

HAMPSHIRE COUNTY COUNCIL

Report

Committee:	Economy, Transport and Environment Select Committee
Date:	29 October 2018
Title:	Cycling Strategy Update
Report From:	Director of Economy, Transport and Environment

Contact name: Graham Wright

Tel: 01962 845148

Email: graham.wright@hants.gov.uk

1. Purpose of Report

- 1.1 The purpose of this report is to provide an update on the progress of the Hampshire County Council Cycling Strategy, adopted in September 2015, at the request of the Economy, Transport, and Environment Select Committee.

2. Contextual Information

- 2.1 The Cycling Strategy was developed in tandem with Hampshire County Council's Walking Strategy adopted in January 2016. Links to both strategies can be found here:
<https://www.hants.gov.uk/transport/strategies/transportstrategies>
- 2.2 Taking a high level approach, both strategies were adopted in order to provide a clear statement on Hampshire County Council's overall aspirations to support walking and cycling in the short, medium and longer term, covering the period up to 2025.
- 2.3 The aims of the Cycling Strategy are:
- to provide a means to prioritise available funding for cycling to the best value for money investments;
 - to provide a strategic framework to support the planning and development of cycling measures with local partners, including District Councils; and
 - to support the County Council in attracting new investment from funding partners for cycling and other associated sustainable transport measures.
- 2.4 It was recognised that both strategies support many aspects of the Hampshire County Council Strategic Plan and were created to complement and support a range of cross-cutting policy areas. This approach takes into account a range of corporate priorities such as the *Hampshire Local Transport Plan (2011-2031)* (in which encouraging active and sustainable

travel is a key theme), the *Healthy Weight Strategy*, and the *Countryside Access Plan 2015-2025*.

- 2.5 The approach of the cycle strategy itself was divided up into key themes in order to reflect the services provided by the County Council, in relation to cycling. Progress on each is detailed in section 3 below.

3. Monitoring of the Strategies (2015-2018)

Progress to Date

- 3.1 Keeping Hampshire's roads safe and well maintained is a priority for the County Council. Road Safety improvement is achieved by directing the County Council's resources towards those locations where there is evidence accidents are occurring and the introduction of traffic and safety measures are most likely to reduce these. Having well maintained roads and footways is especially important to cyclists who are especially vulnerable to highway defects, such as potholes, carriageway edge erosion and loose drainage gully and services metal work.
- 3.2 The County Council's approach to scheme design makes provision for multi modal improvements and takes opportunities, where possible, to secure improvements for cycling (and walking) within highway schemes. Just as the Walking and Cycling Strategies work in tandem, transport schemes take a holistic approach, in order to incorporate the needs of all highway users.
- 3.3 Since the Cycling and Walking Strategies were adopted, the following examples of schemes that include walking and cycling provision are as follows (links provided where available):
- Newgate Lane south scheme in Fareham (completed April 2018) - <https://www.hants.gov.uk/transport/transportchemes/newgatelanesouth>. This has enabled the repurposing of the original Newgate Lane carriageway as a low trafficked, residential access, incorporating a link for cyclists between shared path facilities on Newgate Lane (north) and the BRT corridor to similar facilities to the south at Peel Common, Broom Way and Rowner Road;
 - The proposed 'Green Loop and Green Grid' within the Whitehill and Bordon Healthy New Town project <http://whitehillbordon.com/transport/> aims to provide a comprehensive network of walking and cycling connections between the existing and new town development and a range of schools, sports and recreational facilities and natural green spaces, Successful bids were submitted (2018) to the EM3 Local Enterprise Partnership (LEP), in support of East Hampshire District Council;
 - The County Council has secured funding from the Department for Transport 'Safer Roads Fund' (June 2018) to develop a scheme aimed at addressing cycle casualties (amongst other objectives) at the roundabout junction of Castle Street/A27, Portchester. This will also improve cycle access to the town centre and to the nearby railway station;

- The County Council is currently working with developers to provide a new cycle facility at Norris Hill that will assist in linking Fleet to Farnborough;
- Full funding has now been secured for the Stubbington Bypass <https://www.hants.gov.uk/transport/transportchemes/stubbingtonbypass> (September 2018) which will have full cycle-lane provision on both sides and will also improve connectivity to the existing cycle network and local destinations;
- Proposed improvements to the A30/Brighton Hill Road junction aim to improve safety and provide people with more opportunities to walk and cycle with measures identified by a trained Non Motorised User (NMU) Assessor <http://documents.hants.gov.uk/consultation/2018-08-29A30SWCorridorBrightonHillconsultationDisplayBoards.pdf>; and
- The County Council is also working in collaboration with Highways England to secure provision for non-motorised users in its proposals for the M3, Junction 9 at Winnall, Winchester. This has been a significant barrier to access for pedestrians and cyclists between the City of Winchester and South Downs National Park. <https://highwaysengland.co.uk/projects/m3-junction-9-improvements/>.

3.4 It is worth noting that these are just some examples of activity across the county since the cycle strategy has been adopted by the County Council.

Hampshire County Council Cross Departmental Working Group

3.5 Monitoring of the strategy is being achieved through the measuring and review of a number of data sources to assess progress within the county (links to this data included within section 3). As many of the themes and key actions of the Cycling Strategy bore strong relationships to those of the Walking Strategy, the County Council has set up a cross-departmental implementation group for both strategies. This group consists of officers from Economy, Transport, and Environment (Transport Policy and Delivery), CCBS (Rights of Way), Public Health, The Active Travel Team and also Energise Me (a charity that works in partnership with the County Council).

3.6 As well as monitoring key actions against the strategies, the cross departmental working group provides an opportunity to share any relevant updates on walking and cycling across different departments within the county, and to highlight examples of best practice in order to move the strategies forward and help identify any new active travel opportunities.

Local Cycling and Walking Infrastructure Plans

3.7 Since the adoption of Hampshire's Walking and Cycling Strategies the Department for Transport (DfT) has published its own *Cycling and Walking Investment Strategy* in April 2017. This sets out its vision to make walking and cycling a normal part of everyday life.

- 3.8 Local Cycling and Walking Infrastructure Plans (LCWIPs), as set out in the Government's Strategy, are a new approach to identifying cycling and walking improvements required at the local level. The County Council recognises that a successful approach to funding walking and cycling can be achieved at a more local level, giving more scope to local bodies in their investments towards local infrastructure.
- 3.9 LCWIPs enable a long-term approach to developing local cycling and walking 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.
- 3.10 Last October, Hampshire County Council successfully bid to the Department for Transport for technical support to help produce an LCWIP. This technical support was in the form of 20 days consultancy, which is currently providing in-house training for the tools and processes required to determine a successful LCWIP.
- 3.11 Currently, the County Council is using the LCWIP process to focus on Gosport and Fareham to identify potential walking and cycling measures that could assist in addressing the identified NO₂ air quality issues in Fareham that have been the subject of a Ministerial Direction served on Fareham Borough Council. This is intended to encourage modal shift to cycling through improved investment in the existing local cycle network. It is envisaged that the LCWIP process will provide a robust, prioritised programme of infrastructure improvements for future investment, not just for cycling and walking at a local level.
- 3.12 While the preparation of LCWIPs is non-mandatory, local authorities who have LCWIPs will be well placed to make the case for future investment towards walking and cycling measures. Through the recent DfT LCWIP support, the County Council will be able to support the district councils in developing walking and cycling investment plans and seeking future investment opportunities.

National Highways and Transport Surveys

- 3.13 As part of monitoring progress on current cycle infrastructure and facilities within Hampshire, publically available survey data collated by the *National Highways and Transport* (NHT) is reviewed. This data details the satisfaction of Hampshire residents with the provision, location and condition of cycle routes and facilities. From the limited data available, via the NHT surveys, since 2015, there appears to be a positive trend towards cycle safety satisfaction and with cycle safety satisfaction amongst children cycling to school, from Hampshire residents. This is combined with a positive increase in Hampshire residents undertaking the recommended level of exercise. However there has been a slight reduction in satisfaction surrounding the location and condition of cycle routes within the county, which in turn supports the need to focus on well maintained roads and footways.

Cycle accident and count data

- 3.14 Specialist County Council staff regularly analyse injury accident data to identify collision hotspots or routes where potential safety measures are considered against the evidence to determine what interventions may need to be introduced.
- 3.15 Hampshire County Council undertakes comprehensive analysis of all accident data and produces detailed statistics of sites, routes and areas. This information is used to identify locations where treatable accident trends and patterns exist, which can be addressed through casualty reduction measures. As part of this process, Hampshire County Council pays particular attention to collisions involving all vulnerable road users including pedal cyclists and pedestrians.
- 3.16 The Hampshire County Council Traffic and Safety team also delivers specially developed road safety education and training programmes designed to help improve road skills, particularly for high risk groups including children, young adults, cyclists and older drivers (details of which are contained below under 'Cycle Promotion and Training'). The County continues to work closely with schools, colleges and our partner organisations including Hampshire Constabulary and Hampshire Fire and Rescue to coordinate activities and help reduce casualties.
- 3.17 A number of permanent cycle counters are active across the county, that aim to capture traffic data, including cycle movements, on some of the county's major routes. This data is useful not only to gain a picture of where cycling is most popular but also informing evidence baselines towards producing robust business cases, that secure capital funding towards highway schemes, which contain elements of active travel infrastructure. In addition to this, Hampshire County Council benefits from an 'in-house' data team that can be utilised to undertake both manual and automated traffic counts across Hampshire as and when required.

Active Lives Survey

- 3.18 As part of the County Council's [Physical Activity Strategy](#), the County Council's Public Health team works with Travel Planners and Transport teams to develop and implement policies, systems and interventions which increase daily active travel (walking, cycling). Within the monitoring indicators of progress, from the cycle strategy, the *Active Lives Survey* (formerly *Active People Survey*) is used as an indicator on the proportion of Hampshire residents undertaking the recommended level of exercise. The Active Lives survey, along with other Public Health data (such as obesity rates), are used to direct interventions to those areas of highest need, including inactivity and where greatest health gains are likely to be achieved. Currently, in conjunction with this data, the Public Health team is focusing physical activity interventions on the areas of Rushmoor, Havant, Gosport and other smaller areas within Andover. On the most recent data on cycle activity collated 19.2% of Hampshire residents cycle at least twice, within a 28 day period, making the county 2nd amongst the six highest ranking counties surveyed.

Cycle Promotion and Training

- 3.19 *Bikeability* training is cycle training for school children (years 5 – 9) within Hampshire, provided through the *Hampshire Schools Cycle Partnership* (HSCP). The current grant allocation for *Bikeability* funding is from 2016 – 2020 and the County Council is consistently successful in attracting the full grant funding available, with the full allocation of training taken up by schools. Since 2016 there have been, on average, 8,500 spaces a year available to schools, throughout Hampshire.
- 3.20 *Energise Me*, through its women-only led ‘*Breeze*’ and ‘*Get Back on Your Bike*’ initiatives, has trained 24 cycle leaders to help deliver 20 bike confidence training sessions and 301 led cycle rides across the county. This has resulted in just over 1,500 women benefitting from these initiatives within Hampshire since 2016. Examples of these initiatives can be found here <https://www.energiseme.org/news/confidence-building-back-bike-sessions-hsbc-uk-breeze/>.
- 3.21 Hampshire County Council works in partnership with the Department for Transport funded ‘My Journey’ brand - <https://myjourneyhampshire.com/>. The County Council’s Active Travel Planning Team promotes the ‘My Journey’ brand within Hampshire schools and at various cycling events as part of its promotion of active travel across the county.
- 3.22 The County Council also supports the *Modeshift STARS* scheme <https://myjourneyhampshire.com/primary-schools/modeshift-stars> which recognises schools that have demonstrated excellence in supporting cycling, walking, and other forms of sustainable travel.
- 3.23 The County Council Public Health team continues to provide funding support to the school *Bike It!* schemes in Gosport, Havant and Eastleigh. Public Health is currently piloting a ‘*Community*’ *Bike It!* Scheme in Gosport aimed at increasing cycling in the community, building on the work with schools - <http://gomerjuniorschool.co.uk/bike-it/>.
- 3.24 Hampshire County Council actively reviews developer Travel Plans to ensure that the promotion of cycling and walking measures are included as part of new housing developments across the county. This is a well respected and ongoing process that will actively challenge developers to incorporate active travel facilities.
- 3.25 Whitehill & Bordon (March 2016) was selected as one of 10 NHS England *Healthy New Town* demonstrator sites across the country <http://whitehillbordon.com/healthy/>. This has seen the development of cycle led rides in Whitehill and Bordon as well as Scooter/Balance bike projects aimed at local schools and communities.

4. Funding and Future Work

- 4.1. One of the main funding sources available to the County Council, other than developer contributions, is from Local Enterprise Partnerships (LEPs). The EM3 LEP in particular has a ‘sustainable transport pot’ through which the County Council has identified a funding stream for successful bids.

- 4.2. The County Council has been very successful in winning infrastructure grant funding in recent years, that has supported delivery of walking and cycling measures as illustrated in section 3 above. Both the walking and cycling strategies will continue to assist in supporting winning bids.
- 4.3. It is worth noting, however, that the County Council does operate in a very complex landscape when assembling funding for transport schemes. This challenging and competitive environment has proved that both walking and cycling strategies are vital in assisting the County Council to continue seeking and attracting revenue and capital resources for active travel modes.
- 4.4 The County Council continues to work in partnership with local districts and authorities across the county in their development of local transport strategies, which include significant elements towards active travel modes. These areas include Winchester, Basingstoke and the Waterside area (Totton to Fawley).
- 4.5 Also of note is the current bid to the DfT's 2018/19 *Transforming Cities Fund*, which would see the County Council working collaboratively with Southampton City Council in the use of some of this potential funding allocation to deliver some shared cross boundary off road cycle routes, namely: the southern section of Hut Hill and improvements to the existing route westwards towards Totton Town Centre/rail station, and Waterside towards Marchwood.
- 4.6 The cross-departmental working group will continue to implement and monitor both strategies in order to address any issues, in particular where key aims from the strategies are not being met.
- 4.7 In developing highways schemes, Hampshire County Council favours a holistic approach, giving consideration to all road users and, where achievable, measures are provided to cater for active travel modes of transport.
- 4.8 It is essential to understand that the Cycling Strategy is not a 'stand alone' document but sits in partnership with the Walking Strategy, and relates to the work of multiple departments across the County Council in the drive to support, promote and implement active and sustainable travel modes across Hampshire.

CORPORATE OR LEGAL INFORMATION:**Links to the Strategic Plan**

Hampshire maintains strong and sustainable economic growth and prosperity:	no
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:	no

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

IMPACT ASSESSMENTS:

1. Equality Duty

1.1. 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 under the Act;
- Advance equality of opportunity between persons who share a relevant protected characteristic (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, gender and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

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

- a) The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- b) Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- c) 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.

1.2. Equalities Impact Assessment:

Impact assessments are undertaken in advance of any formal executive decision. Information about those impact assessments, including equalities and impact on crime and disorder and on climate change, will be set out in the appendices to the relevant decision making reports. This report is an update to the Select Committee and is not proposing any change or decision, therefore impact assessments have not been undertaken in relation to this specific paper.

2. Impact on Crime and Disorder:

2.1. Impact assessments are undertaken in advance of any formal executive decision. Information about those impact assessments, including equalities and impact on crime and disorder and on climate change, will be set out in the appendices to the relevant decision making reports. This report is an update to the Select Committee and is not proposing any change or

decision, therefore impact assessments have not been undertaken in relation to this specific paper.

3. Impact on Climate Change:

- a) How does what is being proposed impact on our carbon footprint / energy consumption?
- b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

Impact assessments are undertaken in advance of any formal executive decision. Information about those impact assessments, including equalities and impact on crime and disorder and on climate change, will be set out in the appendices to the relevant decision making reports. This report is an update to the Select Committee and is not proposing any change or decision, therefore impact assessments have not been undertaken in relation to this specific paper.