

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Lead Member for Transport and Environment Strategy
Date:	7 November 2022
Title:	Local Cycling and Walking Infrastructure Plans – Update
Report From:	Director of Economy, Transport and Environment

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Purpose of this Report

1. The purpose of this report is to seek approval of a number of newly developed Local Cycle and Walking Infrastructure Plans (LCWIPs). The plans included in this decision are for the boroughs of Eastleigh, Fareham, Gosport, Havant, the Waterside part of New Forest district and the southern part of the Borough of Test Valley.

Recommendations

2. That the Executive Lead Member for Transport and Environment Strategy approves the Local Cycle and Walking Infrastructure Plans (LCWIPs) that have been prepared for the boroughs of Eastleigh, Fareham, Gosport and Havant, together with the Waterside part of New Forest district and the southern part of the Borough of Test Valley.
2. That the Executive Lead Member for Transport and Environment Strategy commends each LCWIP to the respective local authority for endorsement and inclusion within its own policy and plan framework.
3. That the Executive Lead Member for Transport and Environment Strategy notes the progress on the remaining LCWIPs.

Executive Summary

5. This report presents four Local Cycle and Walking Infrastructure Plans (LCWIP) for the boroughs of Eastleigh, Fareham, Gosport and Havant, together with two LCWIPs covering the Waterside part of New Forest District and the southern part of the Borough of Test Valley. These have been prepared by Hampshire County Council in line with Government guidance. The plans prioritise walking and cycling infrastructure measures in each area and have been developed following engagement and consultation with councillors, local residents, stakeholders and the respective local planning authority.

6. The report also provides an update on work currently underway to bring forward LCWIPs to cover the remaining areas of Hampshire.
7. The preparation of LCWIPs is becoming a key requirement for local transport authorities to access Government funding for the delivery of cycle and walking infrastructure in their areas. The Government has made it clear in recent guidance and funding allocations that LCWIPs are seen as key evidence to coordinate investment and are described as forming “a vital part of the Government’s strategy to increase the number of trips on foot or by cycle” within the technical guidance on LCWIP preparation. The work to date on the preparation of LCWIPs has contributed to the County Council’s recent ‘strong’ capability rating on walking and cycling (see paragraph 15 below).
8. Government funding has recently been increasingly directed towards walking and cycling measures, and this trend is anticipated to continue. The adoption of LCWIPs, ultimately across the whole County, is seen as key to the County Council being able to access that funding. Attracting such funding will, in turn, contribute to achieving the objectives of the emerging Local Transport Plan 4 (LTP4).

Background

9. In 2017 the Government published a Cycle and Walking Investment Strategy with the “ambition to make cycling and walking the natural choices for shorter journeys, or as part of a longer journey by 2040”. It set national targets to:
 - increase the percentage of short journeys in towns and cities that are walked or cycled - half of all journeys in towns and cities cycled or walked by 2030;
 - increase walking;
 - double cycling; and
 - increase the percentage of children aged 5 to 10 who usually walk to school.
10. The strategy recommended that new LCWIPs be prepared by local highway authorities. The Government subsequently published technical guidance for local authorities on the preparation of LCWIPs requiring that they should include:
 - 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 in the short, medium and long terms; and
 - a report which sets out the underlying analysis carried out and provides a narrative which supports the identified improvements and network.
11. The technical guidance sets out further detail on the process that should be followed to develop LCWIPs ([Local Cycling and Walking Infrastructure Plan Guidance \(parliament.uk\)](#)). It prescribed a six-stage process involving scoping the geographical extent, data gathering, auditing of existing routes, identifying improvements required, prioritising and programming improvements and promoting schemes in local policies and delivery plans. It also requires a robust

approach to consultation and engagement. In developing LCWIP's in Hampshire the guidance has been followed.

12. In 2020, Government published Local Transport Note (LTN) 1/20 ([Cycle infrastructure design \(LTN 1/20\) - GOV.UK \(www.gov.uk\)](#)) providing national guidance on design for cycling infrastructure for highway authorities and scheme designers. The guidance marks a step change in achieving higher quality design standards and improved safety for cycle facilities. The Department for Transport also reserved the right to ask for appropriate funding to be withheld or returned for any schemes designed or built in a way which is not consistent with the guidance.
13. "Gear Change", published by the Government in 2020, announced a plan to invest two billion pounds in active travel infrastructure and set out a plan to establish a new active travel inspectorate called Active Travel England (ATE) to oversee standards and support local authorities to deliver quality plans and infrastructure.
14. Active Travel England has now been established by Government to manage the national active travel budget and to inspect and publish reports on highway authorities for their performance. ATE will help local authorities, training staff and spreading good practice in design, implementation and public engagement. It will also be a statutory consultee on major planning applications to ensure that the largest new developments are properly catering for pedestrians and cyclists.
15. ATE recently carried out an audit of the capability and ambition of all Highway Authorities in England with regard to cycle infrastructure. Hampshire County Council has been assessed as level 2, which is described as "strong local leadership and support, with strong plans and emerging work".

Progress in preparing LCWIPs in Hampshire

16. LCWIPs are under development in all parts of Hampshire with the intention that the whole County will be covered by a plan by the end of 2023. This report is related to the plans for Eastleigh, Fareham, Gosport, Havant, the Waterside part of New Forest District and the southern part (south of Romsey) of Test Valley Borough.
17. The work has been undertaken by Hampshire County Council, supported by Sustrans. Sustrans is a national sustainable travel charity that plays an active role in developing such plans and in advising the UK Government on active travel issues.
18. The plan development was interrupted by the Covid pandemic, and they have also been adapted during development to ensure alignment with the new design standards guidance (Local Transport Note LTN 1/20) following its publication in the middle of the LCWIP process. A public consultation was held last year covering all six plans. Comments raised have been considered and plans changed accordingly where necessary. The new LCWIPs are available at this weblink: [Strategic transport - plans and policies | Hampshire County Council \(hants.gov.uk\)](#)
19. Work on LCWIPs for the remaining areas of Hampshire has also commenced with the expectation that these will be finalised in readiness for a decision to approve in due course. The table below provides information on the current status of plan preparation.

Local Authority Area	Status of LCWIP
Basingstoke & Deane Borough	Basingstoke & Deane Borough Council has been working with Hampshire County Council to develop an LCWIP that covers the borough, with the exception of the town centre, an area which is subject to a Town Centre master planning process. The consultation on the draft LCWIP closed on 4 September 2022 and responses are currently being reviewed.
East Hampshire District	East Hampshire District Council (EHDC) commissioned consultants to develop an LCWIP for the district. A public consultation has been undertaken and potential schemes identified. EHDC is working with Hampshire County Council to prioritise the identified schemes.
Hart District	Hart District Council was keen to have an active role and has commissioned Sustrans to develop its LCWIP, with guidance and support from Hampshire County Council.
Rushmoor Borough	Hampshire County Council is working closely with Rushmoor Borough Council to develop an LCWIP. Feedback has been sought on the prioritisation of routes and the consultation closed on 18 September 2022. The feedback collected is currently being reviewed.
Test Valley Borough	Test Valley Borough Council is working with Hampshire County Council to develop an LCWIP for the northern part of the borough (north of Romsey).
Winchester City	Winchester City Council has worked with Hampshire County Council to develop the Winchester Movement Strategy that is supplemented by the Winchester urban area LCWIP. An LCWIP to cover the rest of Winchester District is in development, with the work being led by Hampshire County Council and supported by Sustrans.

Finance and future funding

20. The development of the LCWIPs has largely been done using in house resources within available budgets and over a number of financial years. In many cases the costs of developing them have been shared with district and borough authorities.
21. The County Council is developing options and designs for some of the priority schemes identified in the LCWIPs prior to their formal approval. Finalisation and delivery of these schemes is critically dependent on further Government Funding awards.
22. The Government wrote to all Highway Authority Council Leaders in July 2022. The letter indicated that the Government was planning changes to future funding arrangements for transport, potentially including withholding a proportion of highways maintenance funding depending on the authority's performance on effective development of an LTP and delivery of EV charging facilities and bus and active travel infrastructure. The letter says that the Government will consult on the proposals this year with a view to implementation from 2024/25 onwards. A strong evidence base, of which LCWIPs will form an important part, will be key to delivering against these

objectives and thereby minimising the risk of reductions in future maintenance funding.

23. The Government has also funded Sustrans to work with local authorities across the country to help develop outline designs for schemes prioritised in LCWIPs and this has included some schemes in Hampshire.
24. The County Council submitted a Levelling Up Fund bid for the areas of Gosport and Havant which included active travel infrastructure. It is currently in determination and assessment. Headline details can be found at this link: [Funding bids | Hampshire County Council \(hants.gov.uk\)](#).

Consultation and Equalities

25. The draft LCWIPs for the boroughs of Eastleigh, Fareham, Gosport, Havant, the Waterside part of New Forest district and the southern part (south of Romsey) of Test Valley borough area have been subject to public consultation during September and October 2021. Full details of the consultation responses are available at this weblink: [Strategic transport - plans and policies | Hampshire County Council \(hants.gov.uk\)](#). Each LCWIP also includes a section on the consultation response, summarising the public response, that from the relevant local authority and key stakeholders such as local walking and cycling representative groups.
26. During the consultation period, online briefing sessions were offered to relevant county councillors and stakeholder groups with additional sessions held for the public to provide information on the draft plans and provide the opportunity to answer questions.
27. Overall, the comments received from County Councillors, stakeholders and the public were generally supportive of the plans. However, it was acknowledged that the Government prescribed approach to network definition and prioritisation does not identify localised routes which will need to be further developed when the plans are reviewed as required by Government.
28. Feedback from the consultation has fed into the prioritisation process, been used to demonstrate support for funding bids, provided local input to the design process and identify future areas for network and walking zone development.
29. The consultation used 'Commonplace' an interactive map enabling 'sentiment' maps (how people felt using a particular route) and 'off route' maps (where respondents felt that walking or cycling infrastructure could be improved) to be produced for each area. These maps are included in each LCWIP.
30. A neutral impact on people with protected characteristics has been identified from this decision. However, Local Walking & Cycling Infrastructure Plans aim to add or improve relevant infrastructure and therefore any transport schemes that are identified in the LCWIPs are expected to have positive impacts on a range of protected characteristics such as age, disability, pregnancy & maternity, poverty and rurality by providing improved access and connectivity by non-motorised transport, but will be subject to their own Equalities Impact Assessment.

Climate Change Impact Assessments

31. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience of its projects and decisions. These tools provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council's climate change targets of being carbon neutral and resilient to the impacts of a 2°C temperature rise by 2050. This process ensures that climate change considerations are built into everything the Authority does.

32. The preparation and adoption of the LCWIPs will not, in itself, have any discernible impact on climate change. However, in due course, the delivery of walking and cycling schemes will potentially contribute to achieving targets on carbon reduction and will, ultimately and in combination, make a positive impact in helping the switch away from carbon-based transport modes.

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

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

Section 100 D - Local Government Act 1972 - background documents

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

Document

Location

None

EQUALITIES IMPACT ASSESSMENT:

1. Equality Duty

The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited by or under the Act with regard to the protected characteristics as set out in section 4 of the Act (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation);
- Advance equality of opportunity between persons who share a relevant protected characteristic within section 149(7) of the Act (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic within section 149(7) of the Act (see above) and persons who do not share it.

Due regard in this context involves having due regard in particular to:

- The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity which participation by such persons is disproportionately low.

2. Equalities Impact Assessment:

A neutral impact on people with protected characteristics has been identified from this decision. However, Local Walking & Cycling Infrastructure Plans aim to add or improve relevant infrastructure and therefore any transport schemes that are identified in the LCWIPs are expected to have positive impacts on a range of protected characteristics such as age, disability, pregnancy & maternity, poverty and rurality by providing improved access and connectivity by non-motorised transport, but will be subject to their own Equalities Impact Assessment.