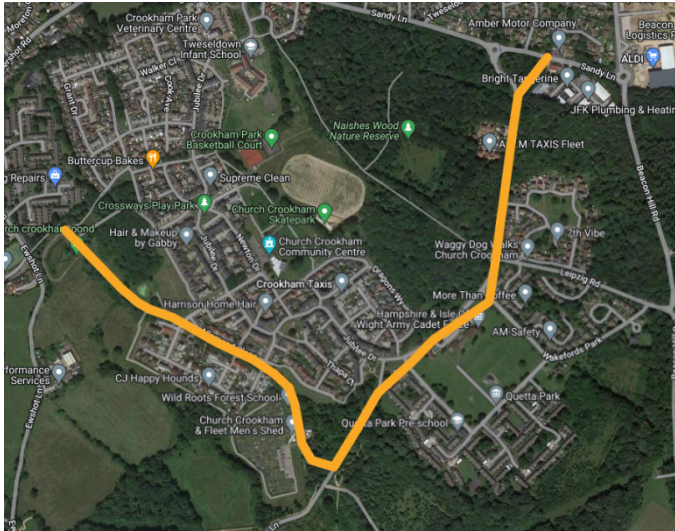


Draft Hart district Local Cycling and Walking Infrastructure Plan

Hart District Councillor comments – January 2024

In late January/early February 2024 Ward Councillors were invited to comment on the revised draft LCWIP, relating to the indicative interventions shown for their Ward. This document provides a summary of the comments made and a response to each one.

| Comment reference | Section of LCWIP | Issue raised | Response |
|--|-----------------------------------|---|--|
| 01 – Crookham East Ward Cllr (Notes from meeting) 01/01 | Fleet Core Walking Zone | Broadly happy with the Fleet CWZ: Discussed the potential change of direction in the Waterfront Business Park one-way system, which would have an impact on the cycling route. | Noted. Re. one-way system, this would be considered at the feasibility stage. |
| 01/02 | Z3.11 | Queried the options for the Oatsheaf Junction crossings. Could the crossings be on raised platforms, with no clear rights of way, lights etc like a 4-way stop | This option could be considered at the feasibility stage. |
| 01/03 | Church Crookham Core Walking Zone | Broadly happy with the Church Crookham CWZ | Noted. |
| 01/04 | Route 140 | Queried whether off-road routes should be used, such as across Velmead Common. | This route to be assessed as part of the wider work on the green grid. |
| 01/05 | Route 140 | Queried whether Reading Road South was wide enough to incorporate the interventions proposed. | In some circumstances it may not be feasible to deliver on the proposed alignments. This will be assessed at the feasibility stage. If appropriate, alternative alignments may be investigated. |

| Comment reference | Section of LCWIP | Issue raised | Response |
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| 01/06 | Route 160 | Indicated that traffic lights on Malthouse bridge would not be appropriate. | <p>HCC are undertaking a feasibility study on this section of road as part of the mitigation of traffic works arising from the QEB development. HCC presented an options appraisal to the QEB Transport Steering Group meeting in January 2024.</p> <p>The feasibility study will consider Malthouse Bridge in much more detail than the LCWIP audit process allows for.</p> |
| 01/07 | Route 160 | <p>Proposed the inclusion of a secondary route as shown below:</p>  | <p>Agreed.</p> <p>The LCWIP has been amended to include the new secondary route.</p> |
| 01/08 | Route 220 | Queried options to connect into new development at Hares Hill. | <p>Agreed.</p> <p>The LCWIP has been amended to include</p> |

| Comment reference | Section of LCWIP | Issue raised | Response |
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| | | | the new secondary route. |
| 02 - Fleet East Ward Cllrs 02/01 | Z3: Fleet core walking zone | <p>We reviewed interventions Z3.1 – Z3.6 only, as these are in Fleet East ward.</p> <p>We agree that these interventions would be very beneficial, and we have no further additions / amendments to propose.</p> | Noted. |
| 02/02 | Route 140: Fleet to Farnborough | We reviewed all interventions, as they are all in Fleet East ward. | Noted. |
| 02/03 | 140.10a | Proposes a 20mph speed limit in Guildford Road, in order to facilitate an alternative route option. We doubt that this would be a wise change to make, given the rest of that side of Pondtail, made up of small similar grid-style roads, would stay on 30mph. Motorists would find that confusing and potentially ignore it. | <p>In response to this point new text has been added to the introductory text at page 78 (introducing the proposed cycle network). The new paragraph states:</p> <p><i>“Implementation of cycle routes may use a variety of techniques. Where traffic volumes and speeds are higher, physically separated cycle tracks will be needed. On quieter streets, mixing cycling with motor traffic will often provide a suitable environment, but traffic speeds and volumes need to be low. Current guidance recommends a maximum speed limit of 20mph for mixed traffic, and this report follows that approach. Where individual streets are noted as requiring a 20mph limit, it may be more appropriate to cover a longer section, or several streets as part of a zone for consistency. This</i></p> |

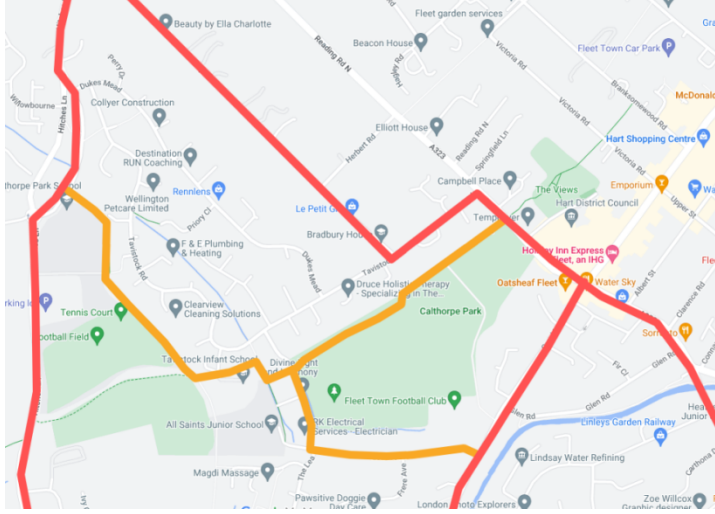
| Comment reference | Section of LCWIP | Issue raised | Response |
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| | | | <p><i>would be addressed in more detail at the feasibility stage of any route.”</i></p> <p>The detail of any speed limit change would be subject to local consultation.</p> |
| 02/04 | Route 140: Fleet to Farnborough | <p>We notice that this route is ranked 11 of 12 in the prioritisation table, and can't help but to agree with this, though for other reasons than those used in the ranking. We think that this route would 'compete' with the Green Grid route from the station to Hartland Village, via Fleet Pond, which surely is the route we would like cyclists to take advantage of.</p> <p>Saying that, we do feel that cycling along the very long Kings Road is a hazard, as though it has a cycling lane, this one is very narrow, and due to cars parking on it for much of the stretch, cyclists have to drive in the middle of the road together with the cars. So all the interventions on this route that would make Kings Road itself safer for cyclists would be much welcome – regardless of the whole route being considered.</p> | <p>The two routes serve different origins / destinations and are designed to form part of a wider network.</p> <p>While some longer trips may involve a choice between the two routes, for many one route would involve a significant diversion.</p> <p>The improvements also provide for shorter, local trips, as noted in the need to upgrade Kings Road.</p> |
| 02/05 | Route 220: Fleet Station to Crookham Village | <p>We reviewed interventions 220.1 – 220.3 only, as these are in Fleet East ward.</p> <p>All three interventions are indeed extremely necessary. We have been contacted by residents before, who have no choice but to use this stretch. Those who live in the cul-de-sacs off</p> | <p>Noted. HCC are undertaking a feasibility study on the section of road from Fleet Road to Kings Road as part of the mitigation of traffic works arising from the QEB development.</p> |

| Comment reference | Section of LCWIP | Issue raised | Response |
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| | | <p>Fleet Road cannot short-cut through Pondtail to get to Albert Street, which they then use as an alternative to staying on Fleet Road from thereon, but in order to get there, they have to use the first part of Fleet Road. They want their kids to be able to safely cycle to school (which of course are all on other side of Fleet) to encourage a more sustainable life style and so not to contribute to more car traffic, but with the very narrow cycle lane, the poor / non-existent maintenance of it and pot holes in it, in order not to damage their bicycles or hurt themselves – reports of which we’ve had - they have to swerve into the road, which becomes very dangerous. Not to mention of course all those who cycle this way to/from Fleet Station for work every day.</p> <p>Regardless of the whole route, we would like to stress that the interventions on this stretch of Fleet Road, from Fleet Station to Kings Road corner, must be given priority.</p> | |
| 02/06 | Route 230: Yateley to Fleet railway station | <p>We reviewed interventions 230.6 – 230.19a only, as these are in Fleet East ward.</p> <p>We agree that some of these would be tricky to implement due to lack of space in places, but cannot think of alternatives for these. We note that this route is on ‘last place’ on the prioritisation table, probably as it would require many difficult interventions.</p> | Noted. |

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| 02/07 | Intervention 230.13a | We recommend that should a speed limit of 20mph be implemented, that it should cover the whole road, otherwise too confusing for motorists | In response to this point an additional paragraph has been added at page 78 to clarify this issue (see response to 02/03 above). |
| 02/08 | General | It would have been far easier to review the changes to the previous version of the document had we received a revised version with mark-ups where those changes were made. | Noted. However given the restructure of the document following consideration at Overview & Scrutiny Committee to do tracked changes would have been too complicated. |
| 02/09 | Other | There is a spot on Cove Road that we worry about, which we could not find on any of the routes. It's where Southwood Lane meets Cove Road. For the safety of cyclists and pedestrians, we would like to recommend a 3-way traffic management system (traffic lights) which could stay on 'green' until such time a vehicle wants to exit from Southwood Lane onto Cove Road. This would be an intervention worth pursuing in our ward, despite not being on any of the proposed routes. | This suggestion will be added to the list of suggested interventions that HCC maintain for the local area. This location is also on a secondary cycle route. These routes have not been audited at this stage, but it is anticipated they will be at a later date. |
| 02/10 | Other | Perhaps in order to not to give the impression (to residents, fund givers or developers) that we oblige ourselves to either implement any of these routes in full or not at all, a short paragraph on the first few pages of the document 'allowing' for the option to prioritise individual interventions, should the situation require it, might help. We understand the rationale and purpose of the document but it | Agreed. The LCWIP has been amended to confirm that any of the interventions identified in the core walking zones or cycle routes could be implemented in part, in full or not at all depending on the availability of different funding streams (p.53). |

| Comment reference | Section of LCWIP | Issue raised | Response |
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| | | is true, some of the interventions could be stand-alone improvement projects and should not depend on a whole route going ahead. | |
| 03 – Fleet West Ward Cllrs (Notes from meeting) 03/01 | General | Typo in HCC's foreword - 'day today journeys' should be 'day to day journeys' | Agreed. The LCWIP has been amended accordingly. |
| 03/02 | General | Use the phrase 'secure cycle parking' not just cycle parking | Agreed. The LCWIP has been amended accordingly. |
| 03/03 | General | Queried the broad principles of CWZs and whether they would improve walking in the area as well as whether near term, mid-term and long term goals could be set for each CWZ. | The LCWIP provides broad guidance on the nature of CWZs and the indicative interventions identified. |
| 03/04 | Fleet Core Walking Zone | Broadly happy with the Fleet CWZ | Noted. |
| 03/05 | Fleet Core Walking Zone | Remove the dogleg into Leawood Road and replace it with an extension south along Reading Road South, to join up with the Church Crookham CWZ. | Agreed. The LCWIP has been amended and the Fleet core walking zone have been extending to join with the Church Crookham core walking zone. |
| 03/06 | Z3.7 | Proposes a bench near to an existing bench, which is never used - why put more in there? Maybe better places for benches should be identified. | Agreed. The intervention has been removed. |
| 03/07 | Z3.9 | Proposes a zebra crossing over Church Road. Queried whether this could be delivered - Should | Agreed. The intervention has been |

| Comment reference | Section of LCWIP | Issue raised | Response |
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| | | reference just be for a crossing. | amended accordingly. |
| 03/08 | Z3.11 | Concerns raised about the deliverability of the Kings Road and Oatsheaf Junction crossings. Both have been looked at in the past and any crossing would result in congestion problems | Similar comments raised under comment reference 01/02 (above). The potential impacts on traffic flow would be assessed in more detail as part of the feasibility stage. |
| 03/09 | Church Crookham Core Walking Zone | Broadly happy with Church Crookham CWZ. | Noted. |
| 03/10 | Church Crookham Core Walking Zone | Include the potential to consider a school zone around Courtmoor School (as a recommendation). | Agreed. The intervention has been added (Z4.6). Note that HCC are considering improved walking / crossing of Reading Road South as part of the traffic mitigation works from the QEB development. |
| 03/11 | Route 150 | Add a small new section of secondary route to Calthorpe School via Leawood Drive to create an off-road option - please see map below (red - primary cycle routes, orange - secondary cycle routes): | Agreed. The LCWIP has been amended to include the new secondary route. |

| Comment reference | Section of LCWIP | Issue raised | Response |
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| | |  | |
| <p>04 – Hartley Wintney Ward Cllrs 04/01</p> | <p>Hartley Wintney Core Walking Zone Z5.1 – Z5.4</p> | <p>The widening of the footpath at Hunts Common would only serve to increase the width of the footpath at the outer edge of the Hartley Wintney Walking Zone. Beyond this point, along the A30 towards Hartford Bridge, the footpath narrows significantly, and this route is only listed as a secondary 'cycle' route.</p> <p>The road and vehicle access points to Hunts Common are narrow. Removal of one of these access roads would make entry and exit from Hunts Common onto the busy A30 difficult and potentially dangerous</p> | <p>Agreed.</p> <p>The LCWIP has been amended to confirm widening would need to continue further along the A30 to maximise the benefit of this change.</p> <p>The recommendation for Hunts Common is to investigate the feasibility of removing one of the access roads. Ensuring appropriate and safe access would be a key consideration of the feasibility assessment.</p> |
| <p>04/02</p> | <p>Z5.5</p> | <p>It is unclear what specific benefit a raised table or continuous footway across Monachus Lane</p> | <p>The rationale for all proposed walking interventions, including raised tables,</p> |

| Comment reference | Section of LCWIP | Issue raised | Response |
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| | | would achieve. | <p>continuous footways and tighter junction radii is shown in the Walking Interventions Toolkit page (p.56).</p> <p>Raised tables at junctions reduce speeds of turning vehicles at side roads or across the entire junction. Whilst continuous footways extend across side roads at the same level and use paving consistent with footway, pedestrians have priority over motor vehicles.</p> |
| 04/03 | Z5.6 | Tightening the kerb radii at Weatherby Gardens would potentially hinder entry and access onto the A30. The junction is close to the A30/A323 (Fleet Road) roundabout, which is a busy junction. | <p>The revised draft of the LCWIP identifies why the indicative interventions are required. In this case, the intervention is identified because of a lack of pedestrian priority across the junction mouth.</p> <p>Reducing corner radii in locations like this reduces turning vehicle speeds, makes it easier for people to cross on foot by reducing the distance they must walk (this is particularly important for pedestrians who struggle with mobility) and allows crossing to follow desire lines more closely. This intervention follows national guidance and best practice and would be considered in a detailed feasibility assessment. This would include an assessment of the impact on vehicle turning movements, to ensure designs are</p> |

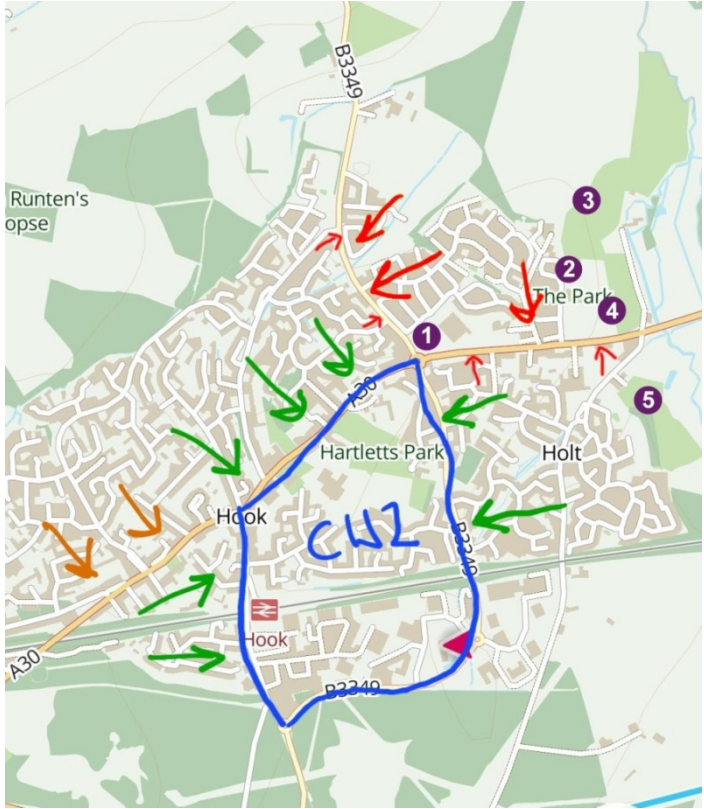
| Comment reference | Section of LCWIP | Issue raised | Response |
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| | | | suitable for the road conditions. |
| 04/04 | Z5.7 | <p>There are already an existing signalised pedestrian crossings just the other side of the A30/A323 roundabout in Hartley Wintney Village and on the A323 opposite Green Lane.</p> <p>Further, adding an additional signalised crossing at this point could cause further congestion in the village on a busy section of the A30.</p> | Rationale for this location is to provide safe access to the bus stop, provide safe crossings on both sides of the roundabout and generally to accommodate a diverse range of desire lines. |
| 04/05 | <p>Proposed Hart district cycle network</p> <p>Route 110: Hartley Wintney to Elvetham Heath</p> | <p>The installation of a segregated cycle path (minimum 3m, and a minimum 2m footway) from the A30/A323 roundabout to the Mount Pleasant/A323 junction would not seem to be viable. The pathways are already narrow, and it is unclear where land could be made available (common land or private land) to achieve this. It may well prove costly and would serve no purpose if the ultimate objective of creating a 4km route to Elvetham Heath could not be achieved.</p> | <p>The LCWIP will assist in promoting a modal shift to help deliver of the Council's Climate pledges. It needs to be aspirational, but at the same time realistic and deliverable.</p> <p>HCC, as joint commissioners of the work, have reviewed all the routes/zones and indicative interventions in the LCWIP and are satisfied that the intervention is suitable for further investigation.</p> <p>In some circumstances it may not be feasible to deliver on the proposed alignments. This will become clearer as feasibility work is undertaken and, where appropriate, alternative alignments may be investigated.</p> |
| 04/06 | Route 110 | A large part of the proposed route to Elvetham Heath has very narrow areas on the side of the road and would require the removal of many | Please see above. Options for this section would be investigated at the feasibility stage and this could include investigation |

| Comment reference | Section of LCWIP | Issue raised | Response |
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| | | hedges. | of a route behind existing hedges in some areas. |
| 04/07 | Route 110 | Given the potential prohibitive cost of delivering this route, and the ecology and land ownership constraints involved with constructing a shared use path in this location, the proposal is unlikely to be viable. | <p>The LCWIP will assist in promoting a modal shift to help deliver of the Council's Climate pledges. It needs to be aspirational, but at the same time realistic and deliverable.</p> <p>HCC, as joint commissioners of the work, have reviewed all the routes/zones and indicative interventions in the LCWIP and are satisfied that the intervention is suitable for further investigation.</p> <p>A full assessment of viability of the route is beyond the scope of the LCWIP and will require further work as the route is prioritised for further investigation.</p> |
| 04/08 | Route 110 | A toucan crossing on west side of the A30/A323 roundabout would not be required if the project could not be fully delivered. There are also concerns that it could cause increased congestion (as outlined above). | Noted. |
| 04/09 | Route 110 | The increase to the 30-mph zone beyond Baldwin Close (110.4) is essential. It is a fast and dangerous stretch of road with a 'narrow' road into the housing development. Baldwin Close is also after the 'Hartley Wintney Village Sign as you drive towards the village from Elvetham | Noted. |


| Comment reference | Section of LCWIP | Issue raised | Response |
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| | | Heath. | |
| 04/10 | Route 110 | We would fully support the redesign of the junction at Pale Lane. The 'right hand turn lanes' are exposed on this stretch of road. The turning into Pale Lane is 'tight' and lines of sight turning out of the junction are poor. The safety of this junction could be significantly improved. | Noted. |
| 04/11 | Route 120: Hook to Hartley Wintney | There is significant concern about the potentially prohibitive cost and viability of delivering Route 120 between Hook and Hartley Wintney. Specific concerns exist on likelihood of securing the necessary common land or private land. The area next to the A30 is ancient woodland and it would be difficult to remove any trees. The pathway from Croft Lane to the dual carriageway is very narrow and unpleasant to walk on, due to speed of traffic. | <p>The LCWIP will assist in promoting a modal shift to help deliver of the Council's Climate pledges. It needs to be aspirational, but at the same time realistic and deliverable.</p> <p>HCC, as joint commissioners of the work, have reviewed all the routes/zones and indicative interventions in the LCWIP and are satisfied that the intervention is suitable for further investigation.</p> <p>In some circumstances it may not be feasible to deliver on the proposed alignments. This will become clearer as feasibility work is undertaken and, where appropriate, alternative alignments may be investigated.</p> |
| 04/12 | Route 120 | Reallocating space from the existing carriageway would not appear to be a viable option as this is ordinarily a busy road. There are even greater volumes of traffic following closures, congestion, | Any reallocation of carriageway space would be subject to detailed feasibility assessment, bearing in mind the nature and purpose of the road. |

| Comment reference | Section of LCWIP | Issue raised | Response |
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| | | or accidents on the M3 motorway. | |
| 04/13 | Route 120 | These proposals put five pedestrian/cycle crossings, mostly controlled by lights, on a 1.5-mile section of the A30 between Thackham's Lane and Hunts Common. This is in Hartley Wintney Village, a secondary local service centre and a local retail centre, on an important local route often used as a motorway overspill. | Noted. The potential impacts on traffic flow would be assessed in more detail as part of the feasibility stage. |
| 04/14 | Route 120 | While it appears unlikely that the proposals for this cycle route between Hook and Hartley Wintney could be successfully delivered, consideration could be given to improving the existing pathways along this route, including removal of the access barrier (120.8). There is already a footpath in the trees on the north side of the A30 between West Green Road and Thackham's Lane. This is often very muddy but could be improved with surface treatment. | The LCWIP has been amended to identify the option to consider the upgrading of this existing footpath as an alternative option – see 120.16. |
| 04/15 | Secondary routes | In many cases, the secondary routes are not viable, with seriously narrow carriageways. Examples include Coopers Hill between the A327 and Up Green, along Taplins Farm Lane and under the railway line, and Odiham Rd passing under the motorway. The route from Yateley to Lower Common Eversley also appears to cross the A327. | Secondary routes have not been audited and largely show general desire lines. Further investigation work will be required on secondary routes to establish whether the proposed, or an alternative, alignment could be delivered. |

| Comment reference | Section of LCWIP | Issue raised | Response |
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| 05 - Hook Ward Cllrs 05/01 | Hook CWZ | <p>We are pleased that the section for Hook has been improved with many further possible interventions noted along the entire boundary of the proposed CWZ. This is superior to the original proposal, especially with enhanced crossing points on the A30 abutting the Core Walking Zone.</p> <p>However, the LCWIP does miss the two most significant barriers to walking in Hook and we feel these must be addressed in the LCWIP in order for the proposals to have credibility - even though the two are outside of the CWZ as drawn.</p> | <p>Notes.</p> <p>See responses to specific issues identified below:</p> |
| 05/02 | Crossing the B3349 Griffin Way North and A30 east of the B3349 junction | <p>Griffin Way North has 50mph or 40mph speed limits other than immediately north of the A30. The A30 east of the junction with the B3349 is also 40mph almost immediately past the roundabout. The housing at North East Hook has been delivered in the last 5 years and there are no controlled crossings out of this area of housing, with high speed roads bounding it. There are large numbers of children needing to cross these roads to access Hook schools. Sainsburys is within the same boundary, with a need for pedestrians from outside of this area to cross those roads. The following sketch illustrates the areas outside the CWZ and how they access the CWZ. Green arrows indicate relatively easy access, orange inferior access and red terrible</p> | <p>The LCWIP has been amended to provide additional details about the existing conditions within the village.</p> <p>The roundabout on the junction of the A30 and the B3349 is included within Hook's core walking zone and the indicative interventions (Z6.2) propose investigating the feasibility of upgrading the roundabout to provide crossing facilities on all roundabout arms that prioritise pedestrians and cyclists. This will significantly increase access north/south and east/west to the benefit of the residents of Hook.</p> |

| Comment reference | Section of LCWIP | Issue raised | Response |
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| | | <p>access.</p>  <p>The map shows a residential area with a blue-outlined Core Walking Zone (CWZ) in the center. The CWZ is labeled 'CWZ' in blue. Surrounding the CWZ are several roads: B3349 to the north, A30 to the west, and B2240 to the south. Key locations include Runten's opse, The Park, Hartletts Park, Holt, and Hook. Red arrows point to specific locations, and green arrows point to others. Five numbered purple circles (1-5) are placed at various points on the map, indicating facilities outside the CWZ. A pink triangle is also visible near the bottom of the CWZ.</p> | |
| 05/03 | Other | <p>In addition, there are facilities outside the CWZ that would naturally be accessed by foot, but which currently have no such safe access - these are the numbered circles:</p> | <p>Agree that the LCWIP should identify this as a locally important issue.</p> <p>With the exception of Sainsbury's, these facilities fall outside the core walking</p> |

| Comment reference | Section of LCWIP | Issue raised | Response |
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| | | <ul style="list-style-type: none"> 1.Sainsburys 2.Proposed sports pavilion and sports pitches 3. Whitewater Meadow SANG 4. Whitewater Meadow Adventure Play Area 5. Bassets Mead SANG | <p>zone, but text could be added to page 70, for example under “Existing conditions” or “Barriers to walking” so that this is flagged (similar to the way Griffin Way North is flagged as an issue). This can be addressed under delegated authority.</p> |
| 05/04 | <p>Implementing a pavement to join the northernmost section of the housing at North East Hook with the rest of the village</p> | <p>The area of housing bounded blue in the following map image has only road access to the rest of the village - no pavement. The sole walking route, other than on the roadway or across the B3349, is the boardwalk marked in yellow. This is unlit and not accessible. A footway link is required at the point marked in orange.</p> | <p>HCC are currently developing a scheme to improve the situation in this location in alignment with the orange link.</p> <p>This would be delivered through existing S106 funding held by HCC from developments in the area.</p> |

| Comment reference | Section of LCWIP | Issue raised | Response |
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| | |  <p data-bbox="757 991 1391 1031">The lack of a pavement link is a huge failing.</p> | |
| <p data-bbox="118 1050 322 1134">06 – Cllr Dorn 06/01</p> <p data-bbox="118 1155 353 1374">Comments on core walking zones and cycle routes in or adjacent to the ward</p> | <p data-bbox="394 1193 517 1225">General</p> | <p data-bbox="757 1155 1469 1262">The 2 x A4 Landscape layout is difficult to read. Please can the published version be in a readable and workable format.</p> | <p data-bbox="1491 1150 2063 1273">Agreed. The LCWIP has been reformatted to the single page presentation.</p> |

| Comment reference | Section of LCWIP | Issue raised | Response |
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| 06/02 | General | Use of Section (and sub-section) numbers would aid readability and hence accessibility. | Agreed. Section headings in the LCWIP have been numbered. |
| 06/03 | General | Links are included to GoggleMaps and StreetView to ensure clarity of the point being made or location referenced. | There are a number of free map-based products available on the internet, which are frequently used by the public. A number of these products would need to be referenced, which would be overtly costly and would make the relevant sections in the LCWIP lengthy. |
| 06/04 | General | A lot of what is proposed relates to the “creation” or “development” of walking routes and zones. It does not relate to the existing walking infrastructure (established green grid) that already connects settlements through green corridors. | The LCWIP is a strategic plan for the development of new infrastructure. In some cases, this includes sections of existing routes which require upgrading, but it does not encompass all existing interventions within the district as this would be beyond the scope of the document. |
| 06/05 | General | The LCWIP states that it will support and inform the development of the Green Grid, but the proposed works do not explain how they fit with the existing green grid. A more refined plan that links up parts of the existing Green Grid with others would be a better outcome. | The green grid framework is currently being developed and is not available to incorporate into the LCWIP. The LCWIP will support and inform the development of the green grid to provide a network across the district. |
| 06/06 | General | “Liveable Neighbourhoods” significantly increase emergency response time, increase journey distances (hence times and pollution), increase traffic on other routes, reduce resilience to avoid | The draft LCWIP does not include any specific plans for new liveable neighbourhoods within the district. |

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| | | <p>blockages caused by accidents or roadworks and provide get-away routes for criminals on mopeds etc.</p> <p>We need ensure that while improvements are delivered for walking and cycling that these do not impinge on existing traffic movements.</p> | <p>Various research suggests they can be a useful approach in many circumstances, although significant additional work would be required to ensure they would be the right solution for local neighbourhoods.</p> |
| 06/07 | General | <p>The document lacks any plan for education for safety and awareness improvements for cyclists, pedestrians and drivers. I am regularly witness to many near-misses and thoughtless acts by all 3 groups that could lead to accidents.</p> | <p>Whilst education to improve safety and awareness falls outside of the scope of an LCWIP, HCC does provide guidance on walking and cycling safety and supports educational programmes across schools in the district.</p> |
| 06/08 | Page 23 Trip Generators | <p>The summary of this at the district level is not helpful. Walking and cycling trips will occur at a smaller scale and be more linked to hyper-local travel within the town and village areas. This should be the scale for trip assessment.</p> | <p>With regards to both walking and cycling, in accordance with government guidance both longer and more local trips were considered as part of the process.</p> <p>Core walking zones and cycling routes have been developed to accommodate both.</p> <p>Routes and zones were planned using trip generators at a local scale as described in the feedback. This map shows the whole district on one page to keep the report concise.</p> |
| 06/09 | Page 24 | <p>Given the listed drawbacks in the modelling for desired outcomes, the target scenarios listed have little validity.</p> | <p>The PCT is a tool recognised by central government and its use is specifically encouraged in producing LCWIPs.</p> |

| Comment reference | Section of LCWIP | Issue raised | Response |
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| | | | It only forms one part of the network analysis with other evidence contributing. |
| 06/10 | Page 25 | The “average” Hampshire figures are significantly skewed by urban concentrations of people. There must be a different approach and expectation for rural communities. | The different needs of urban and rural communities form a key part of the approach to planning future transport networks across the district. HCC is currently looking at how this can be achieved. |
| 06/11 | Page 26 -32 | Where is the data on average current travel distances to show that these other options are feasible? (e.g “go Dutch”). As stated the scenarios are completely aspirational and have no discernible practical basis. | <p>The scenarios were developed as part of the PCT tool.</p> <p>The PCT is a tool recognised by central government and its use is specifically encouraged in producing LCWIPs.</p> <p>It only forms one part of the network analysis with other evidence contributing.</p> |
| 06/12 | Page 31 | <p>The claimed “demand signal” has no basis in fact. The increased cycling routes appear to be based on simply increasing the number people cycling (<i>as an outcome</i>). Hence this is not a demand, it is an aspiration, and the process does not examine the wider issues that prevent cycling: time, weather, personal security etc.</p> <p>The assessment does not appear to include the many private schools in the area.</p> | <p>The sentence “This strong uplift along the given corridors indicates an unmet demand for cycle facilities that link schools across Hart district.” has been deleted.</p> <p>The PCT shows the parts of the network likely to see the most demand if cycling levels increase, but this does not necessarily tell us about overall levels of latent demand.</p> <p>The PCT data is drawn from the School Census, which does not include data from</p> |

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| | | | independent schools. The PCT data however forms only part of the analysis of demand with other evidence contributing. |
| 06/13 | Page 34-35 | The rate of collisions is correlated with the traffic density, the data does not appear to have been normalised to account for this. | This is correct, the data is not normalised for traffic density. There is not suitable data available to enable this. |
| 06/14 | Page 48-49 | <p>Where are the cost estimates for the interventions proposed or the methodology used? This was a concern at the initial scoping meetings, with various very expensive ideas being used as examples - with very limited benefit.</p> <p>Given the expectation that S106 funding will pay for these schemes, a Hart-wide prioritisation doesn't have much practical application.</p> <p>Where are the detailed scores for the rankings and how were they determined? The economic criteria are especially subjective and depend strongly on the scale of benefits and ability to link them to future developments.</p> | <p>The Consultants drafting the LCWIP utilised HCC's prioritisation matrix that has been used for LCWIPs across the county, to ensure consistency of results.</p> <p>HCC's matrix includes circa 50 data points including health, environmental constraints and cost.</p> <p>HCC's approach to costing utilises costings from precedent schemes multiplied by the proposed length of route. Costs are based upon this DfT document - Cycle City Ambition: typical costs of cycling interventions</p> <p>Costs are calculated at this stage of work are indicative as it is not possible to do detailed costings at this early stage of design detail. Costs will be refined as the design process develops.</p> <p>With regards to the prioritisation analysis, where area specific funding is available, this may mean schemes which have a</p> |

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| | | | <p>lower prioritisation score will be delivered ahead of schemes with a higher prioritisation score.</p> <p>The prioritisation process provides a useful starting point, particularly for schemes to be moved forward with other funding, such as Active Travel England grants and CIL/Infrastructure levy.</p> |
| 06/15 | Zone Z7, Odiham Core Walking Zone Page 73+ | The claimed barriers to walking have issues. The road crossing are (for the main part) narrow and limited by buildings. Seating and greenery will not be practical in the British weather. | <p>The constraints in the zone are noted and would be fully explored as plans move to the feasibility assessment/design stage.</p> <p>Adding green infrastructure such as planters, rest areas, cycle parking and other placemaking interventions creates a more welcoming and inclusive environment for pedestrians.</p> |
| 06/16 | Zone Z7, Odiham Core Walking Zone Page 73+ | The suggested improvements in Odiham are not generally very practical. | This point is addressed in more detail in comments below. |
| 06/17 | Zone Z7, Odiham Core Walking Zone Page 73+ | The pedestrian controlled lights would be a benefit in most cases, but | Noted. |
| 06/18 | Z7.1 | Remove. The reduction in crossing distance between the current arrangement (including textured surface) and a reduced radii turn is of the order 2m. This would not deliver any practical | <p>The revised draft of the LCWIP identifies why the indicative interventions are required.</p> <p>In this case, the intervention is identified</p> |

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| | | benefits. | <p>because of the wide junction mouth at the side road.</p> <p>Reducing corner radii in locations like this reduces turning vehicle speeds, makes it easier for people to cross on foot by reducing the distance they must walk (this is particularly important for pedestrians who struggle with mobility) and allows crossing to follow desire lines more closely.</p> <p>This intervention follows national guidance and best practice and would be reviewed in a detailed feasibility assessment.</p> |
| 06/19 | Z7.2 | Supported. | Noted. |
| 06/20 | Z7.3, Z7.6 | Remove. Tight corner radii will just lead to lorries over-running them and vehicles swinging out in to on-coming traffic. | <p>The revised draft of the LCWIP identifies why the indicative interventions are required. In this case, the intervention is identified because of the wide junction mouth at the side road.</p> <p>This intervention follows national guidance and best practice and would be considered in a detailed feasibility assessment.</p> <p>This would include an assessment of the impact on vehicle turning movements, to ensure designs are suitable for the mix of</p> |

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| | | | users. |
| 06/21 | Z7.4 & 5 | Remove. Would be unworkable as uncontrolled crossings, but even an integrated system would struggle to improve traffic flows and would create more dangerous traffic situations at that junction. | <p>The revised draft of the LCWIP identifies why the indicative interventions are required.</p> <p>In this case, the interventions are identified because of poor/no crossings. These interventions follow national guidance and best practice and would be considered in a detailed feasibility assessment. This would include a review of traffic impacts.</p> |
| 06/22 | Z7.7 | Supported, but they should be better positioned to account for the existing seats and wide of pavement to avoid creating a blockage. | Noted. |
| 06/23 | Z7.8 | Remove. This is narrower than several other road junctions along the high street and one of the least to benefit from the highly marginal gains that might be envisaged. | Agreed. The crossing point of Deer Park View is already quite narrow and therefore the auditor recommendation has been removed. |
| 06/24 | Z7.9 | Remove. This is a bizarre suggestion at a junction that already has very poor sightlines and access issues. | <p>Auditors proposed this in this location as the area of stone setts behind bollards presents an opportunity to add seating etc. without adversely affecting sightlines.</p> <p>The wording of recommendation has been amended to clarify this.</p> |
| 06/25 | Z7.10 | Is not shown on the map. | Agreed. The missing marker has been added to the map. |

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| 06/26 | Other | If the zone extension (south) to RAF Odiham is to have real benefits, more focus needs to be given to that link. A key barrier is the 500m crossing of an open field. Unattractive in wet weather and a concern to many users after dark. Unless there are some direct plans, then the zone should be constrained to where improvements can be made. | An additional intervention has been included to consider the potential to upgrade the path and provide lighting. |
| 06/27 | Page 106, Route 200 | A major barrier to cycling is the narrowness of the roads. This cannot be easily solved due to the ancient nature of these roads and narrow pavements. | Noted. In some circumstances it may not be feasible to deliver on the proposed alignments. This will become clearer as feasibility work is undertaken, and where appropriate alternative alignments may be investigated. |
| 06/28 | 200.4 & .5 | While a welcome improvement these would need to be linked and phased with the traffic lights on the road about to avoid dangerous backing up of traffic. The junction is already busy at peak times (when probably most cyclists might want to use it) hence the sensitivity to traffic flow impediments. | Noted. |
| 06/29 | Other | Options to make better use of the footpaths to the east of Junction 5 (and separate, existing motorway crossing bridge) have not been explored. | Off-road options were identified early in the process however given the remoteness of these routes, options with greater levels of natural surveillance were prioritised. |
| 06/30 | 200.9 | The shared path is rarely used by cyclists. This path is poorly lit and the entrance (off North Warnborough Street) is very poorly marked. The | The intervention has been amended to include reference to the need to consider |

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| | | regular flooding of this area is also apparent from 4 N Warnborough St - Google Maps | lighting and flooding. |
| 06/31 | Other | <p>There is a common problem around the area (the Iverly Road bypass being a major example). Cyclists simply don't realise that the shared path is for them to use and hence press-on along the main road. If this LCWIP does anything, better signage and education is needed for users. This needs to include mutual respect for both walkers and cyclists</p> <p>The Dunleys Hill cycle path is not discussed for improvement. This has few repeater signs to indicate its shared use.</p> <p>The existing crossing 50m north of West Street, could usefully be expanded to make cycle crossing easier and a chicane created to slow traffic down (similar to those seen in Elvetham Heath, but a little wider.</p> | <p>Whilst education to improve safety and awareness falls outside of the scope of an LCWIP, HCC does provide guidance on walking and cycling safety and supports educational programmes across schools in the district.</p> <p>All interventions will be clearly marked to ensure that users understand priorities.</p> <p>The Dunleys Hill cycle path is beyond the reach of the route but could be considered in future LCWIP work.</p> <p>Reference to improving the existing crossing on West Street has been included into the LCWIP.</p> |
| 06/32 | 200.13a | This option has viability issues due to the narrow paths around the fords and narrow roads. Personal security would be a huge issue for many users. | Issues with this route are noted and it is not highlighted as the preferred route. |
| 06/33 | 200.10 | The comment about high speed traffic flows is not applicable. School drop-off parking is the main issue here. To improve cycle access, there are very wide verges that could be improved to link the existing cycle path to the closed section of | The issue highlights either high vehicle speed or high volumes that make the carriageway unsafe for cycling. This wording is used consistently through the report where this kind of issue arises. The |

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| | | West Street and point 200.11. | recommendation has been updated to reflect the option of using the verge. |
| 06/34 | 200.11 | The comment is not understood, as there are existing bollards that cyclists can filter through. The smart alternation would be to bring the existing crossing refuge on Dunleys Hill closer to the junction (part of Z7.4) and widen it to facilitate access to the High Street and pedestrian crossing. | The issue highlighted in the report is regarding the spacing of the existing bollards. Bollards should be a minimum of 1.5m apart to enable all types of cycle to safely pass through. The need for an improved crossing at this location has been added to the report (see new 200.12). |
| 06/35 | 200.12 | The western end of the High Street is particularly difficult for cycling and a designation of one pavement for cyclists and one for walkers might be a good solution for all. | Noted. The LCWIP does identify this area is difficult for cycling. Options for this section would be assessed in more detail at the feasibility stage. |
| 06/36 | Other | The proposal does not include additional cycle parking that could be added at key locations along Odiham high street. | Cycle route recommendations throughout the report generally do not include cycle parking recommendations. In this instance, some on-street cycle parking is already provided on both sides of the road near the Bel & Dragon. Further cycle parking could be added if there is sufficient local demand. |

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| 06/37 | Other | Any additional features need to respect the Conservation Area and other heritage designations. | Noted. Ensuring designated areas are properly accounted for would be a standard part of the scheme development process. |
| 06/38 Comments on core walking zones and cycle routes outside of the ward | Page 94, Route 140 | A huge issue with the cycle links between Fleet and Farnborough are their “loneliness” with many vulnerable users not wishing to use them due to there being a strong perception of risk to themselves on dark, lonely tracks. The proposals do not address this. | The main route option follows the main roads. The alternative route option does have safety limitations because of the isolated nature of some sections with little natural surveillance. |
| 06/39 | 140.11a | “Lighting” on forest tracks (140.11a) is neither a practical proposition nor ecologically sound. | Various lighting technologies are available that may be suitable, but this would need to be fully considered at the feasibility stage. |
| 06/40 | Other | The links run out at the Hart boundary, but it would have been sensible to include a task to work more closely with Rushmoor. | Hart and Rushmoor Councils consulted each other with regards to the development of their respected LCWIPs. Hart’s routes join into Rushmoor’s LCWIP routes to create a wider network. |
| 06/41 | Page 105, Route 160 160.3 | Malthouse Bridge is a very difficult junction and benefit from complete revision. Bus gate modal filters is a ridiculous suggestion. Speed is generally calmed by the give/take passing on the bridge. But conversion of the (vestigial) south-east pavement to marked cycle lane would be helpful. While the north-west bound cyclist | HCC are undertaking a feasibility study on this section of road as part of the mitigation of traffic works arising from the QEB development. HCC presented an options appraisal to the QEB Transport Steering Group meeting in January 2024. |

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| | | should have shared space with the footpath. | The feasibility study will consider Malthouse Bridge in much more detail than the LCWIP audit process allows for. |
| 06/42 | Page 121, Route 220 | The junction of Crookham Road and The Street at Malthouse Bridge is a significant problem for cyclists and pedestrians. The road is very narrow and vehicles swing round the corners, making waiting vehicles (in Crookham Road) hug the kerb and preventing cyclists from passing. This is mentioned in Route 160.2, but the extent is into Route 200 and there should be cross-referencing. | Agreed. The LCWIP has been amended to include cross referencing between the two routes. |