

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Leader and Executive Member for Hampshire 2050 and Corporate Services
Date:	9 March 2023
Title:	Rushmoor Local Cycling and Walking Infrastructure Plan
Report From:	Assistant Chief Executive and Director of Hampshire 2050

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Purpose of this Report

1. The purpose of this report is to seek approval of the Local Cycling and Walking Infrastructure Plan (LCWIP) for Rushmoor which has been developed in partnership with Rushmoor Borough Council, supported by consultants Sustrans.

Recommendations

2. That the Leader and Executive Member for Hampshire 2050 and Corporate Services approves the Rushmoor Local Cycling and Walking Infrastructure Plan (LCWIP).
3. That the Leader and Executive Member for Hampshire 2050 commends the LCWIP to Rushmoor Borough Council for endorsement and inclusion in its own policy framework.

Executive Summary

4. This paper seeks to outline the work that has been undertaken in preparing the Rushmoor LCWIP and seeks approval of the LCWIP document (which can be found here: <https://documents.hants.gov.uk/transport/Rushmoor-LCWIP-Report.pdf>) as part of the transport strategy for Rushmoor Borough.
5. The Rushmoor LCWIP was developed in partnership between Hampshire County Council and Rushmoor Borough Council, with support from consultants Sustrans, following the latest government guidance. The purpose of the LCWIP is to provide a strategic approach to identifying walking and cycling infrastructure improvements that are required at a local level.

Contextual information

6. In 2017, Government published the Cycling and Walking Investment Strategy (CWIS) with the ambition to “make cycling and walking the natural choice for

shorter journeys, or as part of a longer journey” by giving more access to safe, attractive routes for cycling by 2040. The strategy contains 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.
7. The strategy recommends that local highway authorities prepare new LCWIPs and the Government subsequently published technical guidance to support their preparation. The guidance notes that LCWIPs play a vital part in delivering the objectives of the CWIS, and to do this should deliver the following outputs:
- 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.
8. The process that is followed in developing LCWIPs is defined in the DfT's [Local Cycling and Walking Infrastructure Plan Technical Guidance](#). This document sets out a 6-stage process, which has been followed in preparing the Rushmoor LCWIP:
- determining scope- establishing the geographical extent and governance arrangements;
 - gathering information- Identifying existing patterns of, and barriers to walking and cycling potential new journeys;
 - network planning for cycling- Identifying origin and destination points and cycle flow and convert these into a network of routes with identified improvements;
 - network planning for walking- Identifying key trip generators, core walking zones and routes by undertaking audits and identifying improvements;
 - prioritising improvements- Prioritising improvements to develop a phased programme for future investment; and
 - integration and application- Integrate outputs into local planning and transport policies, strategies and delivery plans.
9. This process of developing the Rushmoor LCWIP was supplemented with a robust approach to consultation and engagement, following Hampshire County Council's usual practices. This includes stakeholder workshops and opportunities for members of the public to provide feedback.
10. The development of the Rushmoor LCWIP has also taken into account the latest Government guidance, including [Local Transport Note 1/20](#) (LTN 1/20). This technical guidance, published in 2020, provides Local Highway Authorities with guidance on the design of cycling infrastructure. Local Authorities should demonstrate that due consideration has been given to this guidance when designing new cycle infrastructure. This is of particular importance when

applying for Government funding, which may be withheld if the standards within LTN 1/20 have not been met.

Developing the Rushmoor LCWIP

11. The Rushmoor LCWIP was developed through a combination of desktop assessments, route audits across the district, stakeholder workshops and feedback from members of the public. This approach resulted in gaining a detailed picture of the existing state of the walking and cycling network in Rushmoor, with proposals for improved and new infrastructure informed by local stakeholders and residents who know the network best.
12. The information gathered allowed for the identification of a primary and secondary cycling network. The primary routes are judged to be the most popular and strategic routes, linking residential areas with the key trip generators. These are often the existing main roads in an area. Secondary routes can be locally important but are less strategic as they fill the gaps in the primary network, they are also often thought of as connector routes. Following the identification of 14 primary cycling routes, ten sections of cycling routes have been prioritised using the methodology outlined in the Rushmoor LCWIP. These are:
 - Old Lynchford Road to Lynchford Road, Farnborough;
 - Hawley Road, Farnborough;
 - A325 Bradfords Roundabout to Clockhouse Roundabout, Farnborough;
 - Station Road, Aldershot;
 - Williems Roundabout and Princes Way, Aldershot;
 - Chapel Lane, Farnborough;
 - Sandy Lane, Farnborough;
 - Mayfield Road, Farnborough;
 - Clockhouse Roundabout to Farnborough College of Technology, Farnborough; and
 - Government Road, Aldershot.
13. Similarly, the LCWIP identifies core walking zones. These are areas with several walking trip generators located in close proximity, such as town or local centres. Walking zones set out areas for investment in pedestrian infrastructure over a larger area rather than a specific route. Five core walking zones have been identified and a prioritisation process has been undertaken which identified the following priority sub sections for walking improvements:
 - Union Street and Wellington Street, Aldershot;
 - Victoria Road, Aldershot;
 - Princes Way and High Street, Aldershot;
 - Queens Road and Lime Street, Aldershot;
 - Sebastapol Road, Crimea Road and Pickford Street, Aldershot;
 - The Meads Shopping Centre, Farnborough;
 - Oberusel Way and Wingate Court Footpath, Aldershot;
 - Farnborough Town Centre to Farnborough Main via Clockhouse Roundabout, Farnborough;
 - Farnborough Industrial Estate to Farnborough Town Centre, Farnborough;
 - Cove Road to Farnborough town centre via Victoria Road, Farnborough; and
 - Station Road, Aldershot.

Finance

14. The development of the Rushmoor LCWIP has been undertaken in partnership with Rushmoor Borough Council, supported by consultants Sustrans. The total cost to develop the LCWIP is £96,000, which includes a contribution of £10,000 from the Borough Council.
15. In July 2022 the Government wrote to the Leaders of all Local Highway Authorities to inform them that changes were planned to the funding arrangement for transport. This included potentially withholding a proportion of highway maintenance funding depending on each authority's performance in developing a Local Transport Plan (LTP) and delivery of essential infrastructure for active travel and public transport, as well as electric vehicle charging facilities. The Government will consult on these proposals, with a view to implement changes to funding arrangements in 2024/25. LCWIPs form a key part of the evidence base for the LTP, therefore development of the Rushmoor LCWIP supports the case for a full funding settlement for Hampshire County Council.
16. In 2020 Government published [Gear Change](#), their vision to transform the role that walking and cycling play in England's transport system. The vision included the plan to invest two billion pounds in active travel infrastructure, and the establishment of a new active travel inspectorate, Active Travel England (ATE), to oversee standards and support local authorities to deliver quality plans and infrastructure.
17. Active Travel England (ATE) has a number of functions, including managing the national active travel budget, monitoring performance, providing training to local authorities and showcasing good practice in design, implementation and public engagement. As part of its role ATE recently conducted an audit of the capability and ambition of all Local Highway Authorities in England to develop and deliver high quality cycling infrastructure. Following this review Hampshire County Council was assessed as having "strong local leadership and support, with strong plans and emerging work".
18. The performance of each Local Highway Authority (LHA) in the audit was used by ATE to set the levels of funding that was allocated to each LHA through the Active Travel Capability Fund. Hampshire County Council was awarded £1,005,000 for 2022/23, which is three times higher than the funding the County Council was allocated in 2021/22, reflecting the positive feedback from ATE's audit of capability and ambition. The funding awarded will be used towards development of further LCWIPs, scheme development of active travel corridors (locations across the county to be confirmed), and behaviour change initiatives.

Performance

19. Delivery of the improvements identified within the Rushmoor LCWIP will be monitored on a regular basis to ensure that they are in line with current best practice and funding opportunities are leveraged. The LCWIP document will be reviewed in four to five years, or if there are any significant changes in local circumstances, to reflect any changes to the network due to new infrastructure delivery and to ensure that the document aligns with latest guidance.

20. In January 2023 central Government announced the projects that were successful in securing funding in the second round of the Levelling Up Fund. Rushmoor Borough Council was awarded £20 million for delivery of a leisure centre, library and cultural space that forms part of the Farnborough Civic Quarter redevelopment. As this project progresses opportunities will be sought to develop some of the walking and cycling infrastructure in Farnborough that has been identified in the Rushmoor LCWIP.

Consultation and Equalities

21. The Rushmoor LCWIP has been developed in partnership between Hampshire County Council and Rushmoor Borough Council, with support from consultants Sustrans. County Council and Borough Council officers have worked together closely to ensure that views at both a county and borough level have been considered.
22. In the early stages of developing the Rushmoor LCWIP workshops were held with key local stakeholders to gain insight into popular local walking and cycling routes as well as areas that could be improved as part of the future network. This stakeholder input was used to inform the development of the draft LCWIP which was issued for public consultation between 27 June and 18 September 2022.
23. The draft Rushmoor LCWIP was hosted on the 'Commonplace' website which allowed respondents to review the LCWIP document and add their comments to interactive maps. The maps enabled respondents to tell us how they felt using a particular route, as well as where they felt existing infrastructure could be improved. The Commonplace website also enabled respondents to complete separate walking zone and cycling network surveys. Over 600 individual responses to the draft Rushmoor LCWIP were provided through the Commonplace site, and a further 13 responses were provided via email from individuals, local groups, organisations or public bodies. There were also 74 responses to the walking zone survey and 75 responses to the cycling network survey.
24. The consultation surveys sought respondents' views on the proposed walking zones and cycling routes, including asking which zones and routes should be prioritised for investment and improvement. Respondents' views were supplemented by demographic questions, which were not mandatory.
25. During the consultation period an online briefing was held for Borough and County Members to provide them with an opportunity to learn more about the development of the Rushmoor LCWIP and to seek their feedback. Following the consultation period further briefings were held with Members and key stakeholders to update them on the progress with developing the LCWIP.
26. The feedback gathered through the engagement and consultation was used to prioritise the walking zones and cycling routes that were presented in the draft LCWIP document. Details on how the consultation responses and engagement feedback formed part of the assessment for the prioritisation of schemes can be found within the Consultation chapter (pages 195-201) of the [Rushmoor LCWIP document](#).
27. A neutral impact on people with protected characteristics has been identified from this decision. Whilst the Rushmoor LCWIP provides a policy basis for

improving relevant infrastructure, it does not however deliver change itself. Therefore, whilst 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, they will be subject to their own Equalities Impact Assessment as schemes progress to delivery.

Climate Change Impact Assessments

28. 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.
29. The preparation and adoption of the LCWIP will not, in itself, have any discernible impact on climate change, until any schemes are delivered, which will be assessed at an appropriate time. 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.

Climate Change Adaptation

30. The climate change adaptation tool was not applicable to this report because the decision relates to a number of possible individual projects, which are subject to assessment individually at the point at which they come forward. The document itself is more strategic in nature and therefore doesn't have a direct impact on climate change.

Carbon Mitigation

31. The climate change mitigation tool was not applicable to this report because the decision relates to a number of possible individual projects, which are subject to assessment individually at the point at which they come forward. The document itself is more strategic in nature and therefore there are no clear mitigation measures which could be taken forward at this time.

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

Other Significant Links

Links to previous Member decisions:	
<u>Title</u> Decision - Local Cycling and Walking Infrastructure Plans – Update About the Council Hampshire County Council (hants.gov.uk)	<u>Date</u> 07/11/2022
Direct links to specific legislation or Government Directives	
<u>Title</u>	<u>Date</u>

Section 100 D - Local Government Act 1972 - background documents	
<p>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.)</p>	
<u>Document</u>	<u>Location</u>
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. Whilst the Rushmoor LCWIP provides a policy basis for improving relevant infrastructure, however, it does not deliver change itself. Therefore, whilst 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, they will be subject to their own Equalities Impact Assessment as schemes progress to delivery.