

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

Head Office
Sustrans
2 Cathedral Square
College Green
Bristol
BS1 5DD

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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



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

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

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.

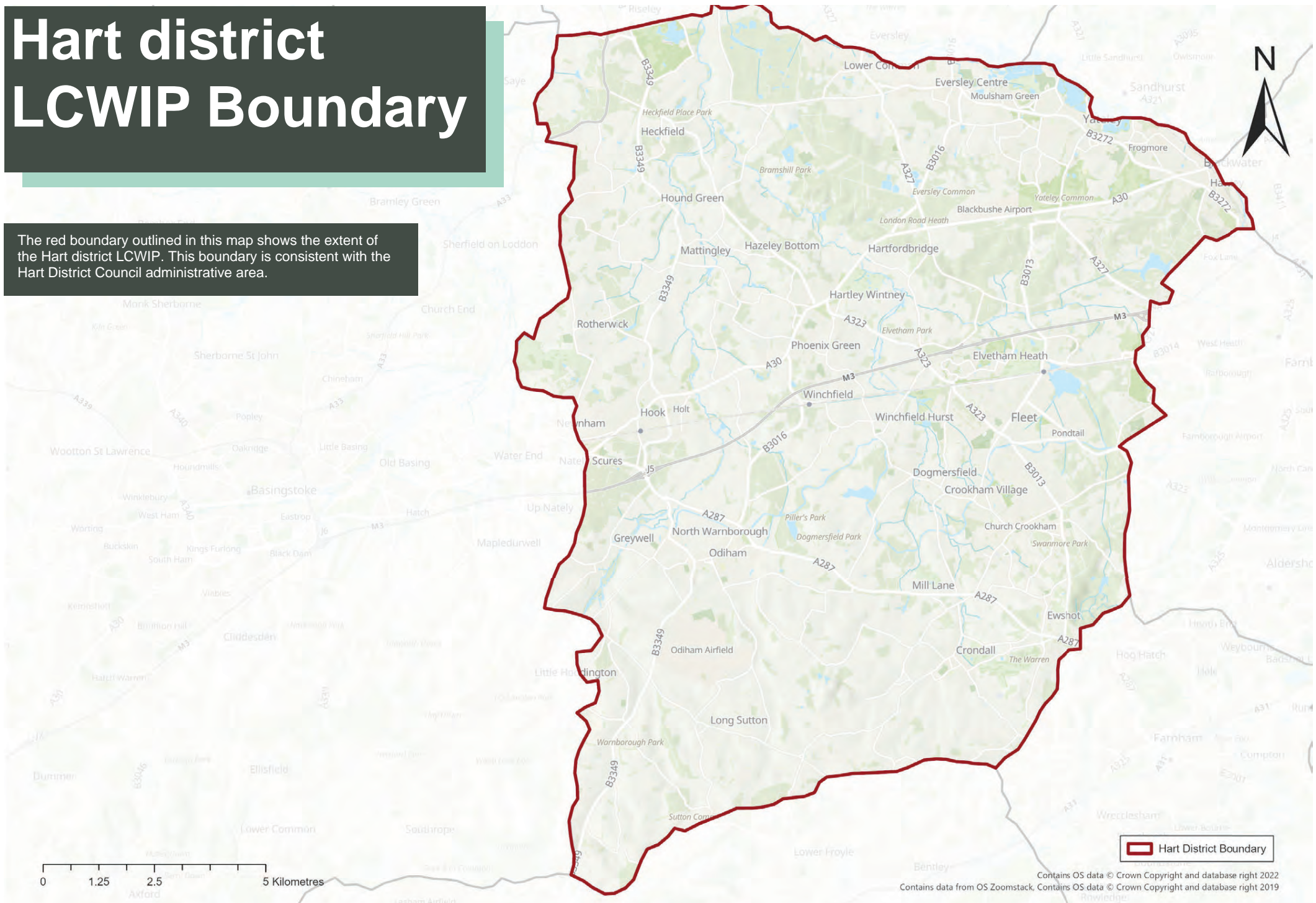
The Local Plan also identifies 13 locally important employment sites:

- 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.



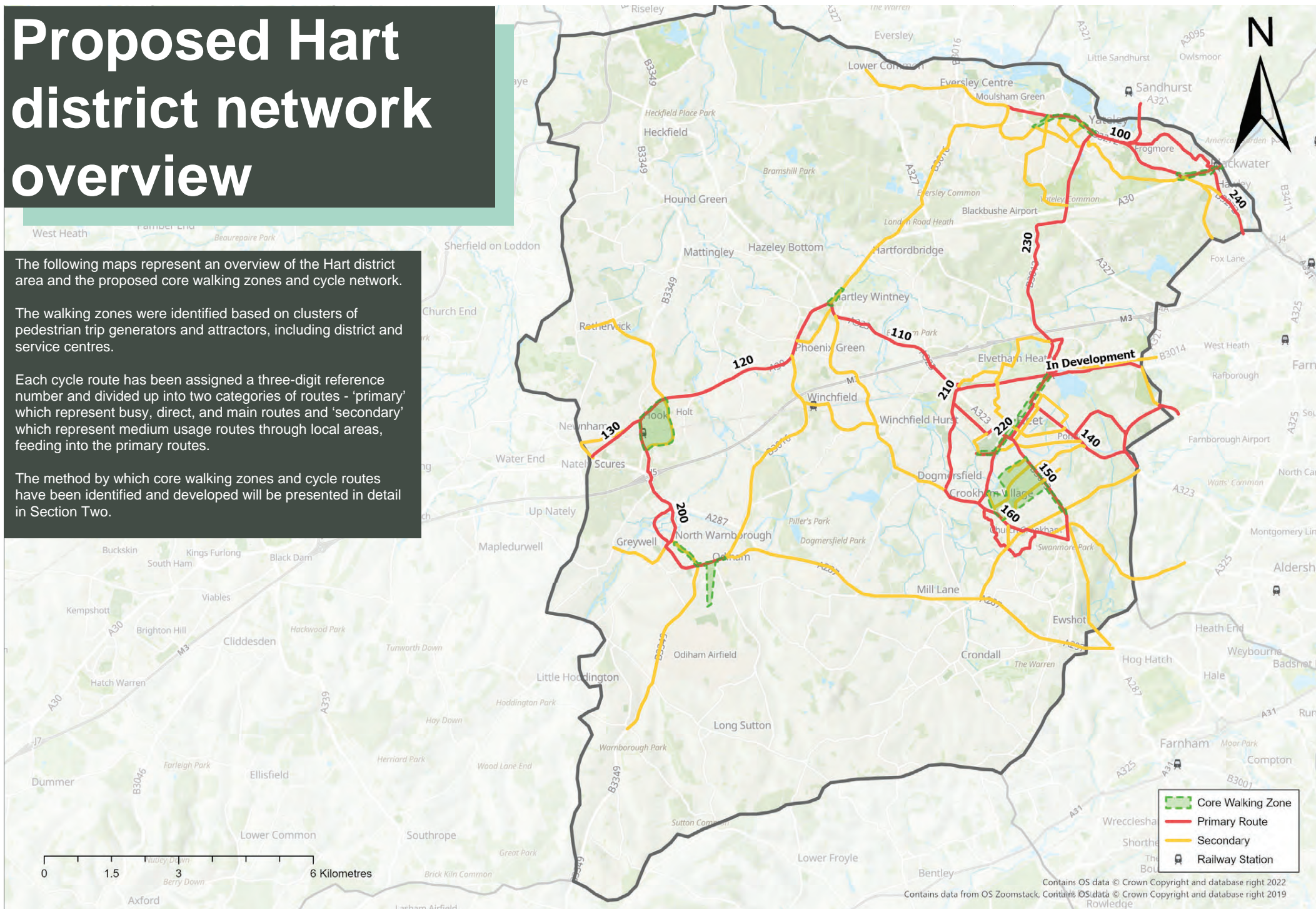
Proposed Hart district network overview

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.



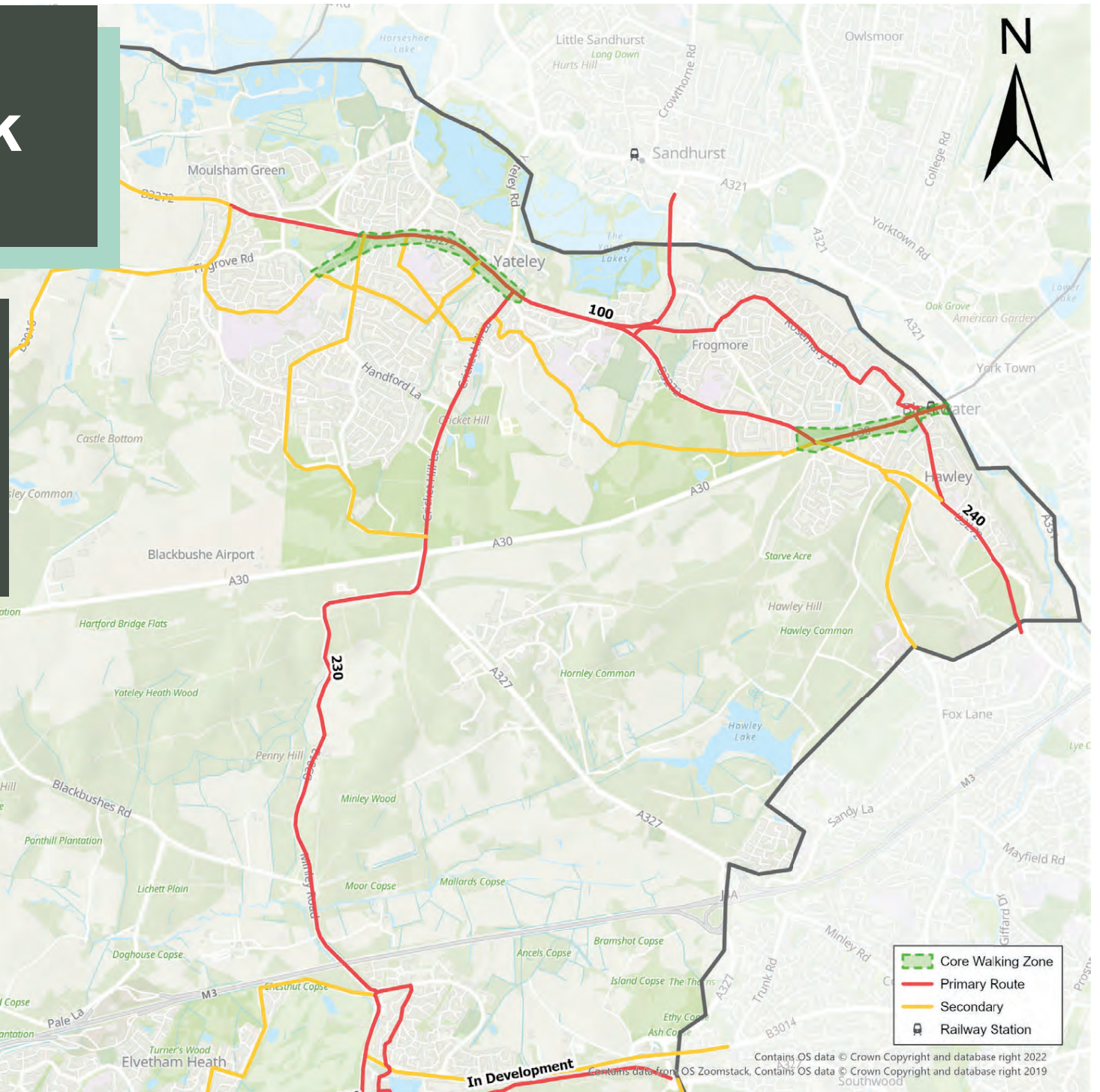
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Proposed Hart district network overview

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.

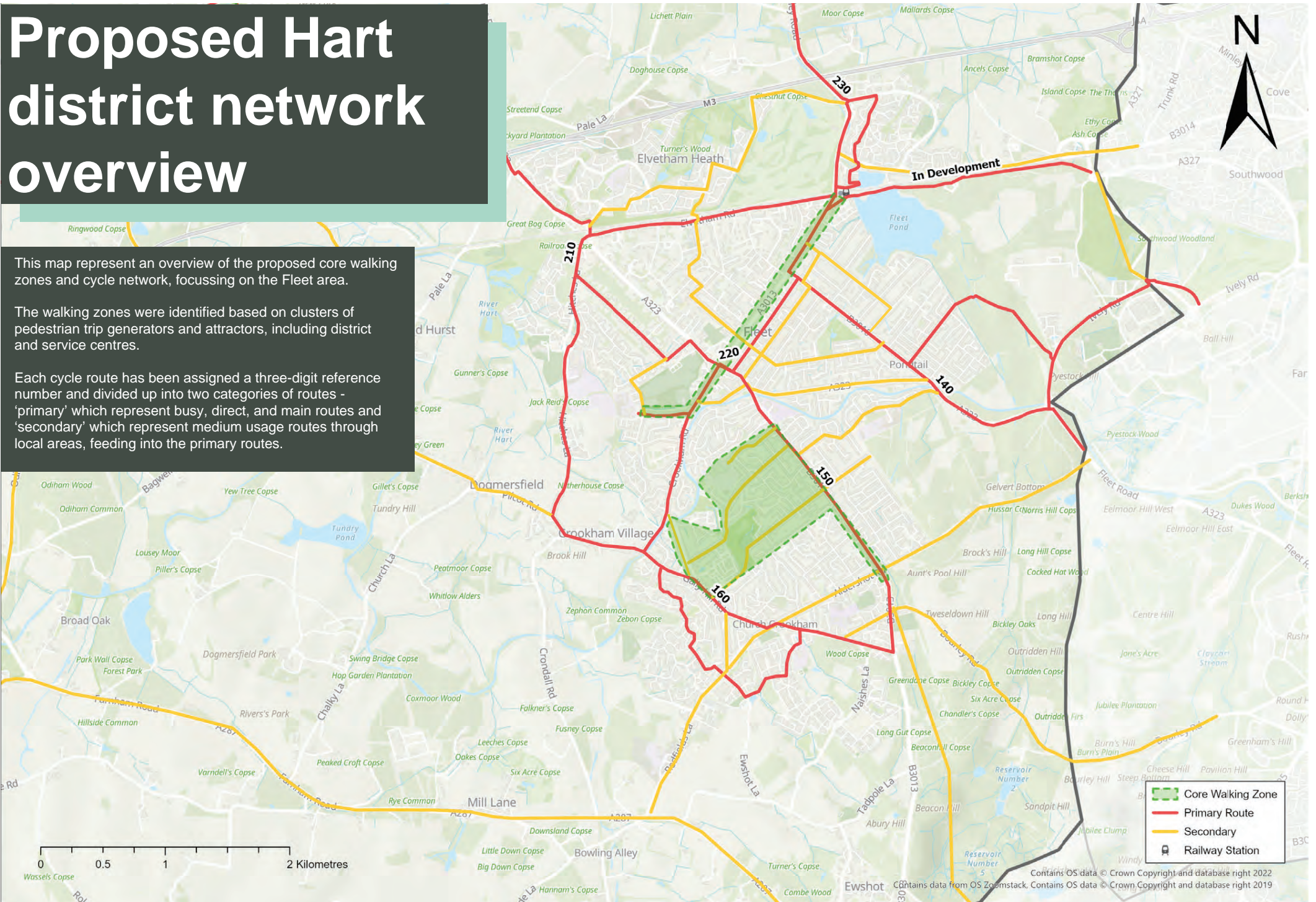


Proposed Hart district network overview

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.

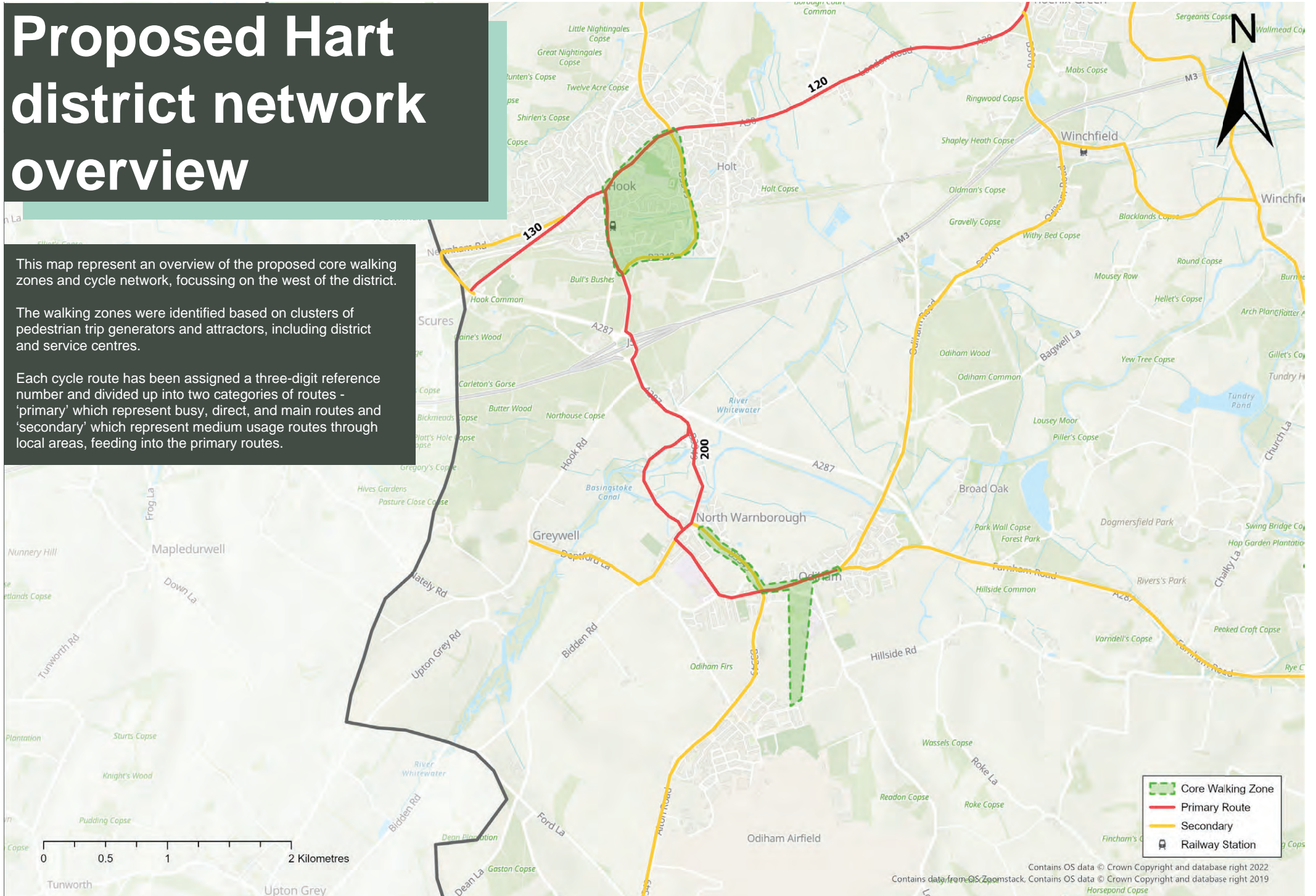


Proposed Hart district network overview

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.



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 maybe 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 peoples' 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

Section Two contents

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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

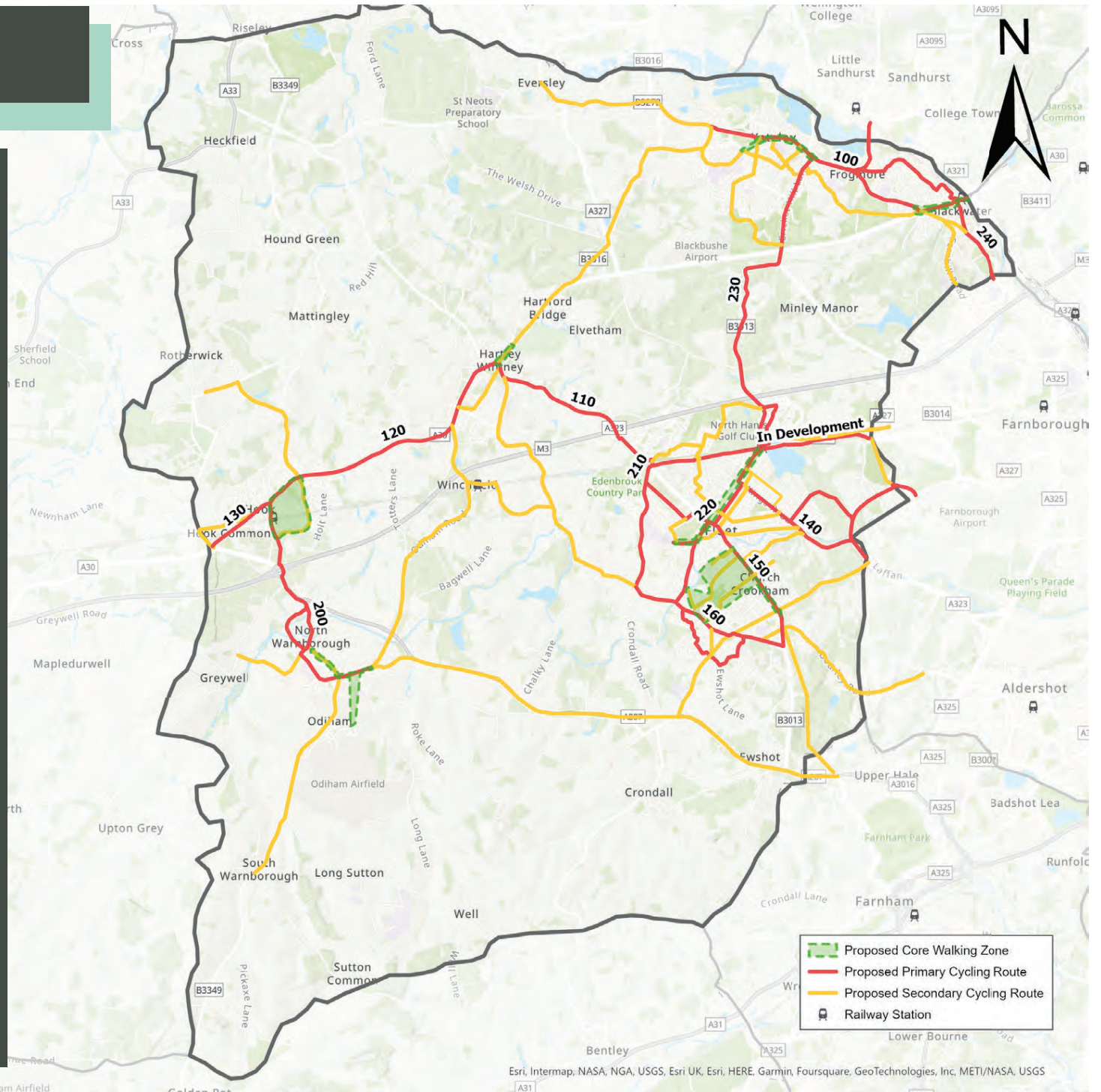
Comprehensive information and data sources were provided by Hampshire County Council and Hart District Council which was augmented by publicly available datasets from the 2011 and 2021 Census (e.g. population and employment), DfT Traffic Counts, Road Traffic Collisions, schools, public amenities and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



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.

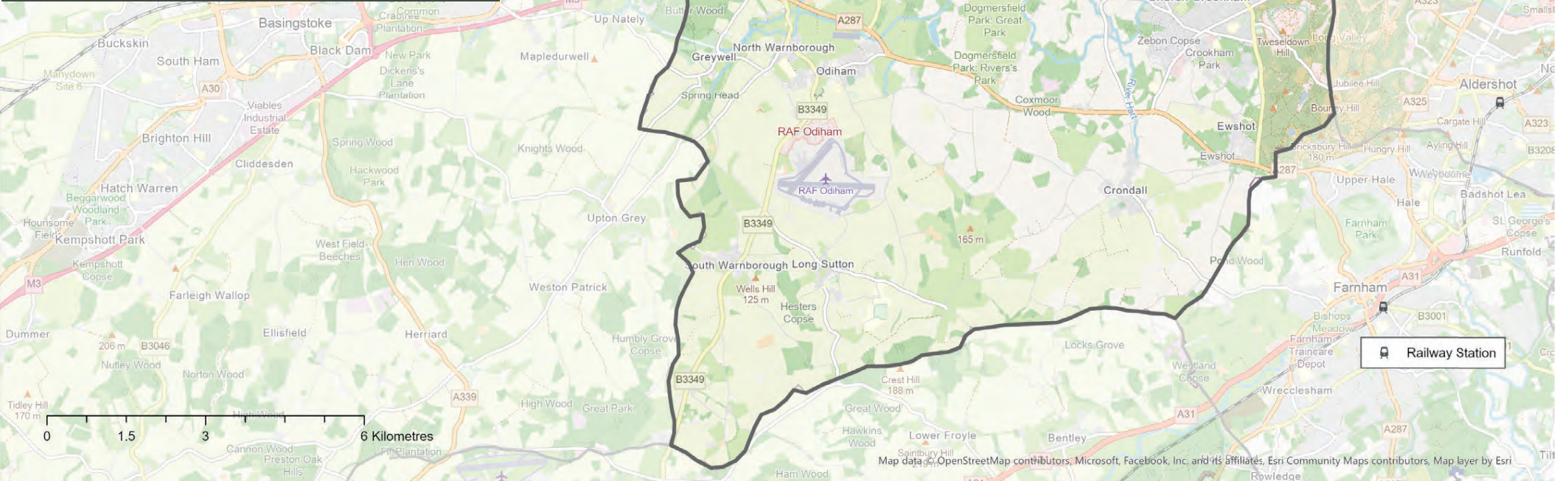
Existing transport network

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.



Trip generators

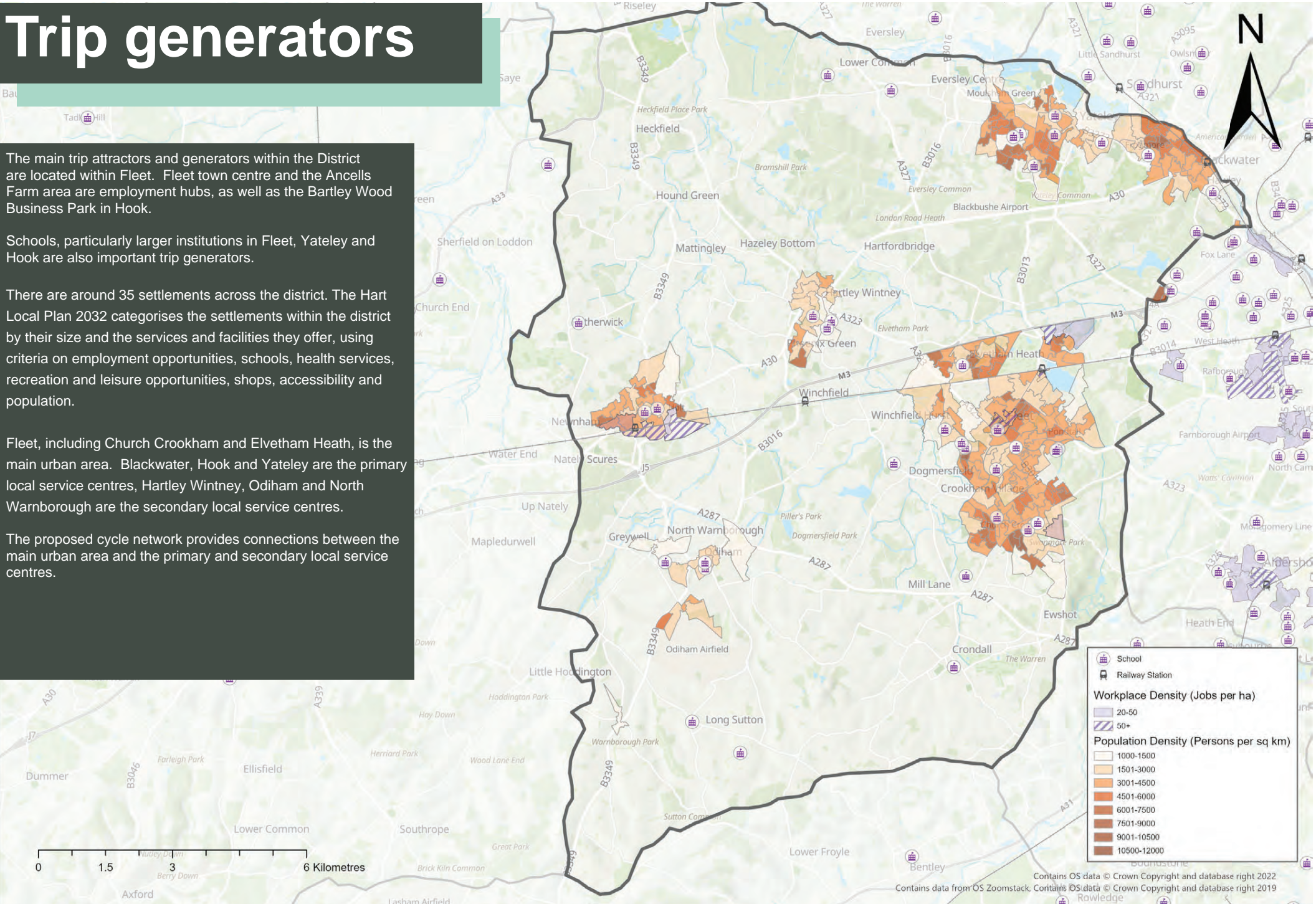
The main trip attractors and generators within the District are located within Fleet. Fleet town centre and the Ancells Farm area are employment hubs, as well as the Bartley Wood Business Park in Hook.

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.’

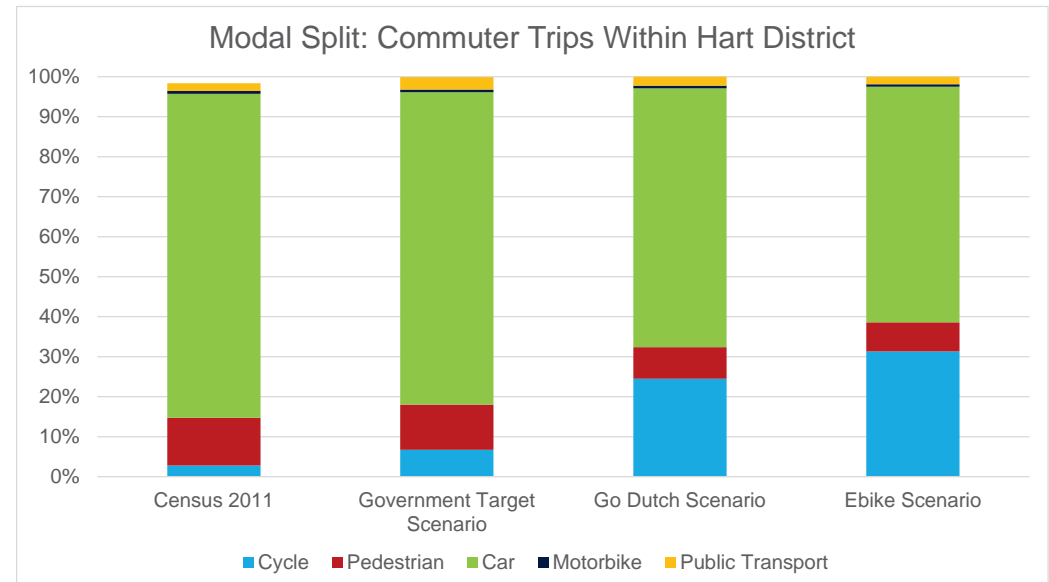
Whilst this model is a useful tool, there are a number of limitations which should be considered especially when making decisions based on the patterns shown. Firstly, the data only shows travel to work and school trips, only 27% of all journeys. Secondly, the data also misses out minor stages of multi-stage 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.

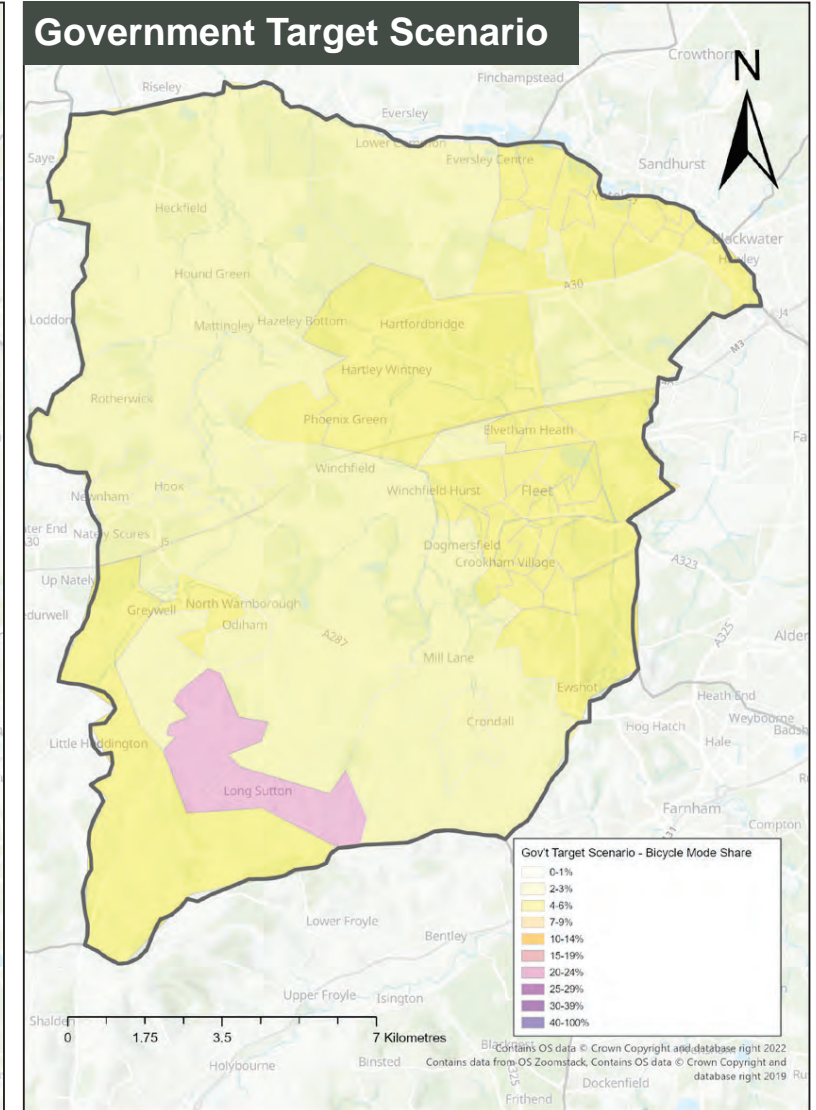
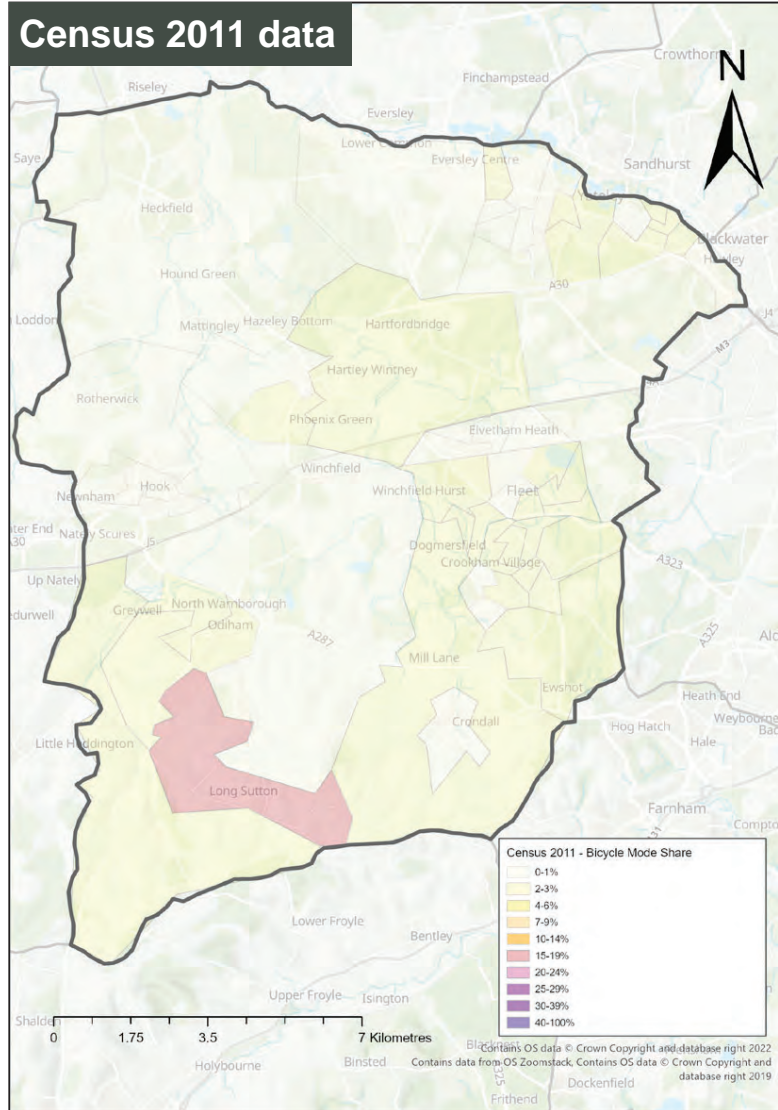
In Hart district, there is huge potential for increasing cycle trips to work. The Government target scenario would see a 141% increase in trips, while the Go Dutch scenario suggests that cycling could increase more than eightfold. In the E-bike scenario, cycling to work trips could see an eleven fold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

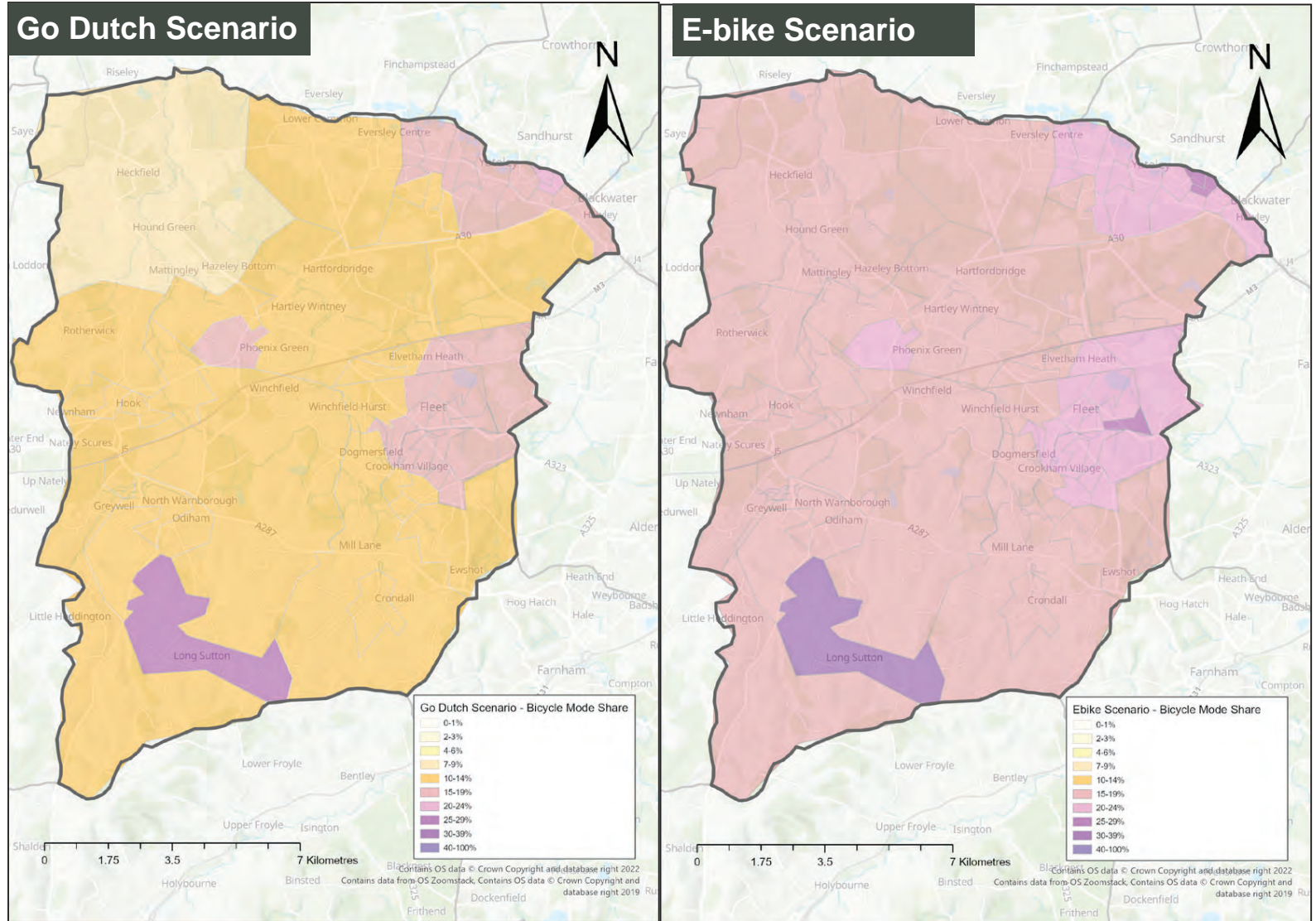


PCT commute data

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.

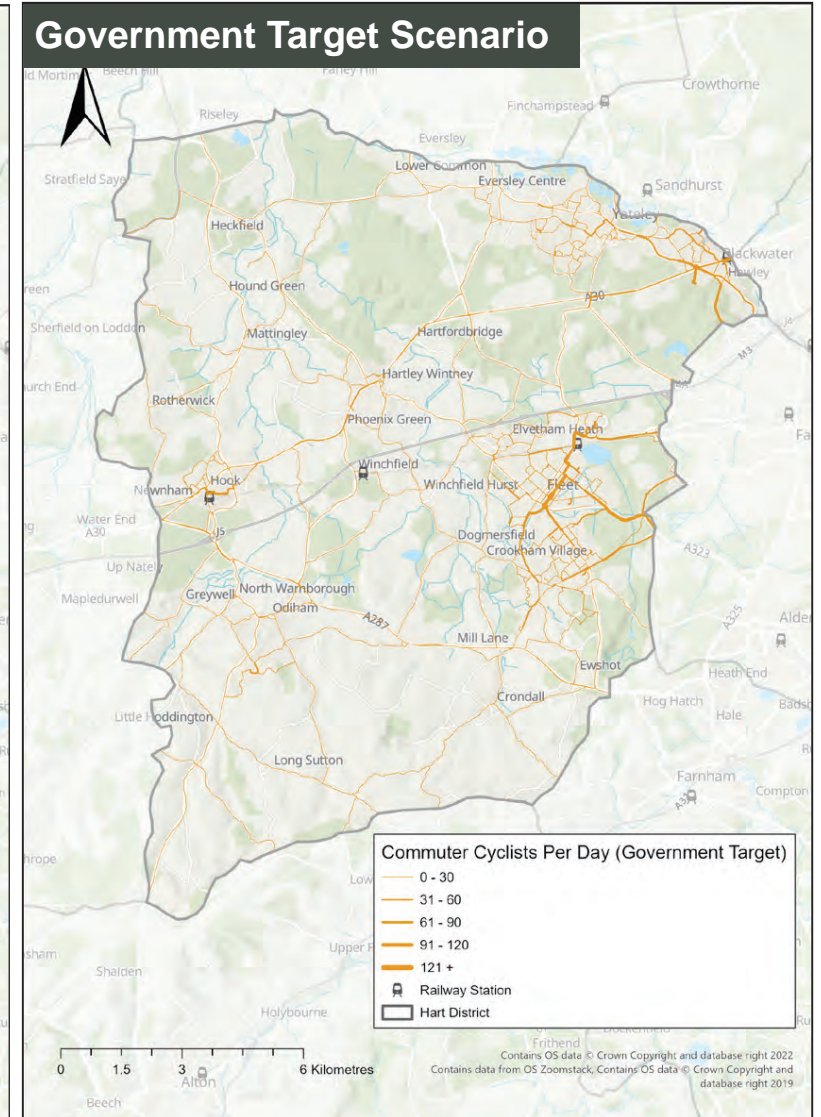
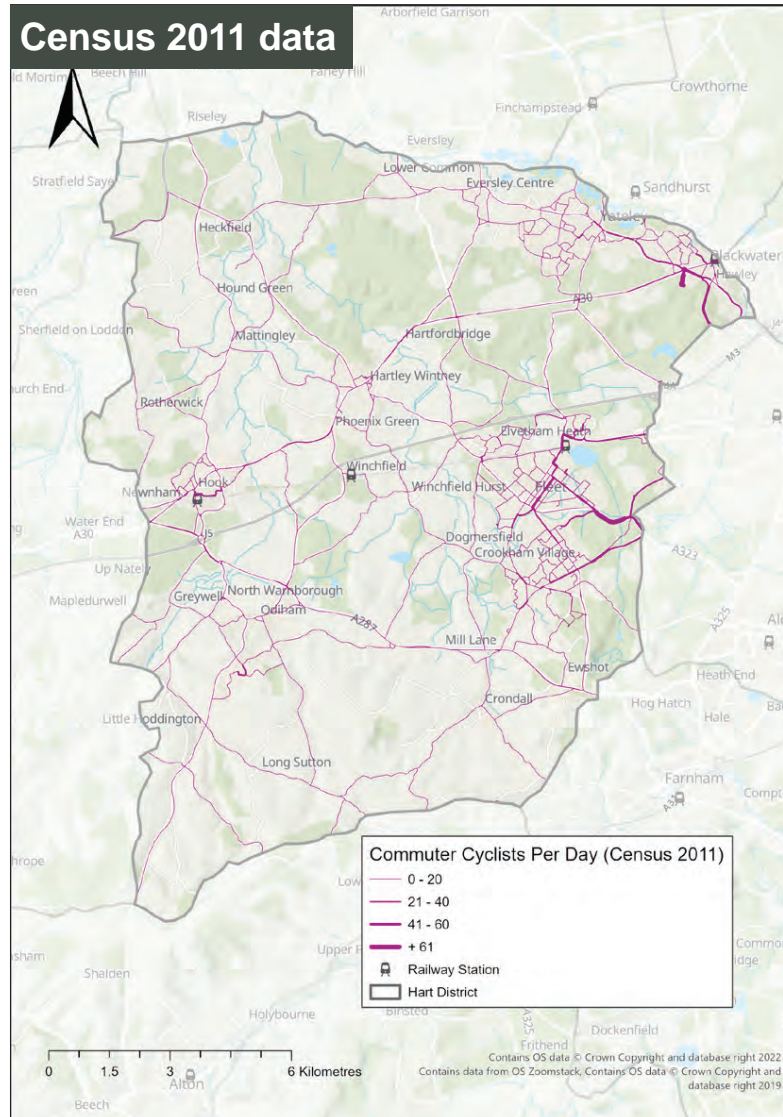
This uplift in both the Go Dutch and E-bike scenarios shows that there is a high propensity to cycle of high-quality cycle provision were implemented in Hart district.



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.

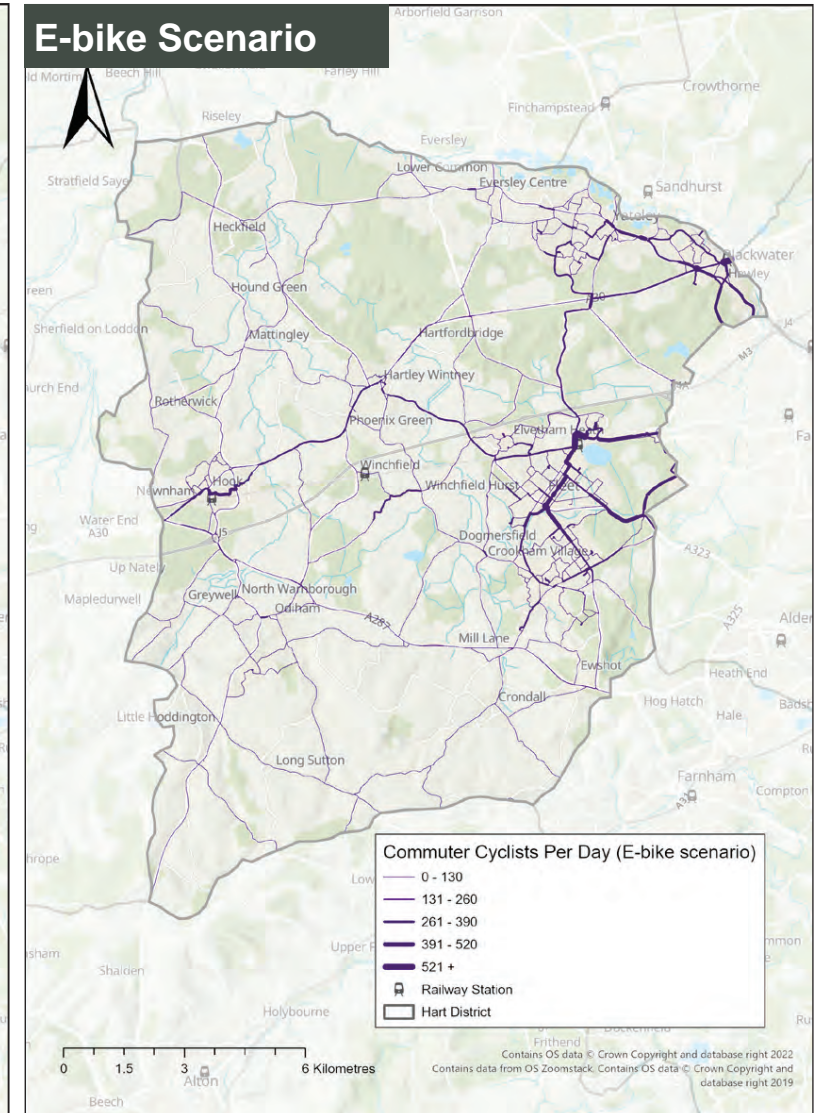
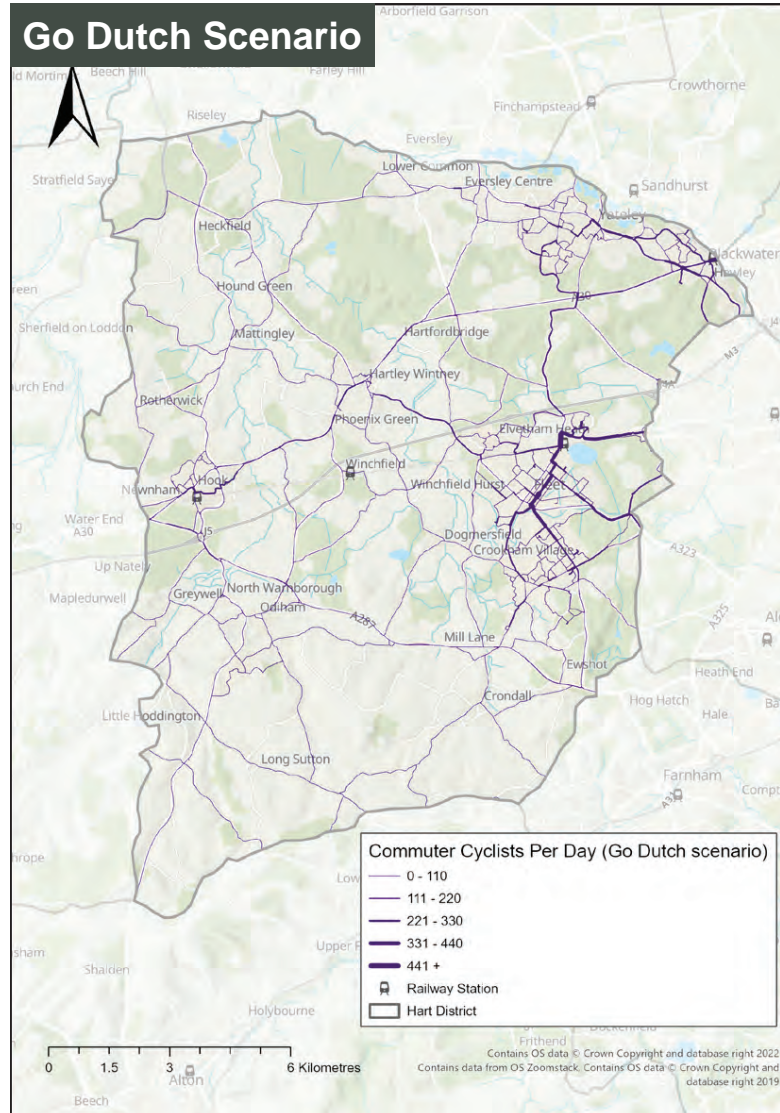
The Government target scenario would see a modest increase in cycle commuting across the district.



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:

Baseline data

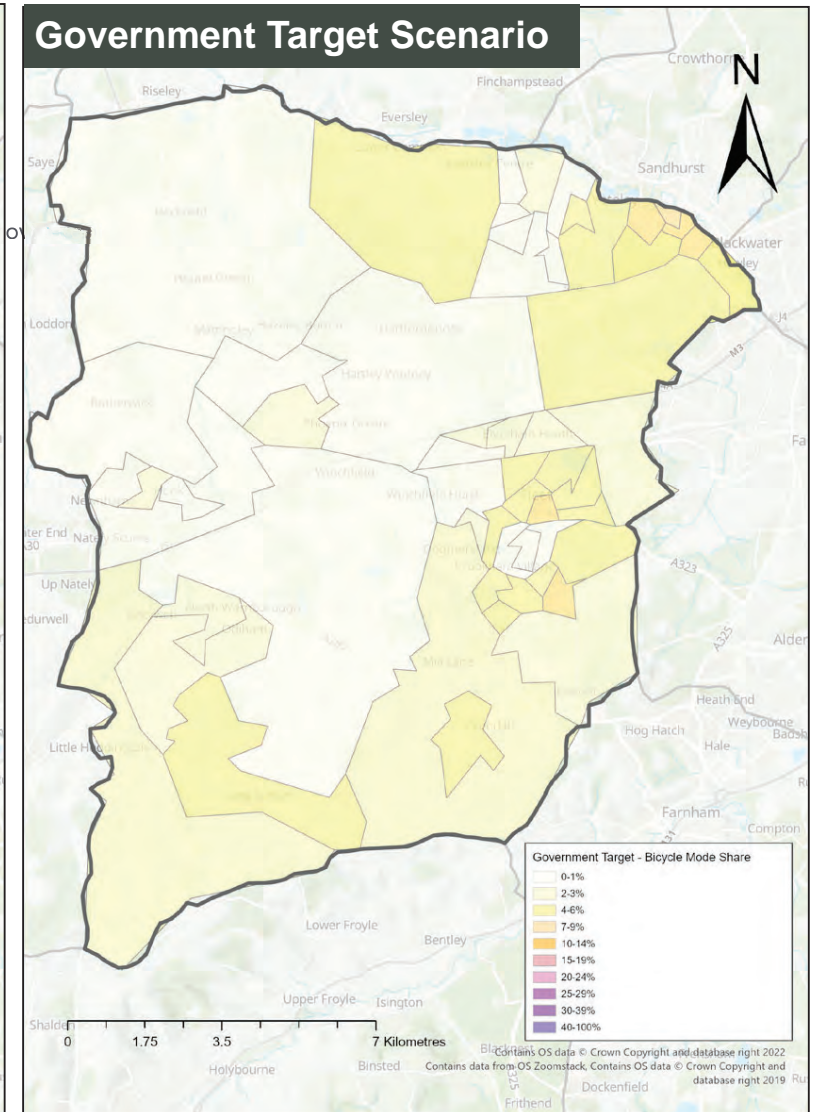
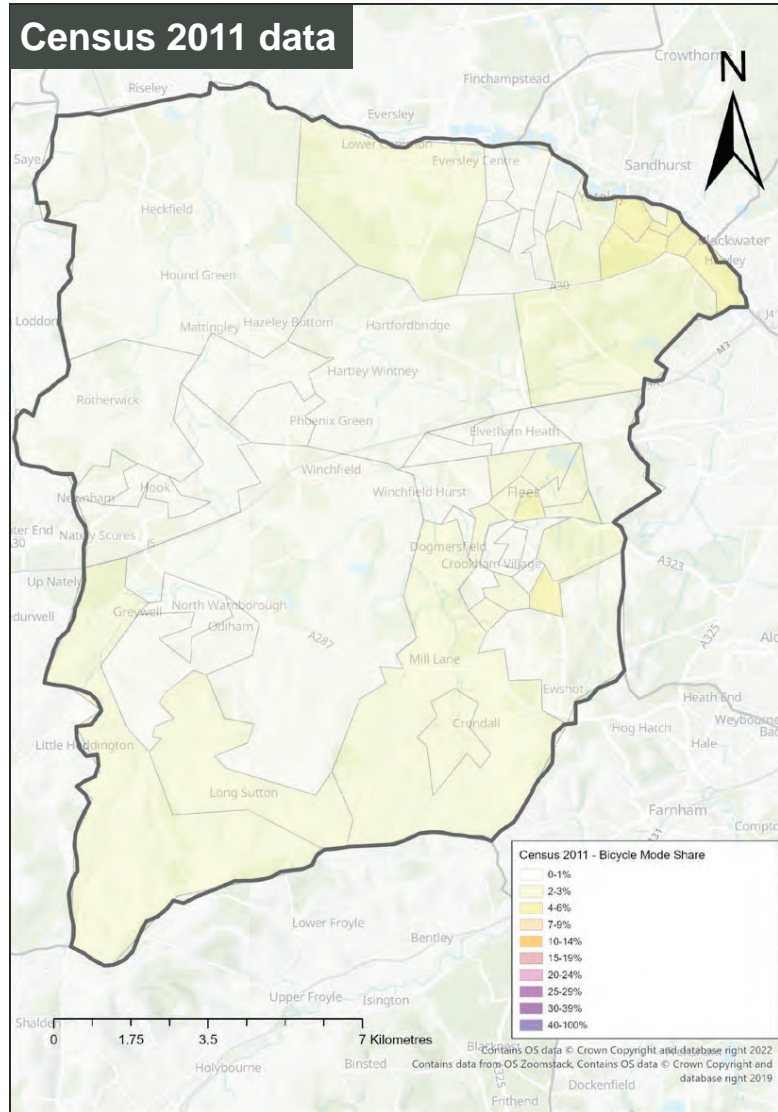
Government target:

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:

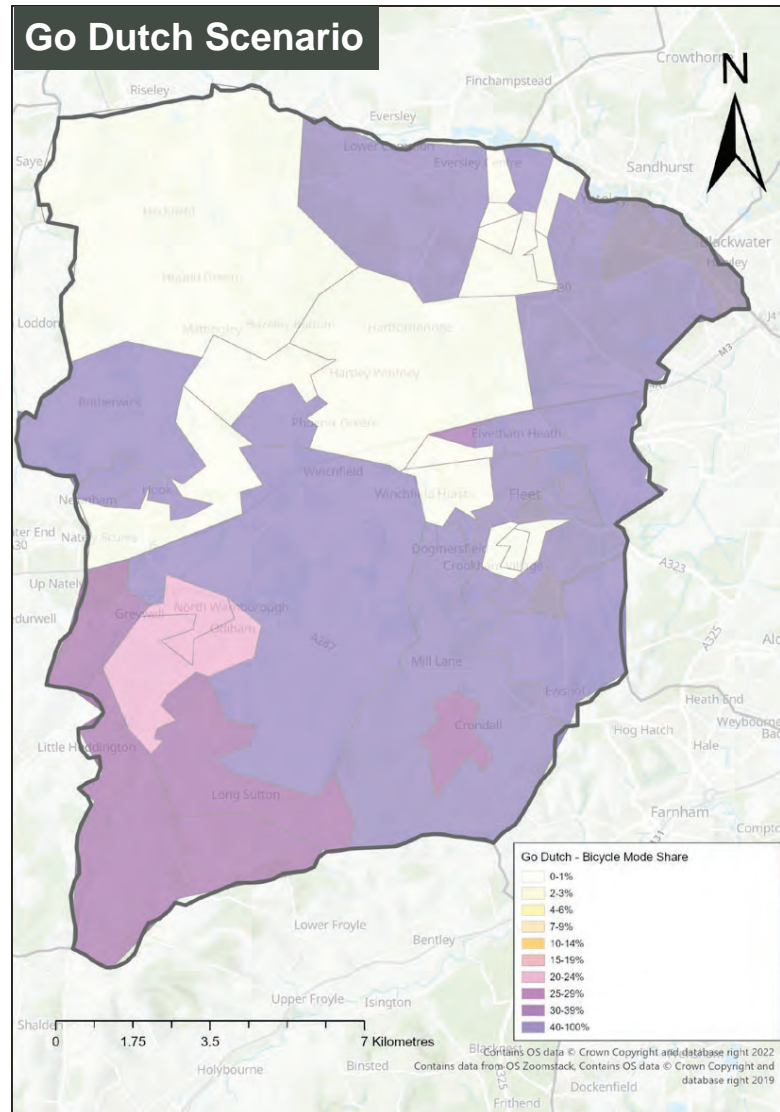
Models the level of cycling expected if English school children cycled to school as much as children in Netherlands, taking into account differences in the distribution of hilliness and trip distances

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.



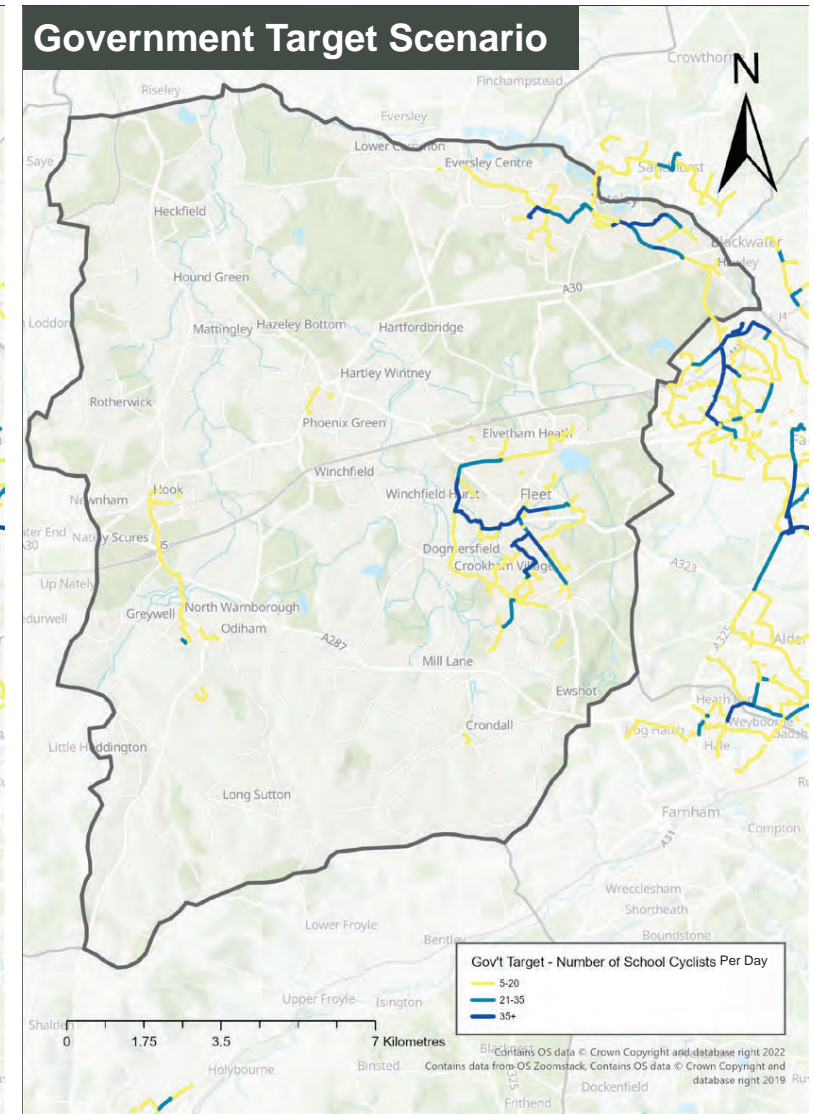
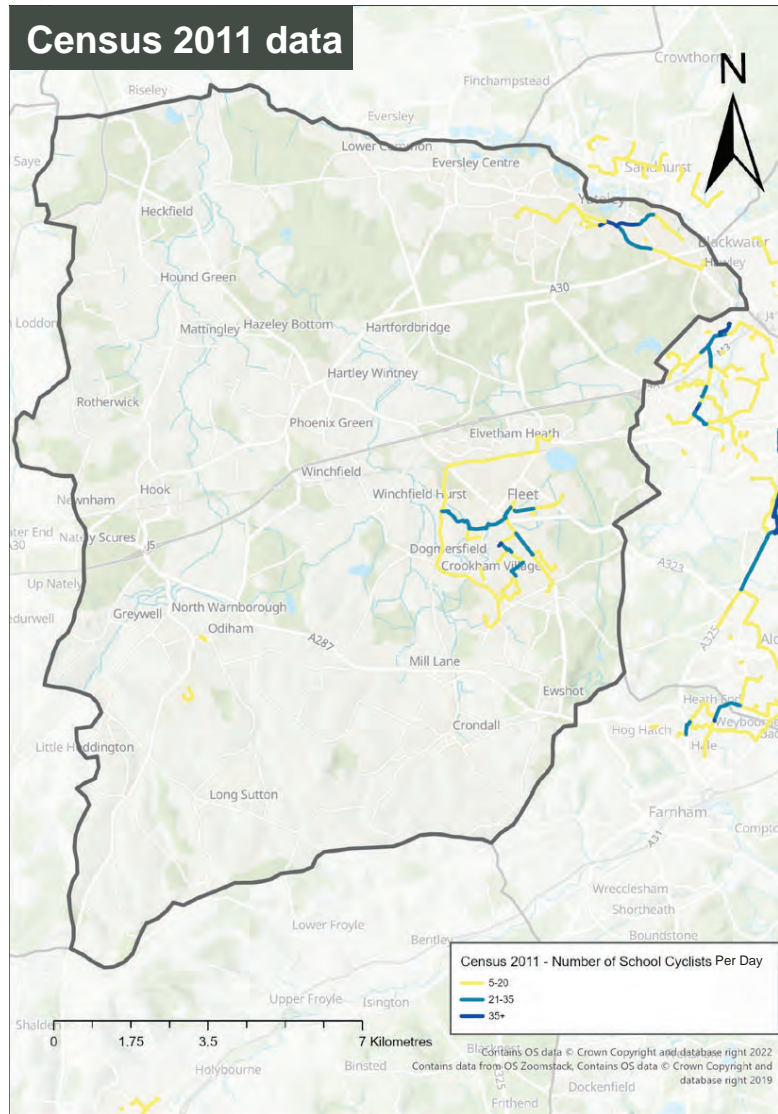
PCT Schools data applied to the highway network

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.

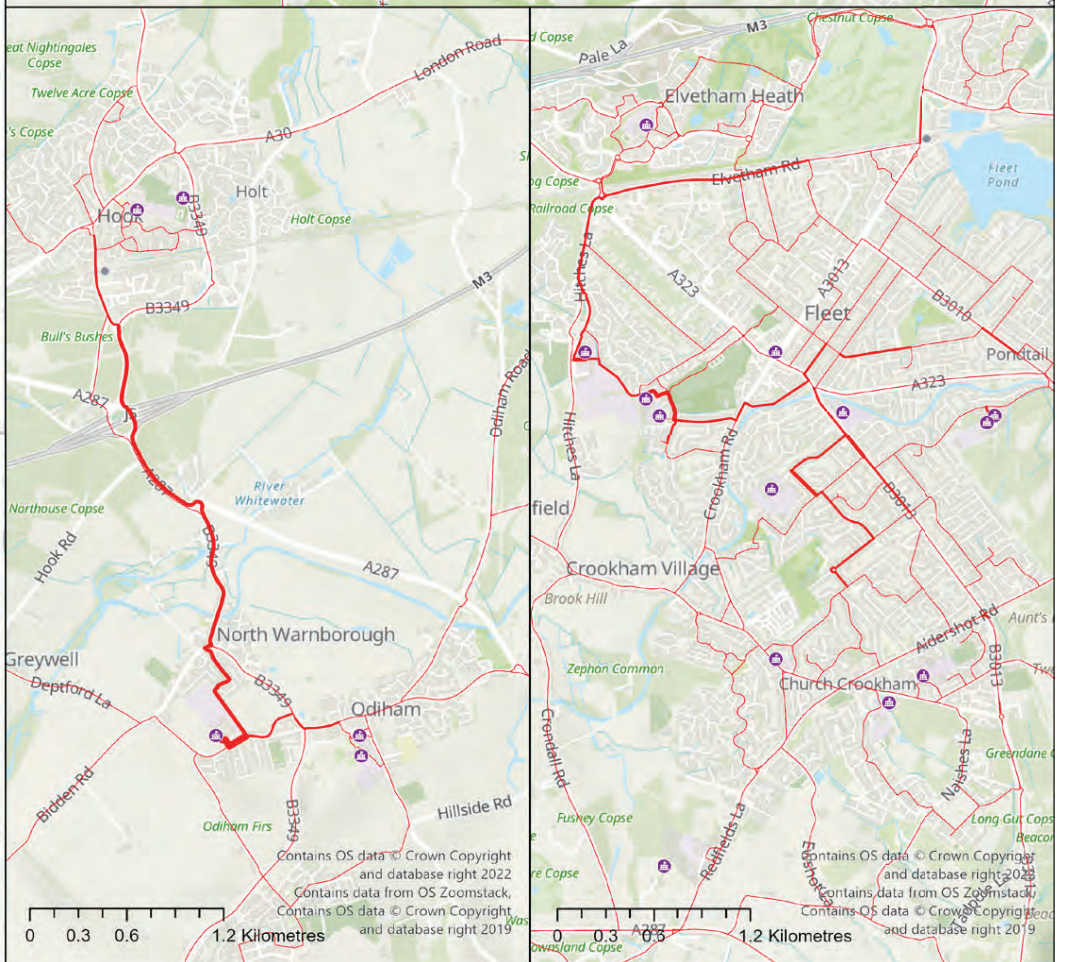
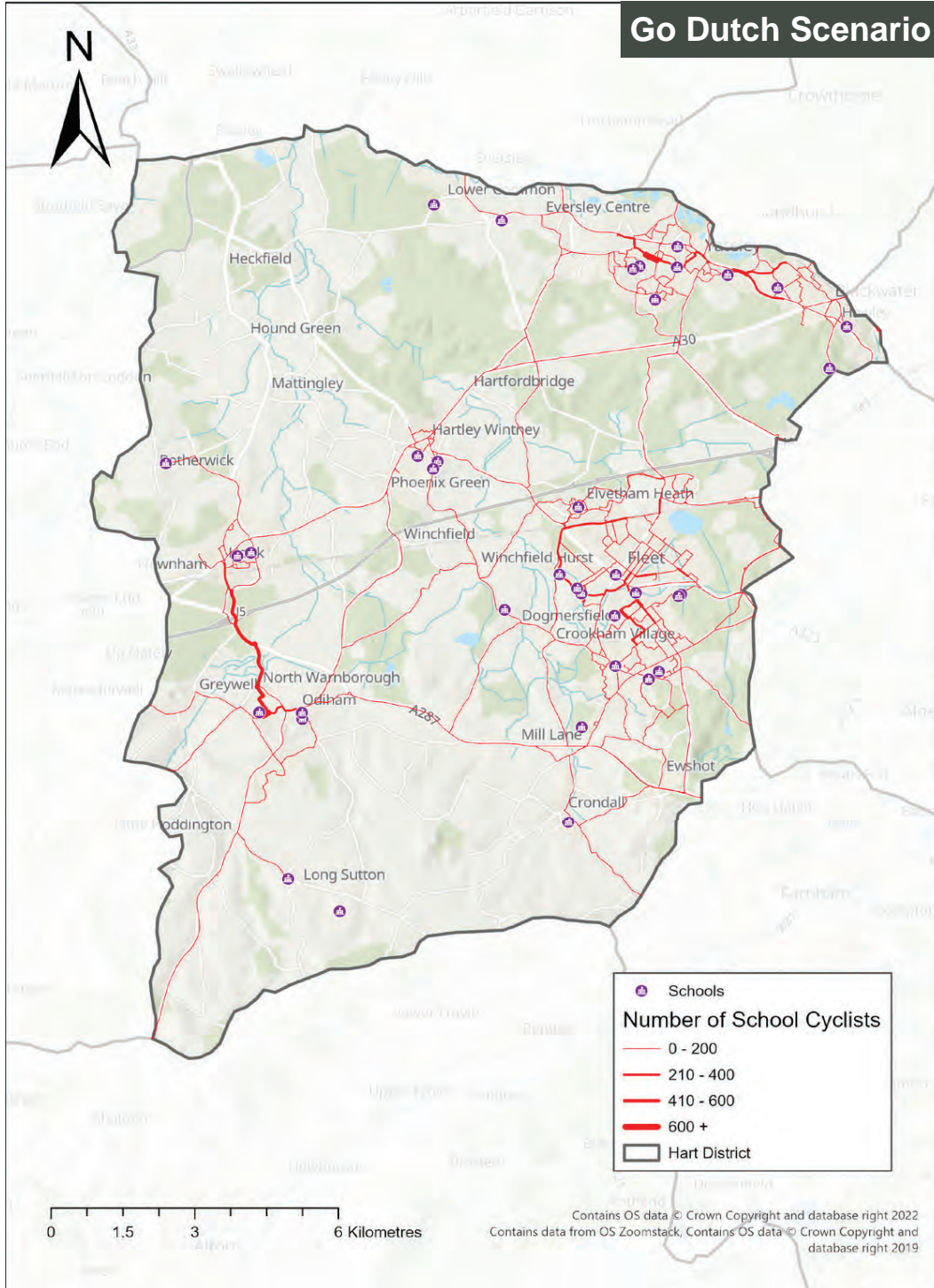
2011 School Census Route Network:
Baseline data

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.



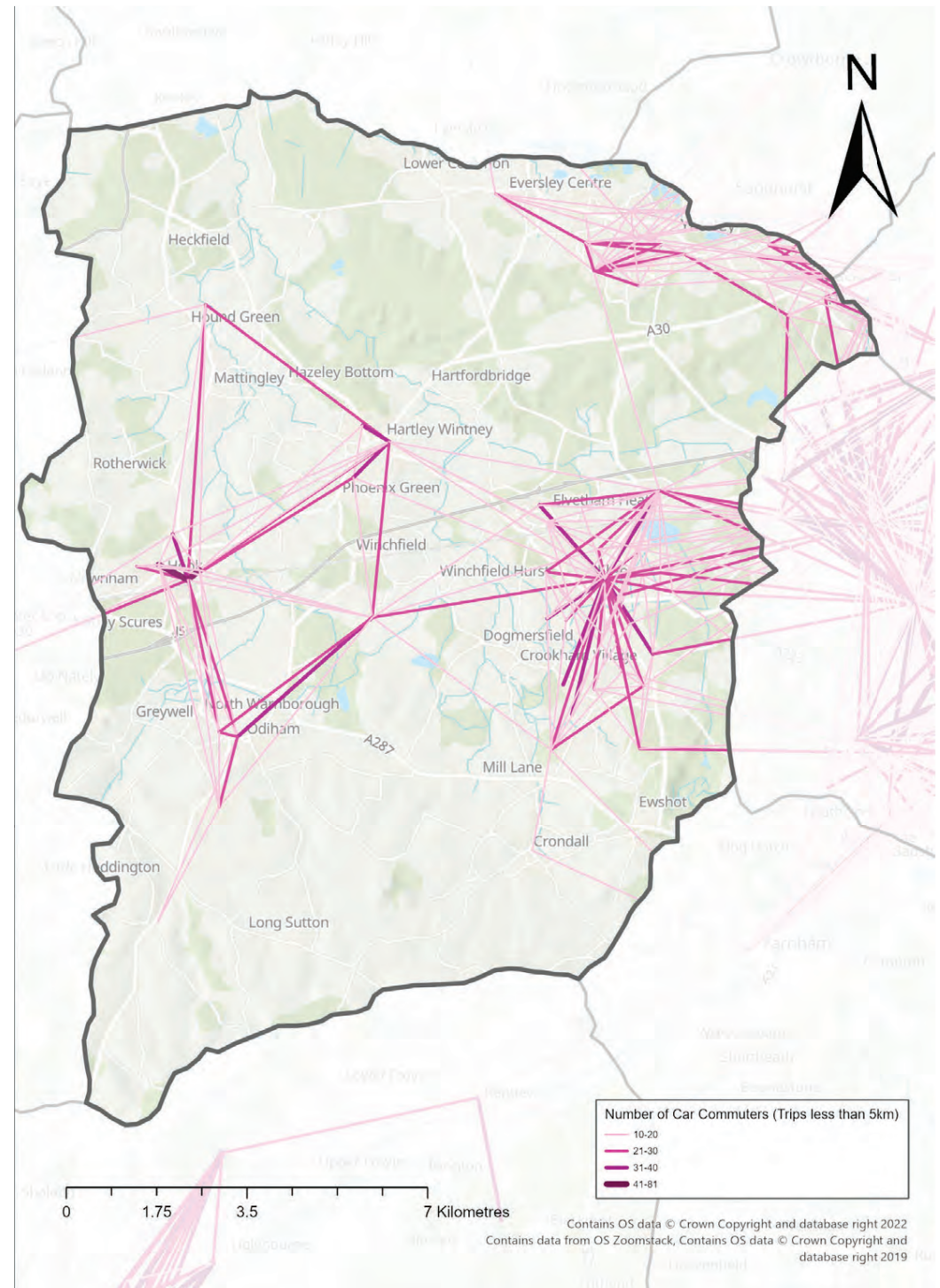
Go Dutch Scenario



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).

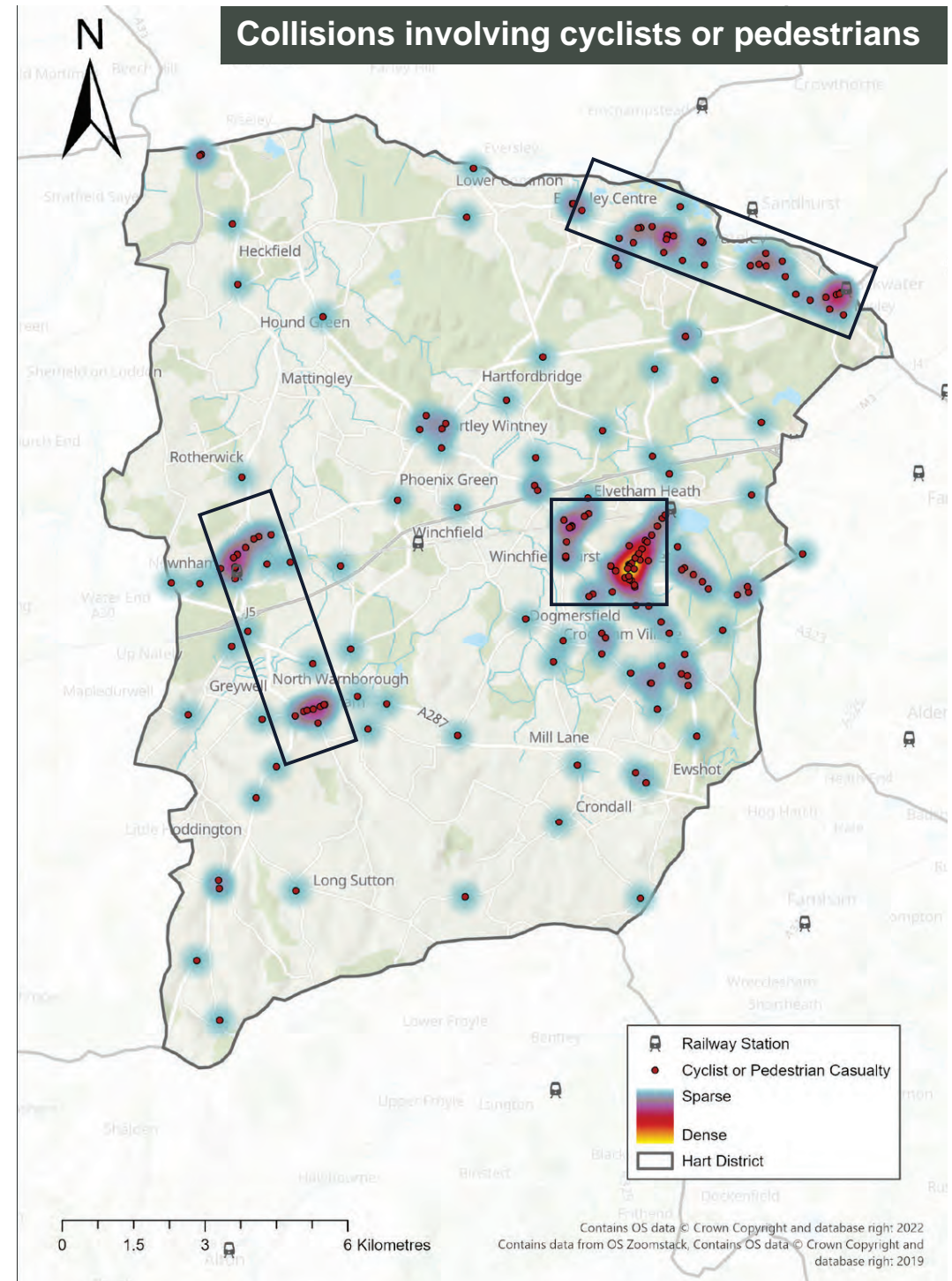
Unsurprisingly, many of the same corridors are indicated for car trips as they are for cycle trips.



Collisions

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

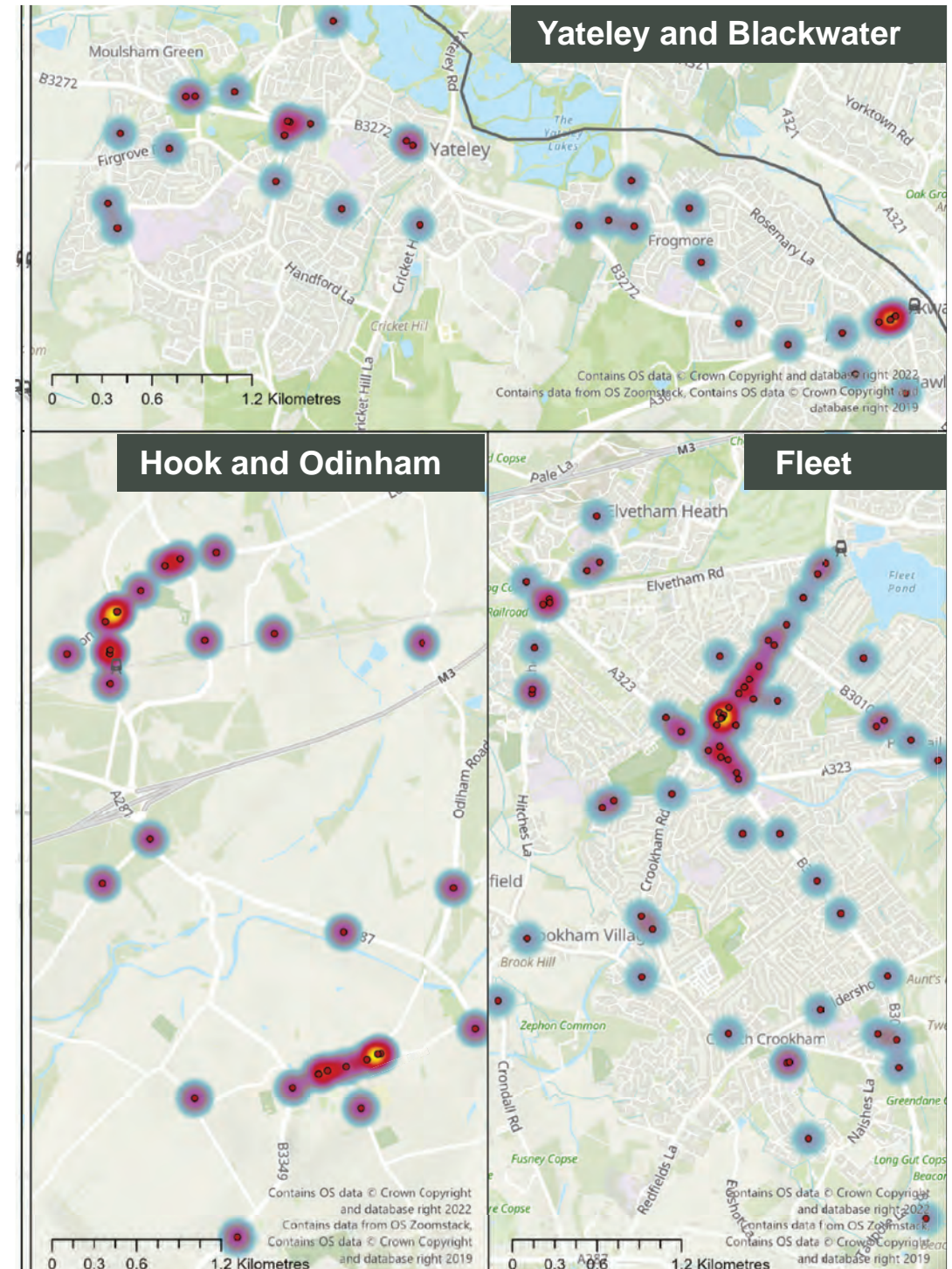
Odinham

- 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 respondees 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

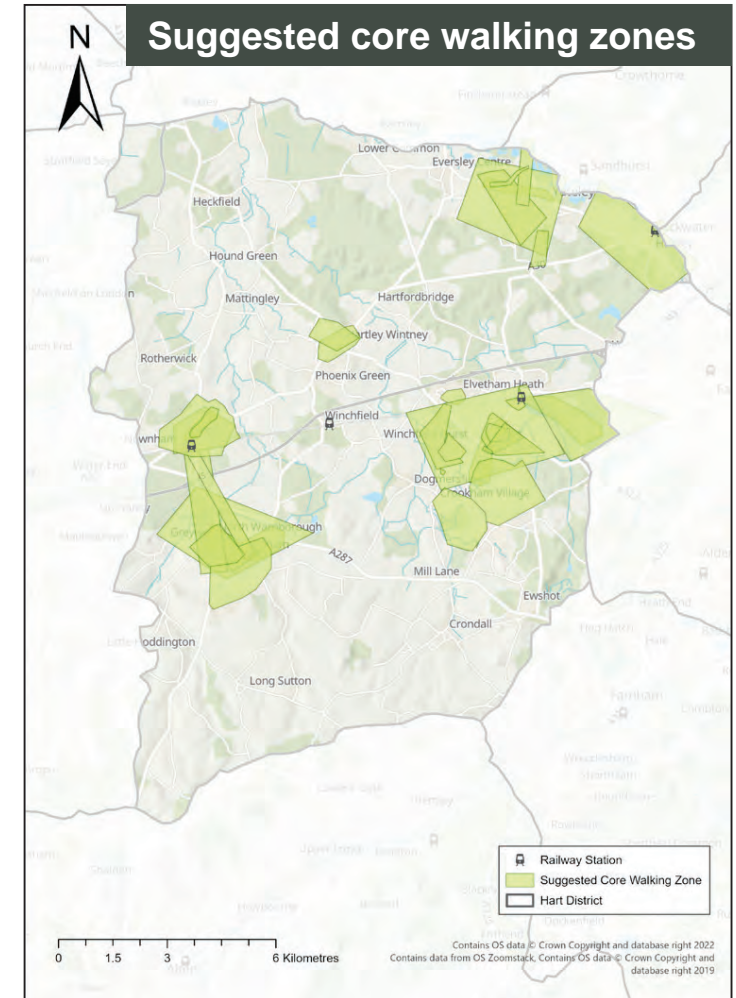
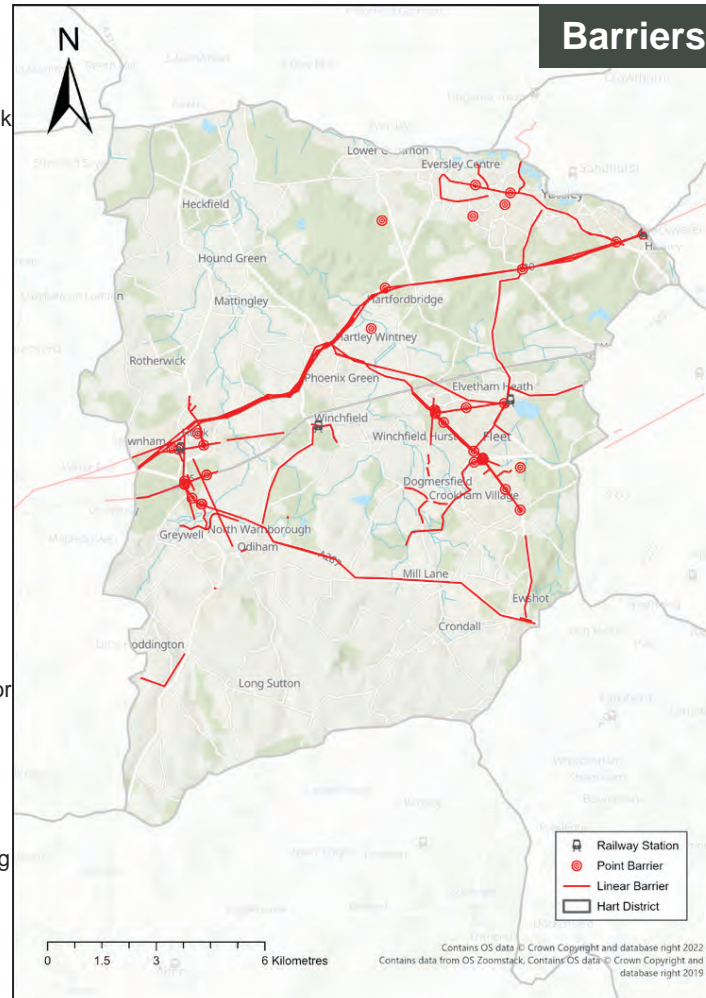
The following maps summarise feedback received from these workshops, as well as from the Green Grid consultation which took place in 2020.

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.

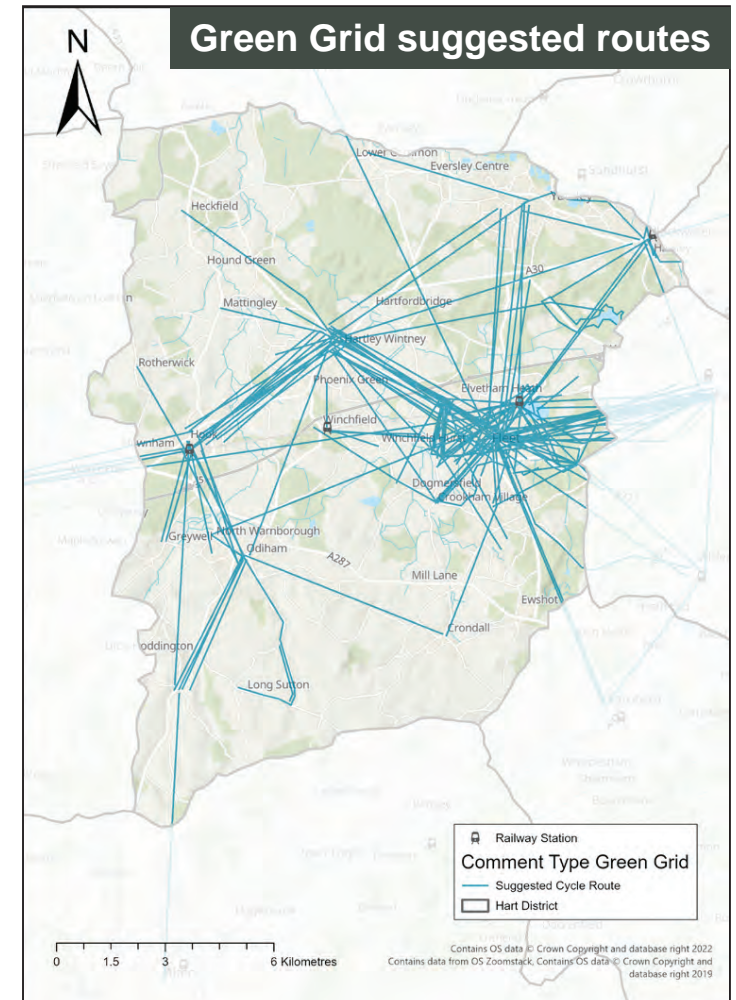
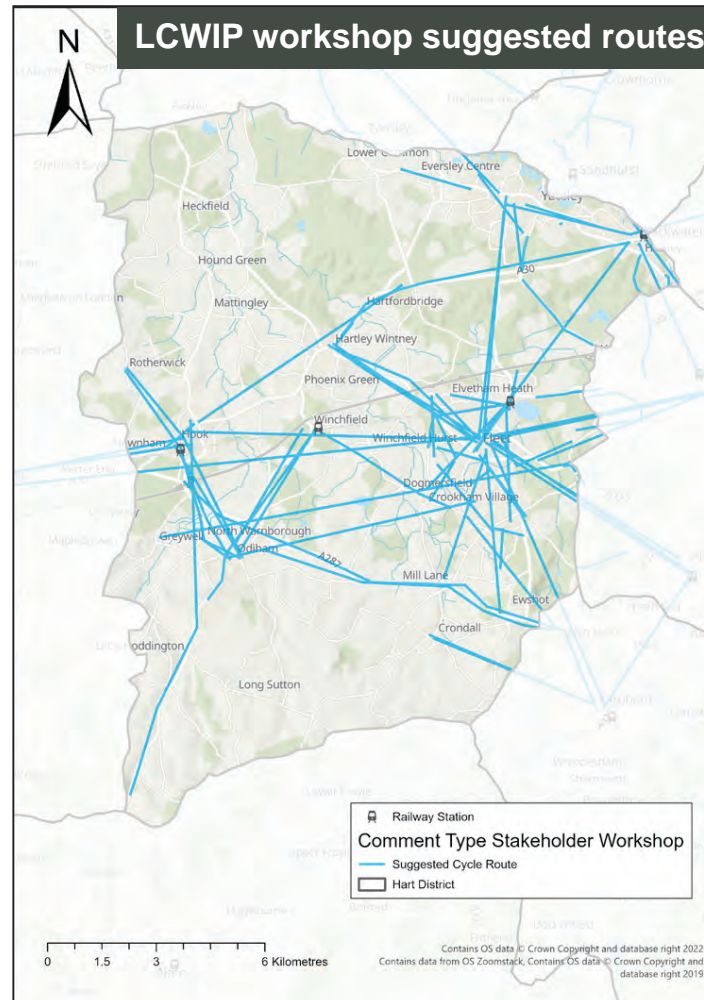
The map on the left shows suggestions provided at the two stakeholder workshops in December 2022.

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

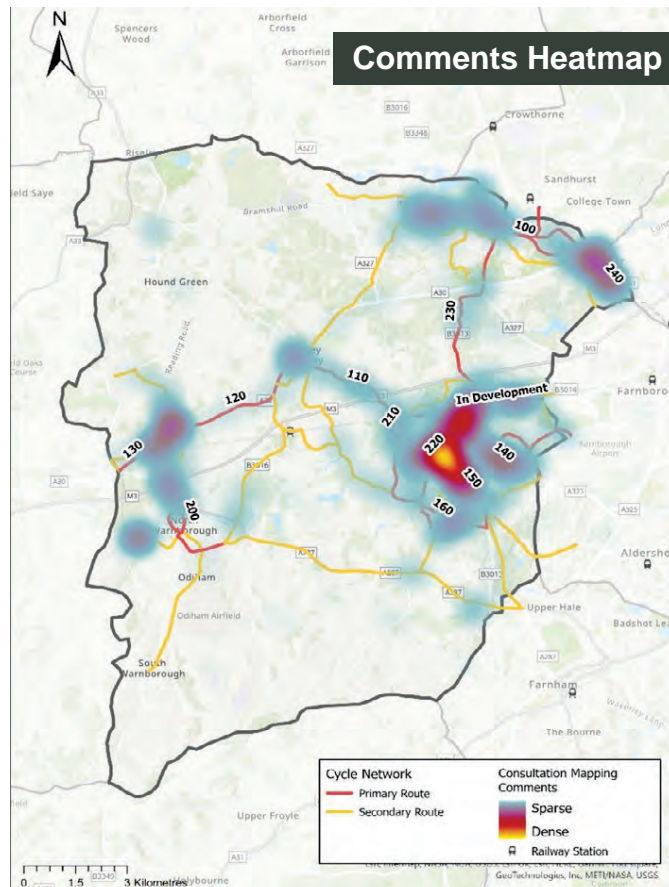
The map on the right depicts comments received from the 2020 Green Grid consultation. In general, route suggestions were clustered in the centre of Fleet, Hook, and Hartley Wintney. The route connecting Fleet to Hartley Wintney along the A3013 corridor received the most suggestions. Additionally, there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

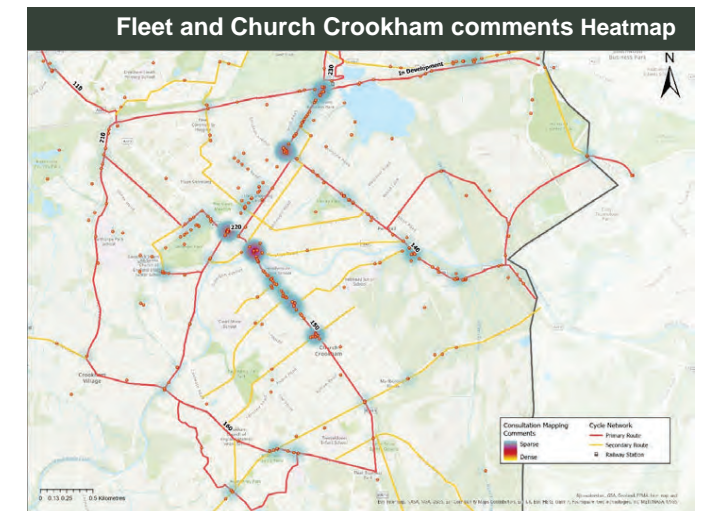


Fleet and Church Crookham

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 as 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.

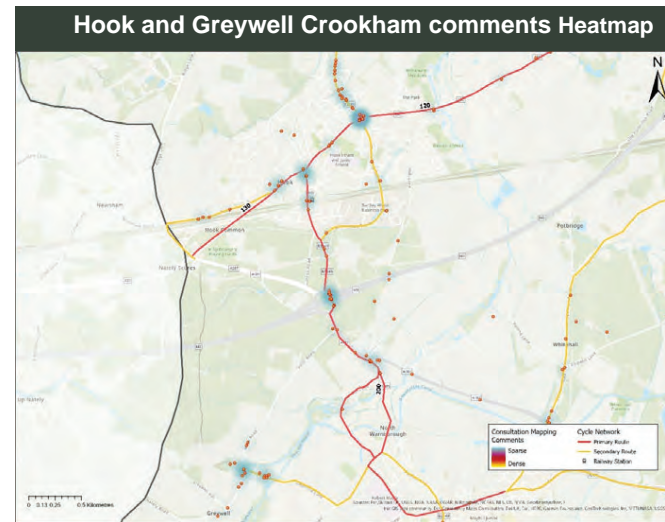
- M3 roundabout

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.

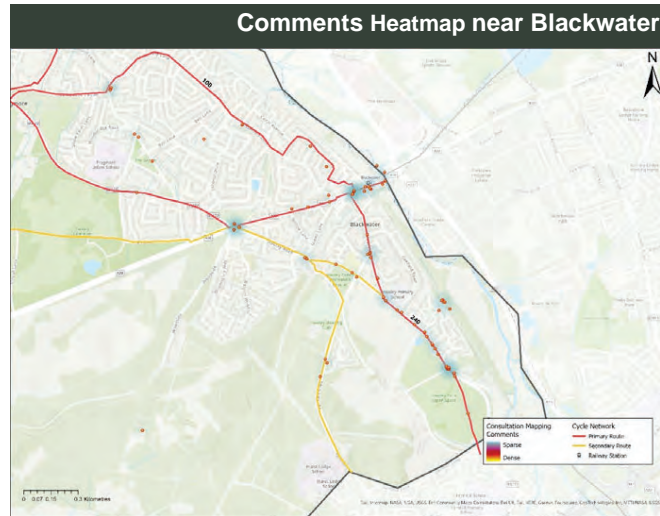
- A2323

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

Walking interventions toolkit

All images provided by Sustrans unless otherwise noted.



Dropped kerbs with tactile paving

Necessary to create inclusive, accessible crossing points for pedestrians.



Signalised crossing

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



Wayfinding

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

Controlled crossings



Zebra crossing

Pedestrian priority crossing requiring motorists to give way to pedestrians.



Raised table

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



Public realm improvements

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



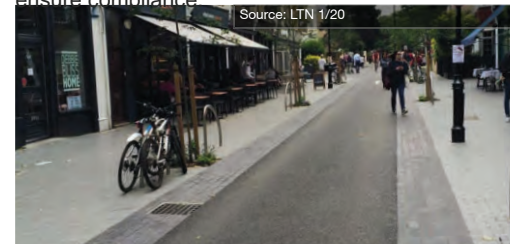
Parallel crossing

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



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.



Traffic calming

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



Continuous footway

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



One-way systems

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



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.

Reviewing 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