

East Hampshire

DISTRICT COUNCIL



SUMMARY | **FEBRUARY 2020**

Local Cycling and Walking Infrastructure Plan (LCWIP)



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FOREWORD

I am delighted to introduce East Hampshire District Council's Cycling and Walking Infrastructure Plan.

EHDC wishes to work with our residents so that they are able to incorporate more walking and cycling into their daily lives. Over a third of journeys are under 2 miles, and people will change their mode of transport if the infrastructure allows them to do this and their perception of safety improves as a result.

If we invest in the infrastructure of our pedestrian and cycle routes we can encourage – and make it easier – for more people to leave their cars at home more often. This will enable them to change their lifestyles to a healthier, more enjoyable and more environmentally sustainable alternative. The collective benefits of travelling on foot or by cycle will outweigh any initial investment in the infrastructure. Adopting a more active lifestyle will bring not only individual improved health benefits, but collectively will have a positive impact on the levels of pollution and reduce fossil fuel usage.

We are looking to both encourage walking and cycling within our towns and villages, improve

connectivity between these communities and improve access out into the wider countryside of our district. Historically, increasing walking and cycling for leisure has led to an increase in utility cycling and walking. We hope that by focusing on improving walking and cycling infrastructure we can encourage more residents to incorporate these activities into their lives without necessarily becoming ramblers or leisure cyclists.

The largest challenge in our towns will be changing the relationship between the historic prioritisation of the car and a new priority for better quality walking and cycling infrastructure. Lowering traffic speeds in these more urban areas will increase perceptions of safety and should enable better connectivity for current walking and cycling routes.

East Hampshire is a wonderful place to explore on foot and by bike. It encompasses the rolling countryside of the South Downs National Park and is criss-crossed by a network of small lanes, footpaths, bridleways and other rights of way. The 199 square miles that make up this District are dotted with vibrant towns and attractive villages with pubs, shops and visitor attractions to enjoy.

We want to encourage both residents and visitors to be able to get out and enjoy this magnificent countryside.

This Cycling and Walking Infrastructure Plan is about residents discovering that our environment is safe and inviting for everyday active travel. Getting this plan right will make active travel an easier choice in East Hampshire.



Councillor Rob Mocatta

Community Development, Placemaking
and Infrastructure Portfolio

VISION AND AIM

What is an LCWIP?

The Department for Transport (DfT) published the first Cycling and Walking Investment Strategy in 2017. This Strategy lays out the ambition “to make walking and cycling the natural choices for shorter journeys or as part of longer journeys”. The strategy recognises that good walking and cycling infrastructure is key to delivering this.

A **Local Cycling and Walking Infrastructure Plan** – termed an “LCWIP” – is an on-going process to define and prioritise walking and cycling infrastructure needs. The process should be guided by engagement with community and delivery partners to identify potential walking and cycling networks, and also opportunities to deliver these. Beyond identifying infrastructure needs, a second key aim of the LCWIP is to prioritise projects.

This stage of the LCWIP in January 2020 has assessed the existing levels of walking and cycling infrastructure across East Hampshire through site assessments, data analysis and propensity to cycle modelling. Initial engagement was carried out with 18 partners across the District which has helped to identify initial walking and cycling infrastructure needs as a basis for further discussion.

LCWIP AIM:

Identify infrastructure needs to support making **walking and cycling a natural choice for daily trips.**



The LCWIP process includes:



Infrastructure development (prioritised)



Timescale and governance



Complementary behaviour change measures (info, promotion and safety)



Community engagement throughout the development



Monitoring proposals

VISION AND AIM

Why is an LCWIP important?

The LCWIP process is different from a strategy as it is linked more closely to identifying and delivering infrastructure. This East Hampshire LCWIP looks at walking and cycling networks as a whole across the District. This bigger picture is important to ensure that delivery of individual schemes contribute to an overall cohesive walking and cycling network which links up across the East Hampshire District .

Having a District wide network overview is important because currently in the UK there is limited direct funding for walking and cycling infrastructure projects. The LCWIP will help coordinate other opportunities to deliver walking and cycling infrastructure for example through new development, or other roadworks. With a specific focus on walking and cycling, the LCWIP builds upon but will also inform other regional policy for the District, Hampshire County Council, South Downs National Park Authority and relevant parish and town councils.

With the help of [this current online survey](#), we would like to establish what ***your*** priorities are for local walking and cycling infrastructure.

The benefits of high levels of walking and cycling are well established, and extend broadly across society.



Future Growth Areas

Opportunities from housing development projects in the district.



Health and Wellbeing

Provide a daily active travel option for all.



Safety

Create safe cycling and walking infrastructure so people feel confident to use it.



Integrated Travel

Strong emphasis on seamless transitions between modes.



Supporting Economic Growth

Routes that connect people to work and services.



Behaviour change, training and promotion

Help people change their travel mode.



Sustainable Tourism

Opportunities for visitors to enjoy South Downs National Park on foot or by bike.

Active travel can bring benefits to...



HEALTH



TRANSPORT, SPACE AND CONGESTION



LOCAL ECONOMY

VISION AND AIM

Why is more everyday walking and cycling important?

East Hampshire declared a Climate Emergency in July 2019. Transport is the largest contributor to the UK's carbon footprint. Passenger cars alone make up 15% of total UK greenhouse gases.

As transport contributes 54% of carbon emissions in East Hampshire, reducing vehicle miles through provision of good walking and cycling infrastructure should be a priority to deliver climate targets.

More everyday walking and cycling, and less vehicle miles, would deliver many other co-benefits, including reducing the amount of microplastics from vehicle tyres entering local waterbodies.



HEALTH

30%

of **children** in East Hampshire show indication of **metabolic disease** (measured by overweight and obesity in year 6)



TRANSPORT, SPACE AND CONGESTION

54%

of EHDC's total CO₂ **emissions** come from **transport** (significantly higher than the national average of 33%)



LOCAL ECONOMY



spent on **cycle infrastructure**

in **social benefit**

Data sources: Public Health England (2019) Department for Business, Energy & Industrial Strategy (2019), Department for Transport (2015). See page 17 for full references.

EXISTING CONTEXT

Policy Context

[Hampshire County Council Local Transport Plan 2011-2031 | Revised April 2013](#)

[Hampshire County Council Highways Asset Management Policy | July 2018](#)

[Hampshire County Council Highways Asset Management Strategy | July 2018](#)

[Hampshire County Council Walking Strategy | January 2016](#)

[Hampshire County Council Cycling Strategy Update | 2019](#)

[A Cycle Plan - East Hampshire | 2004](#)

[South Downs Cycling and Walking Strategy 2017-2024 | October 2017](#)

[EHDC Local Plan 2017-2036 | Draft](#)

[South Downs Local Plan 2014-2033 | Adopted July 2019](#)

[Roads in the South Downs | 2015](#)

[Alton Transport Strategy | June 2015](#)

[Petersfield Town Council - Technical Transport Study | August 2018](#)

[Whitehill and Bordon Eco-Town Traffic Management Strategy | February 2013](#)

Image © Living Streets Walk to School Campaign



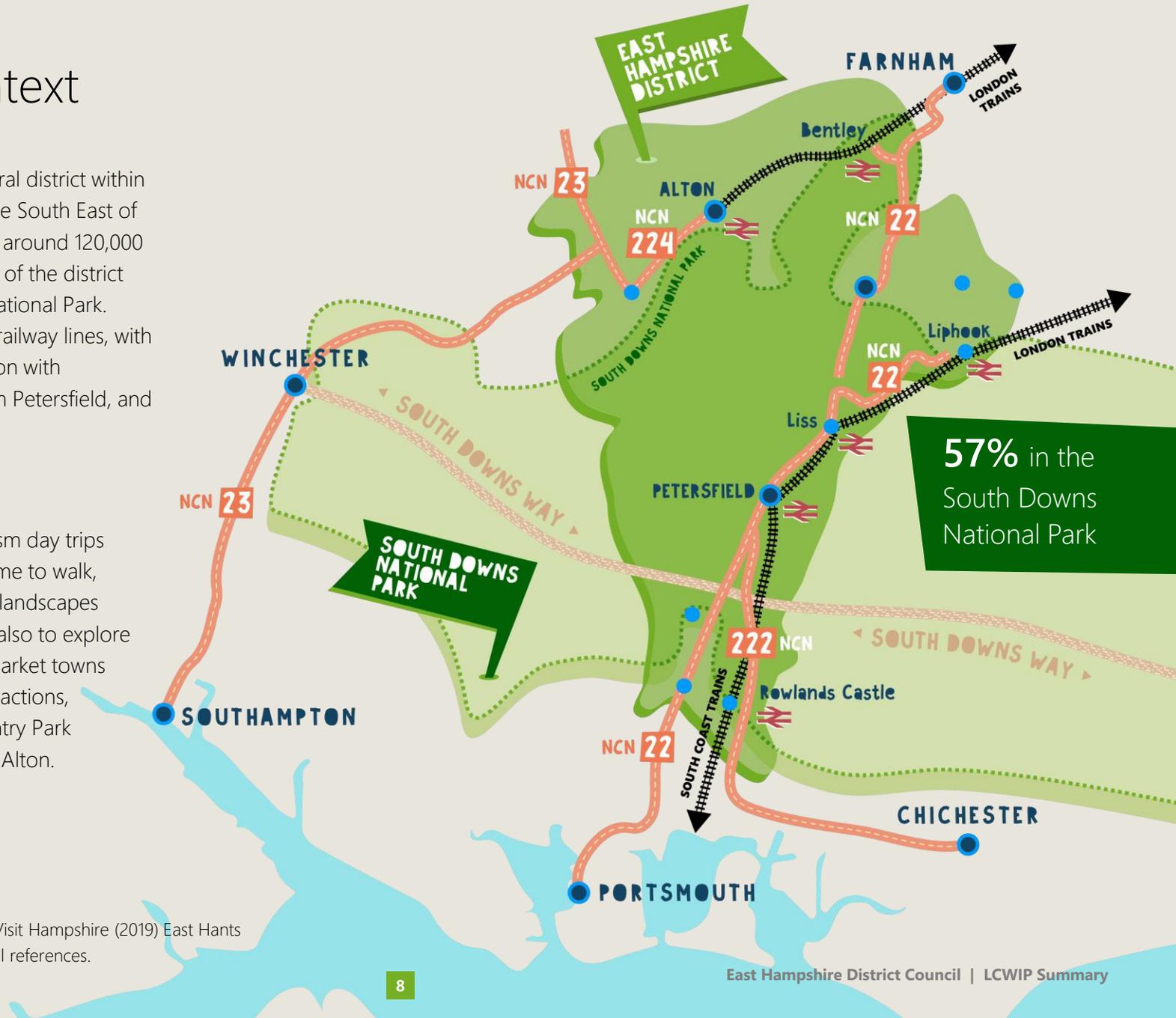
EXISTING CONTEXT

Regional Context

East Hampshire is a 514km² rural district within the County of Hampshire in the South East of England. With a population of around 120,000 local residents, a large portion of the district lies within the South Downs National Park. The region is serviced by two railway lines, with frequent connections to London with a fast service of 1hr 4mins from Petersfield, and 1hr 14mins from Alton.

Green Tourism

The District has 4 million tourism day trips per year and many people come to walk, ride and cycle in the beautiful landscapes along South Downs Way, but also to explore the picturesque and historic market towns and villages, such as Queen Elizabeth Country Park and Jane Austen's house near Alton.



Data sources: Damian Hinds (2016) Visit Hampshire (2019) East Hants Local Plan (2014). See page 17 for full references.

EXISTING CONTEXT

Walking and cycling routes

Existing Walking and Cycling Routes

A section of the South Downs Way runs through the southern part of the District.

National Cycling Network (NCN) routes 22, 222 (The Shipwrights Way), 224 and 23 pass through the District.

Geographical Scope

This LCWIP covers the entire area of East Hampshire. The choice of the following focus areas was informed by the East Hampshire District Local Plan (2014), and structured as follows:

3 Main Towns

Alton, Petersfield, Whitehill & Bordon

8 Large Villages

Clanfield, Horndean, Liphook, Liss, Four Marks, Grayshott, Headley Down, Rowlands Castle.

Rural villages



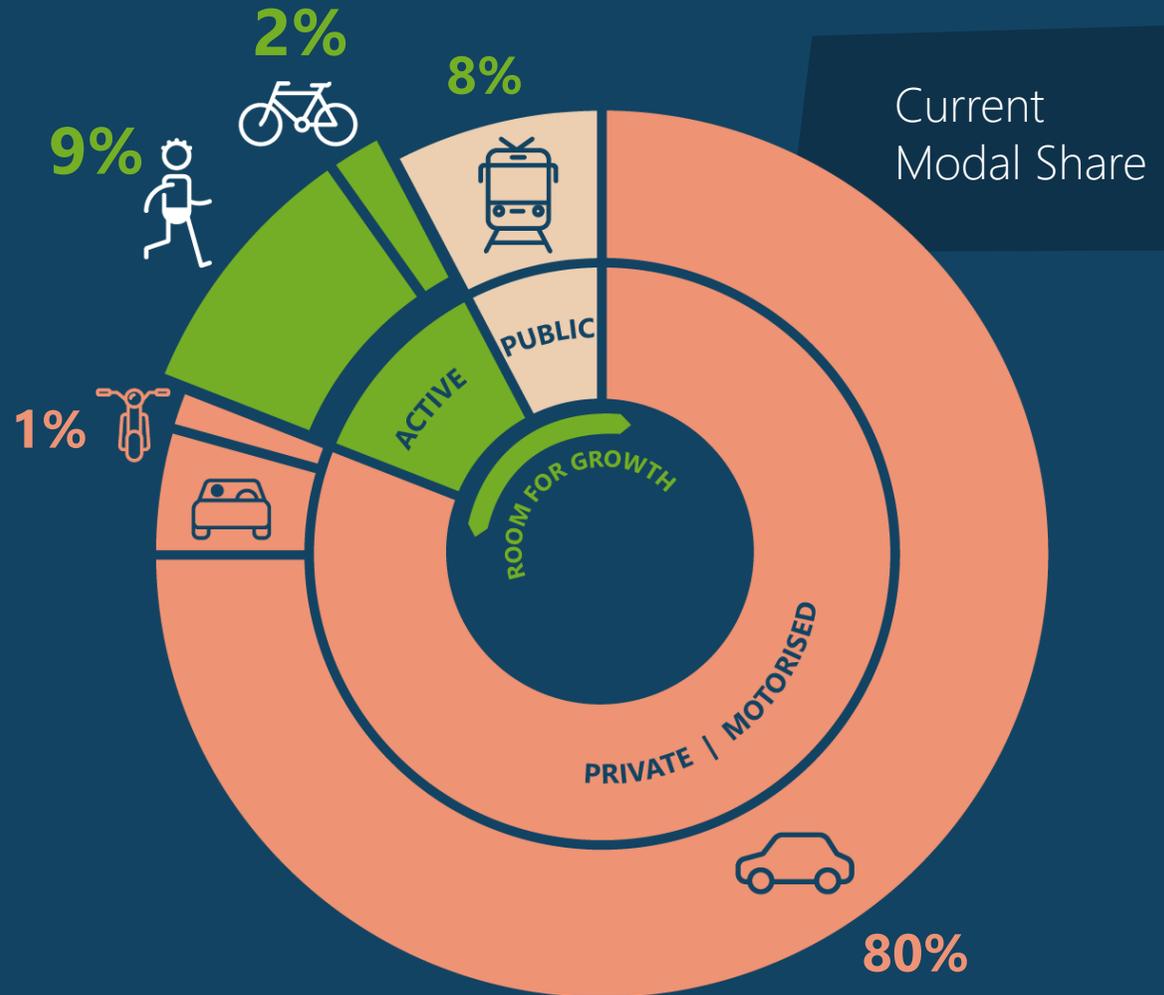
EXISTING CONTEXT

How do people currently make local journeys?

National data for East Hampshire show that current levels of walking and cycling are low. Just 2% of journeys are made by cycling and 9% by walking, with a high level of car dependency at 80%. Similarly, a South Downs National Park's Visitor Survey in 2012 found that 83% of all visitors travelled to the National Park by private motor vehicle.

Use of public transport is low at 8%. Most of this is train use (6%), with very low uptake of buses at 2%.

These modal patterns are consistent with Bikeability Appraisal work conducted which found low levels of bikeability across towns and large villages. Please see the Technical Report for further details.



Data sources: National Census (2011) as a proxy for overall travel patterns. See page 17 for full references.

EXISTING CONTEXT

Potential for more walking and cycling

Despite the current high modal share of car use, the distance of the journeys made suggests potential for a large increase in walking and cycling. Within the District, 45% of all journeys are under 10km – a distance which is easily cyclable and contains potential for walking. This was consistent with local data which suggests 36% of journeys are less than 3 km, or 2 miles.

From the initial engagement carried out in 2017 with 18 local partners the following types of journeys have been identified for more walking and cycling:

- Local journeys – popping to the shops
- School journeys
- Getting from rural villages to local towns
- Getting around local towns
- Travel to and from train stations
- Recreational

A key finding of this engagement work was the strong desire for safe, segregated cycling infrastructure, improvements to local walking environments, and 20 mph zones in towns and villages. Please see the Technical Report for further details.

Data sources: National Census (2011) distance to work as a proxy for overall travel patterns., National Travel Survey (2002-2018). See page 17 for full references.

80% 

of **journeys in East Hampshire** are made by **car** however...

19%
of all **journeys** are
< 2km



45%
of all **journeys** are
< 10km

so...

distances of
up to 2km
can be covered in

+

distances of
up to 10km
can be covered in



mins



mins

and **even faster** by **e-bike!**



INFRASTRUCTURE APPROACHES

District-wide interventions

Future Growth Areas



Integrated Travel



Economic Growth



Sustainable Tourism



Health & Wellbeing



Safety



Behaviour Change



Connect routes for commuters to travel to and from work by bicycle.



Improve the combination of cycling and train with bicycle parking, well-lit routes and collaboration with operators.



Road safety improvements, including rollout of 20mph zones in built-up areas.



Behaviour change initiatives for example school campaigns, mass cycle rides, walking clubs, free bike hire scheme etc.



Support local walking and cycling journeys by infrastructure upgrades
© Living Streets Walk to School Campaign



Attractive environments and routes for tourists.



Bikeability training at all levels for cyclists and bike-awareness training for drivers.

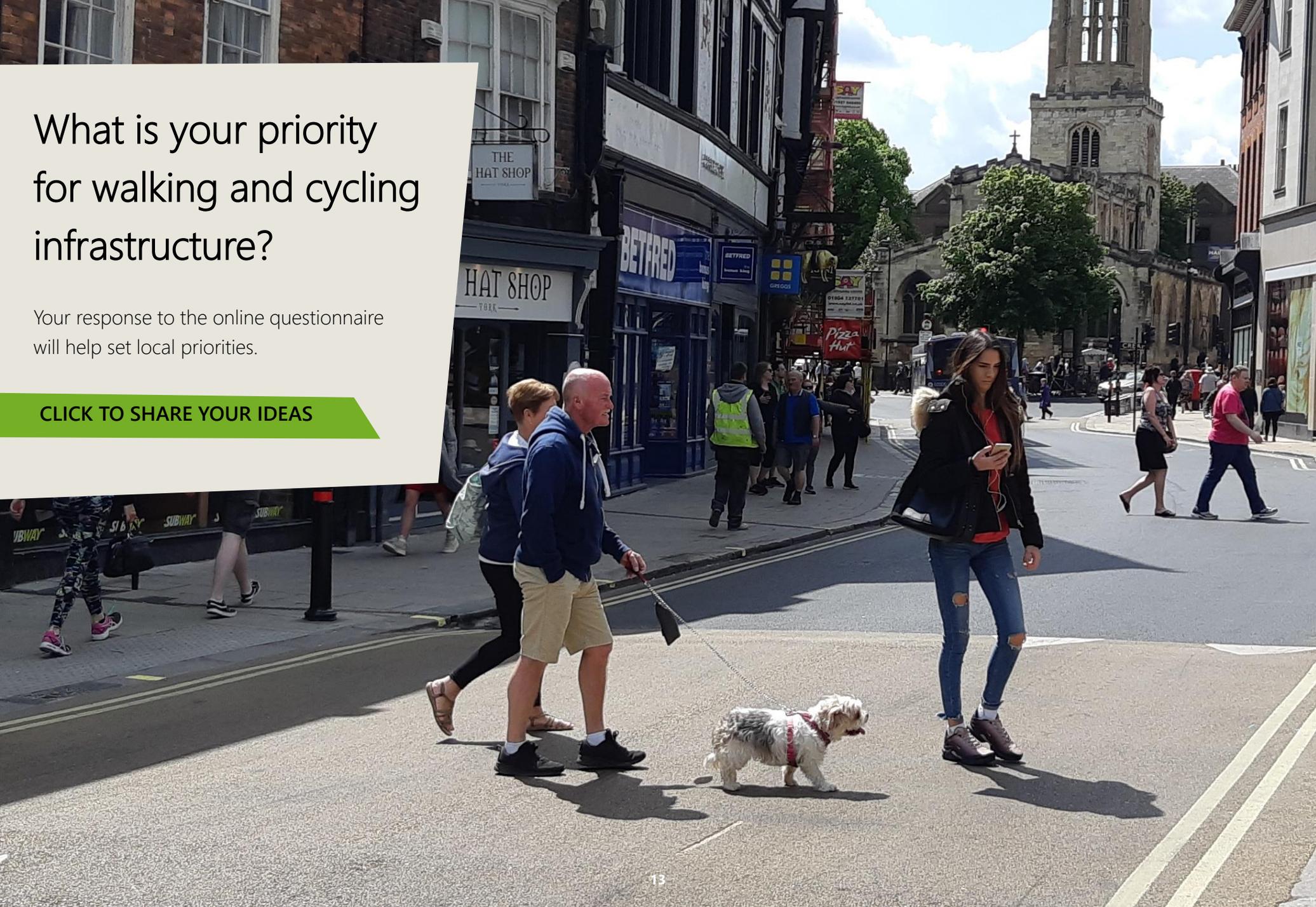


Secure, covered cycle storage is needed particularly for e-cycles at destinations such as train stations.

What is your priority for walking and cycling infrastructure?

Your response to the online questionnaire will help set local priorities.

[CLICK TO SHARE YOUR IDEAS](#)



INFRASTRUCTURE APPROACHES

DISTRICT CYCLE NETWORK

Cycling network potential was identified by combining local analysis with strategic growth areas and aspirational routes identified in the South Downs National Park Authority Cycling and Walking Strategy (2017-2024).

Please see the Technical Report for more detailed analysis, relevant to the route references listed on the right.

There are 3 different types of PROPOSED ROUTES:

- █ Identified routes
- █ Identified missing links of the NCN
- █ SDNPA Aspirational routes

EXISTING ROUTES:

- █ Existing NCN
- █ South Downs Way
- ⋯ Rail lines
- 🏠 Planned housing developments



- 1 Rur1** | cycle track connecting Grayshott through Ludshott Common and via Bordon greenspace to Liphook (via Hollywater Rd) or Bentley (via former railway line) (10km + 9/10km)
- 2 Rur2** | Horndean / Clanfield to Rowlands Castle (station) (5 km)
- 3 Rur3** | Four Marks to Farnham via Alton commuter route along the A31 (25 km)
- 4 Rur4** | Farringdon to Alton: commuter route along the A32 and village pedestrian improvements (3 km)
- 5 Rur5** | Stroud to Petersfield commuter route to Petersfield Station (2-3km)
- 6 Rur6** | Four Marks to Alresford along A31: tourism / commuter link. (11km)
- 7 Rur7** | Alton to Bentley NCN 224 link (10km)
- 8 SDNPA #B** | Liss Forest NCN 22 link
- 9 SDNPA #3** | Alton – West Meon
- 10 SDNPA #4** | Bordon - Bentley
- 11 SDNPA #5** | Petersfield - Midhurst

Data sources: EHDC LOCAL PLAN Joint core strategy adopted June 2014. Please note that a new EHDC local plan is under development. See page 17 for full references.

INFRASTRUCTURE APPROACHES

DISTRICT WALKING NETWORK

Initial engagement with 18 local stakeholder groups conducted in 2017 showed a strong desire and need for improvement in local walking infrastructure for utility walking. The main issues cited as deterrents to walking were vehicle speeds and road danger. Settlements across the district are characterized by frequently sub-dimensional or absent footways.

Overall there is a consistent vision for:

- **Low speed, safe and enabling walking environments**
- **Improving crossings**
- **Greater connectivity to regional cycle routes, bus, and rail connections.**

The table right shows responses received to date giving an indicative representation of the type of walking infrastructure upgrades required. Overall, the demand for walking infrastructure improvements is high across the district.

MAIN TOWNS	Town Placemaking (20mph zones)	School/college access	Connectivity to town connectors	Local shops/community destinations	Local projects identified
Alton	yes	yes	yes - local rail	yes	yes
Petersfield	yes	yes	yes, local rail and regional cycle routes	yes	yes
Whitehill	yes	yes	yes	yes	yes
LARGE VILLAGES	Village Placemaking (20mph zone)	School/college access	Connectivity to town connectors	Local shops/community destinations	Local projects identified
Grayshott	yes	yes	yes	yes	yes
Liss	yes	yes	yes - local rail	yes	yes
Rowlands Castle	yes	yes	yes - local rail	yes	no
RURAL VILLAGES	Village Placemaking (20mph zone)	School/college access	Connectivity to town connectors	Local shop connection	Local projects identified
Binsted	yes	yes	yes	yes	yes
Ropley	yes	yes	yes	yes	yes
Farringdon	yes	yes	yes	yes	yes
Sheet	yes	yes	yes	yes	yes

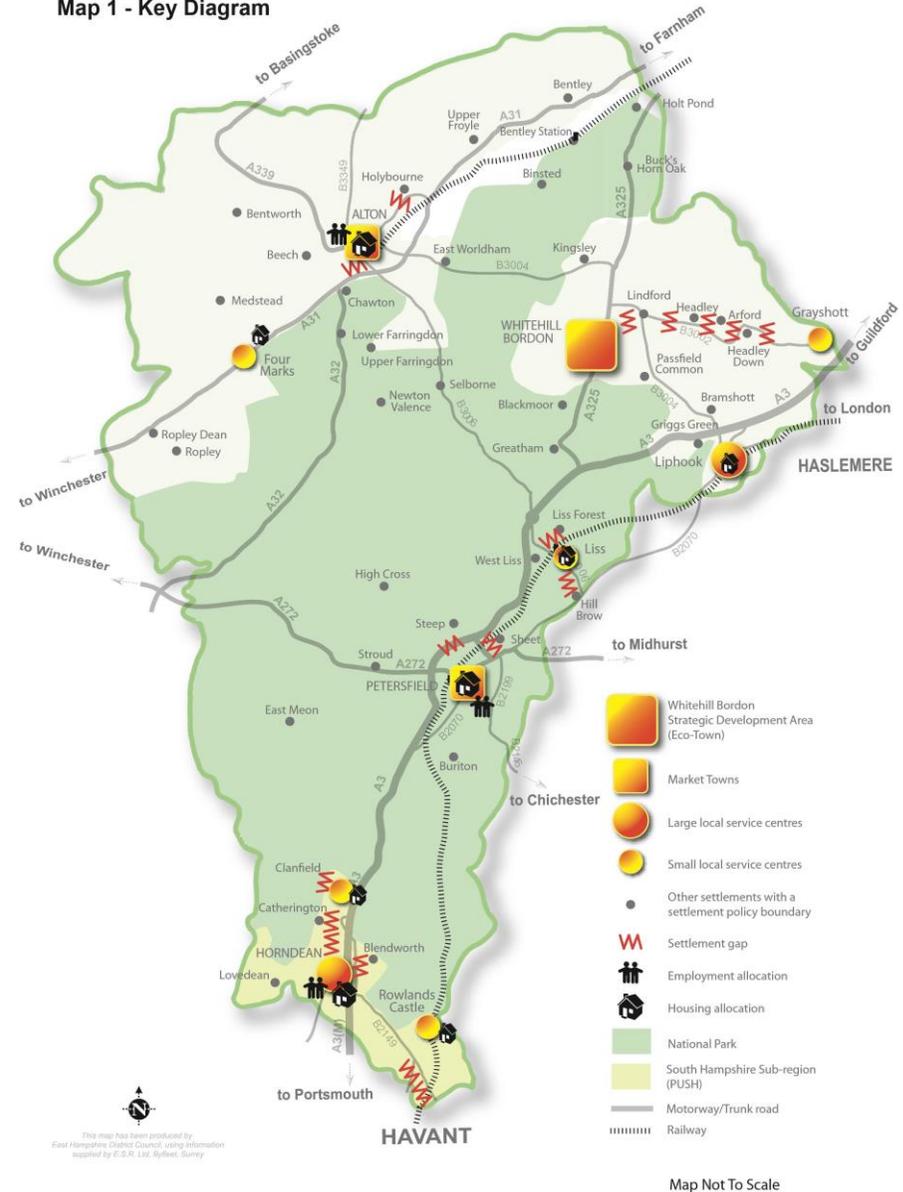
INFRASTRUCTURE APPROACHES

DISTRICT GROWTH AREAS

Taken together, the proposed walking and cycling infrastructure upgrades are substantial. This demand is supported by the high level data analysis, PCT and bikeability analysis, and initial engagement work conducted. Please see the full Technical Report for further details.

Prioritising and phasing delivery of these works will be challenging. However, Map 1 shown on the right provides an overview from the East Hampshire District Local Plan 2014. A new [EHDC Local Plan 2017-2036](#) is under consultation at the time of this LCWIP summary release. Combining the growth areas, with the importance of recreational tourism to the district, and the need to improve the carbon footprint of transport makes a strong case for large scale investment in walking and cycling in East Hampshire.

East Hampshire District Local Plan: Joint Core Strategy
Map 1 - Key Diagram



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- 6** Child metabolic disease - Public Health England (2019) 2.06ii Year 6 Prevalence of overweight including obesity. Available at: <https://fingertips.phe.org.uk/profile/public-health-outcomes-framework/data#page/0/gid/1000042/pat/6/par/E12000008/ati/201/are/E07000085>
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- 10** Existing modal share – National Census (2011) QS703EW - Method of Travel to Work (2001 specification; used as a proxy for general transport patterns). Available at: https://www.nomisweb.co.uk/census/2011/qs703ewaccessed_2019-09-17
- South Downs National Park Authority (2012) Visitor Survey. Available: <https://www.southdowns.gov.uk/national-park-authority/our-work/key-documents/visitor-survey-2012/>
- 11** National Census (2011) Table QS702EW - Distance travelled to work (used as a proxy for general travel patterns). This compares to a local data request provided by the Department of Transport from the National Travel Survey which found that 36% of trips by people living in East Hampshire were under two miles (2002-2018 average). This compares to the England average of 41% over that time period.
- 14** East Hampshire District Local Plan: Joint Core Strategy, 2014. Map 1 Key Diagram, p133.
- 16** <https://www.easthants.gov.uk/sites/default/files/documents/DP01%20East%20Hampshire%20District%20Local%20Plan%20Joint%20Core%20Strategy%20COMPLETE.pdf>
- Please note that a new EHDC Local Plan 2017-2036 | Draft is under development, see Draft version here: <https://www.easthants.gov.uk/sites/default/files/documents/Draft%20Local%20Plan.pdf>

Document Amendment History

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THANK YOU FOR READING THIS DOCUMENT.

Your response to the questionnaire will help to prioritise cycling and walking infrastructure requirements in the District.

[GO TO QUESTIONNAIRE](#)

