider changes to the MTFS	7 Dec	No	Portfolio Holder - Finance	CS	Open
Planning Local Enforcement Plan	To consider and adopt an updated Planning Local Enforcement Plan. The current Planning Local Enforcement Plan was adopted in January 2016, and this review is to ensure it reflects current best practice and to bring it up to date.	7 Dec	No	Portfolio Holder - Planning Policy and Place	PL	Open
Adoption of Local Cycling and Walking Infrastructure Plan (LCWIP)	Following the end of the consultation period, to consider adopting the updated LCWIP.	7 Dec	No	Portfolio Holder - Planning Policy and Place	PL	Open

Report Title	Outline/Reason for Report/Comments	Due Date	Key Decision Y? (Note 1)	Cabinet Member (Note 2)	Service (Note 3)	*This item may contain Exempt information
Approval of the new Parking Order	To review and approve the new Parking Order which contains a number of changes to parking provision across Hart.	4 Jan	Yes	Portfolio Holder - Community Safety and Development Management	CSF	Open
Transfer of Hareshill Community Building	To agree the terms of the transfer of the new community building to the Parish Council	4 Jan	Yes Ope	Portfolio Holder - Climate Change and Corporate Services	CE	Open
Settlement Capacity and Intensification Study	To consider the Settlement Capacity & Intensification Study produced by consultants. The study was commissioned to review the potential capacity within the district's settlements to accommodate future growth	4 Jan	No	Portfolio Holder - Planning Policy and Place	PL	Open

Report Title	Outline/Reason for Report/Comments	Due Date	Key Decision Y? (Note 1)	Cabinet Member (Note 2)	Service (Note 3)	*This item may contain Exempt information
Review of CCTV Service	To review the CCTV service, including any requirement for additional funding for replacement cameras/additional maintenance as required	4 Jan	No	Portfolio Holder - Community Safety and Development Management	COM	Open
Approval of the New Parking Order	To review and approve the new Parking Order which contains a number of changes to parking provision across Hart	4 Jan	Yes	Portfolio Holder - Community Safety and Development Management	COM	Open
Climate Change Update	Cabinet to receive an update on progress against the Climate Change Action Plan	4 Jan	No	Portfolio Holder - Climate Change and Corporate Services	CS	Open

Report Title	Outline/Reason for Report/Comments	Due Date	Key Decision Y? (Note 1)	Cabinet Member (Note 2)	Service (Note 3)	*This item may contain Exempt information
UKSPF funding bids	To consider the bids received for the UKSPF community hub funding, as per Hart's approved investment plan and to pass comments to the cabinet.	1 Feb	Yes	Leader and Portfolio Holder - Strategic Direction and Partnerships	CS	
Draft Budget 2024/25	To consider and recommend to Council, the revenue and capital budget for 2024/25 including revised Medium Term Financial Strategy and any proposed changes to council tax discretions.	1 Feb	No	Portfolio Holder - Finance	PL	Open
Q3 Budget monitoring report and forecast outturn for 2023/24	Report to Cabinet the latest projections of expenditure and income, including capital, for 2023/24 for review and approval of any action necessary.	1 Feb	No	Portfolio Holder - Finance	FIN	Open
Treasury Management Policy and Capital Strategy annual statutory review	To consider and recommend to Council the revised Treasury Management Policy including Investment Strategy, prudential indicators and Capita Strategy, having regard to O&S comments	1 Feb	No	Portfolio Holder - Finance	FIN	Open
Draft Service Plans 2024/25	Cabinet to review and approve draft service plans for 2024/25 having regard to O&S comments and the approved budget.	4 Apr	No	Chief Executive	ALL	Open

Report Title	Outline/Reason for Report/Comments	Due Date	Key Decision Y? (Note 1)	Cabinet Member (Note 2)	Service (Note 3)	*This item may contain Exempt information
Cron dall Conservation Area Appraisal	Cabinet to consider adopting the updated Cron dall Conservation Area Appraisal		No	Portfolio Holder - Planning Policy and Place	PL	Open
Crookham Village Conservation Area Appraisal	Cabinet to consider adopting the updated Crookham Village Conservation Area Appraisal		No	Portfolio Holder - Planning Policy and Place	PL	Open
Hartley Wintney Conservation Area Appraisal	Cabinet to consider adopting the updated Hartley Wintney Conservation Area Appraisal		No	Portfolio Holder - Planning Policy and Place	PL	Open
Ongoing Items throughout the year						
Climate Change updated and request for funding allocations for projects to deliver Action Plan	To update Cabinet on progress against Hart's Climate Change Action Plan		No	Portfolio Holder - Climate Change and Corporate Services	CS	

Executive Decisions		
2 Nov	<p>RELEASE OF S106 FUNDING FOR CONTRIBUTION TOWARDS NEW PICNIC BENCHES AT HIGH USE YATELEY TOWN COUNCIL</p> <p>Release of £3,739.81 of s106 funding collected for the provision of leisure and open space within the parish of Yateley for the following purpose: purchasing and installing picnic benches on open spaces land that Yateley Town Council Manages.</p>	<p>Leader and Portfolio Holder - Strategic Direction and Partnerships</p>

Note 1

A “key decision” means an executive decision which, is likely to –

- a) result in Council incurring expenditure or the making of savings which amount to £30,000 or 25% (whichever is the larger) of the budget for the service or function to which the decision relates; or
- b) be significant in terms of its effects on communities living or working in an area comprising two or more wards within the area of the district of Hart.

Note 2

Cabinet Members

D Neighbour	Leader and Strategic Partnerships
J Radley	Deputy Leader and Finance
A Oliver	Development Management and Community Safety
T Clarke	Digital and Communications
T Collins	Regulatory
R Quarterman	Climate Change and Corporate
S Bailey	Community
G Cockarill	Planning Policy and Place

Note 3

Service:

Report Title	Outline/Reason for Report/Comments	Due Date	Key Decision Y? (Note 1)	Cabinet Member (Note 2)	Service (Note 3)	*This item may contain Exempt information
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CX	Chief Executive	CS	Corporate Services	PL	Place Services
CSF	Community Safety	PP	Planning Policy		
FI	Finance	COM	Community Services		
SLS	Shared Legal Services	MO	Monitoring Officer		

Note 4

*This item may contain Exempt Information – Regulation 5 of the Local Authority (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012

OVERVIEW AND SCRUTINY COMMITTEE WORK PROGRAMME - November 2023

Report Title	Outline/Reason for Report/Comments	Meeting Due Date	Original Due Date	Resources Required	Service	*This item may contain Exempt information
Butterwood Homes Scrutiny Panel Report	To receive a report from the Scrutiny Panel on Butterwood Homes	14 Nov 2023	19 Sep 2023	Within existing staff resources		
CCTV Task and Finish Group	To report back on the findings of the Task and Finish Group.	14 Nov 2023		Participation by Safer Communities Manager		
Supplementary Planning Document- Cycle and Car Parking in new developments	To provide an update on the draft document following public consultation, prior to consideration by Cabinet	14 Nov 2023	17 Oct 2023	In the 2023/24 Service plan Within existing resources	Place Services	
Local Cycling and Walking Infrastructure Plan (LCWIP)	To provide an update on the draft LCWIP following public consultation prior to consideration by Cabinet.	14 Nov 2023		In the 2023/24 Service Plan, Within existing resources	Place Services	
Presentation by Core Grant Recipients	Members to receive a short presentation from core grant recipients outlining the impact the core grant has had on their organisation.- Citizens Advice Bureau	14 Nov 2023		External Provider presentation	Community Services	
Outcome of Trial of New Parking Machines	To review the trial of the new machine, and consider future options for their use	14 Nov 2023		Within existing staff resources	Community Services	

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Agenda Item 15

Report Title	Outline/Reason for Report/Comments	Meeting Due Date	Original Due Date	Resources Required	Contact	*This item may contain Exempt information
Interim review of Medium Term Financial Strategy	To note emerging pressures on the Council's finances and agree a budget strategy for the coming year and consider changes to the MTFS.	14 Nov 2023		Staff time to prepare report and monitor during the year		
Settlement Capacity & Intensification Study	To provide an update on the Settlement Capacity & Intensification Study and seek views of the Overview & Scrutiny Committee prior to its consideration by Cabinet.	14 Dec 2023	17 Nov 2023	In the 2023/24 Service Plan, Within existing resources	Place Services	
Planning Local Enforcement Plan	To provide an update on the draft Planning Local Enforcement Plan prior to its consideration by Cabinet.	14 Dec 2023	17 Nov 2023	In the 2023/24 Service Plan, Within existing resources	Place Services	
Multi Agency Flood Forum	To receive feedback from the Multi Agency Flood Forum meeting.	19 Dec 2023		Within existing staff resources	Place Services	
Review of CCTV Provision	To review the first six months of operation of the CCTV provision from Runnymede	19 Dec 2023		Within existing staff resources	Community Services	
Authority Monitoring Report (AMR)	To consider the draft Authority Monitoring Report for 2022/23 prior to its completion and publication.	19 Dec 2023		Within existing staff resources	Place Services	
Climate Change Update	Cabinet to receive an update on progress against the Climate Change Action Plan	19 Dec 2023			Corporate Services	

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Report Title	Outline/Reason for Report/Comments	Meeting Due Date	Original Due Date	Resources Required	Contact	*This item may contain Exempt information
Feedback from Service Panel members	To receive feedback from Members on the Service Panels.	16 Jan 2024		Set out in Service Plans	All	
Draft Budget 2024/25	To consider and pass comments to Cabinet, the revenue and capital budget for 2024/25 including revised Medium Term Financial Strategy and any proposed changes to council tax discretions	16 Jan 2024		Significant staff resource in Finance and Service teams Within existing staff resource	Finance	
Treasury Management Policy and Capital Strategy Annual statutory review	To consider and pass comments to Cabinet on the revised Treasury Management Policy including Investment Strategy, prudential indicators and Capita.	16 Jan 2024		Staff time and external advisors Within existing staff resource	Finance	
UKSPF Funding Bid	To consider the bids received for the UKSPF community hub funding, as per Hart's approved investment plan and to pass comments to the Cabinet.	16 Jan 2024		Internal Staff Resources	Finance	
Conservation Area Appraisal Task and Finish Group	To update the committee on the actions following the Conservation Area Appraisal Task and Finish Group	20 Feb 2023		Within existing resources		
Q3 Budget monitoring report and forecast outturn for 2023/24 - incorporating treasury activity.	To consider the latest projections of expenditure and income, including capital, for 2023/24 for review and any action necessary. Report to include treasury activity and adherence to approved policy.	20 Feb 2024		Staff time to prepare report and monitor during the year	Finance	

Report Title	Outline/Reason for Report/Comments	Meeting Due Date	Original Due Date	Resources Required	Contact	*This item may contain Exempt information
Presentation by Core Grant Recipients	Members to receive a short presentation from core grant recipients outlining the impact the core grant has had on their organisation - Hart Voluntary Action	20 Feb 2024		External Partner presentation	Community Services	
Draft Service Plans 2024/25	To review and approve draft service plans for 2024/25 and pass comments to Cabinet.	19 Mar 2024		Within existing staff resources	All	
Presentation by Core Grant Recipients	Members to receive a short presentation from core grant recipients outlining the impact the core grant has had on their organisation - Hampshire Inclusion	19 Mar 2024		External Partner presentation	Community Services	
Half-yearly Complaints Analysis	To analyse and review the number and type of complaints received by the Council for the previous period.	16 Apr 2024	19 Dec 2023	Within existing staff resources	Corporate Services	
Feedback from Councillor Representatives on External Organisations	To review the work of members on External Organisation Committees	16 Apr 2024		None		
Corporate Risk Register (Half-yearly Review)	To review the Corporate Risk Register and pass any comments to Cabinet.	16 Apr 2024		Within existing staff resources	Finance	

Report Title	Outline/Reason for Report/Comments	Meeting Due Date	Original Due Date	Resources Required	Contact	*This item may contain Exempt information
Feedback from Service Panels	To receive feedback from members on the Service Panels	16 Apr 2024		Set out in Service Plans	All	
Overview and Scrutiny Chairman's Report	Report of the work completed by Overview and Scrutiny 2023/24	16 Apr 2024		None	Chief Executive	
Fly Tipping Task and Finish Group	To report back on the findings of the Task and Finish Group.	TBC		Staff time to support group		
Civic Regeneration Update	To review the Civic Regeneration plans	TBC		Unsure at this stage		
Gypsy and Traveller Temporary Pitches Task and Finish Group	To elect a Chairman and agree the terms of reference for the Task and Finish group	TBC		Staff time to support group		
Gypsy and Traveller Temporary Pitches Task and Finish Group	To report back on the findings of the Task and Finish Group.	TBC		Staff time to support group		
On Street Parking	To invite representatives from Hampshire County Council to come to a future meeting to outline any changes to on-street parking enforcement provision in the District since the changeover	TBC		Unsure at this stage		

Report Title	Outline/Reason for Report/Comments	Meeting Due Date	Original Due Date	Resources Required	Contact	*This item may contain Exempt information
Hampshire Waste Partnership		TBC				
A Review of the implementation of the peer review action plan and the impact it had had on the development management performance within the 'Place service'	Awaiting scope to be written by Cllr Dorn					