

## **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