



# **ACTIVE TRAVEL STUDY**

## **2011 - 2016**

INCORPORATING THE CYCLE STRATEGY AND  
WALKING STRATEGY

OCTOBER 2011

Cleaner, Safer,  
More Prosperous

# HAVANT BOROUGH ACTIVE TRAVEL STUDY

## 2011-2016

### OCTOBER 2011

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# HAVANT BOROUGH ACTIVE TRAVEL STUDY 2011 – 2016

## INTRODUCTION

This document is the Active Travel Study for Havant Borough and is intended to support the local policy framework for these modes for the period to 2016. It should be read in conjunction with, and is consistent with, the county-wide policies contained in Hampshire County Council's Third Local Transport Plan 2011 – 2031, published in April 2011, as well as the Government's own 'Active Travel Strategy (DfT, 2010) and the Borough Council's Local Development Framework (LDF) 'Core Strategy' approved in March 2011.

'Active travel' modes are those modes which result in not only travel, but travel which has health benefits. These are primarily walking and cycling, but the present document extends this to include how users of those modes interact with other, more general 'sustainable' travel modes such as buses, trains and ferries.

Government transport policy has created a hierarchy whereby these more sustainable modes of transport receive preferential treatment (in terms of funding allocation, prioritisation and central support) above those which are considered less sustainable. So walking and cycling are prioritised above the use of roads by private motor vehicles, especially those in single occupancy. Through this approach, successive governments intend to grow the use of these more sustainable modes, one benefit being the reduction in expenditure on resource intensive road improvement and new construction. One sustainable travel mode is 'avoidance', namely the provision of certain services and supplies in such a way as to avoid the need to travel at all (e.g. provision of government services via the internet, or online shopping to avoid a specific journey to the relevant shop).

This document is structured in two principal sections, namely a Walking Strategy and a Cycling Strategy. Each of these sections can be used as a stand alone document, albeit that the paragraph numbering runs continuously throughout the total document; but they follow the same internal structure and often consider the same issues in the same words where the subject under consideration applies both to walking and cycling. The suite of supporting Appendices follows the two Strategies and is broadly common to both.

It is envisaged that the Walking Strategy and the Cycling Strategy between them form an 'intermediate level' framework, dealing at a more local level than the LTP and fleshing out the Council's LDF Core Strategy with the reasons why networks need to be further developed and facilities improved, thereby supporting investment decisions. The actual location of deliverables will be found in the Appendix scheme lists and maps, which have the status of 'living documents' whereby as local issues arise the networks and interactions can be adjusted to best reflect the needs of the moment.

# HAVANT BOROUGH WALKING STRATEGY 2011 - 2016

## **1 Introduction**

- 1.1 Walking is the most affordable, flexible, widely available and socially inclusive mode of independent travel available to Borough residents and as a result Havant Borough Council encourages walking wherever possible. To promote walking, people need to be assured that the journey they take will be safe, secure, and convenient, and can take place in a reasonably pleasant environment.
- 1.2 A quarter of all trips made are one mile or less, which for the majority of people is a realistic walking distance. However current trends show a decline in the amount people walk, coinciding with a growing dependence on the private car even for short journeys.
- 1.3 If more people can walk to their chosen destination, or integrate walking with other transport modes such as buses and trains, the pressure on the existing road network, which is becoming more and more congested, can be relieved. Walking as a means of accessing local services, commuting or for leisure can also play a role in improving the health of the community since it contributes to the recommended levels of exercise people need to combat problems such as obesity and heart disease (10,000 steps per day) and to the support of local facilities (i.e. those within walking distance).
- 1.4 Encouraging more people to walk supports a broad range of policy objectives and activities on a national, regional and local level. This Strategy document draws upon specific local policies that relate to walking, the majority found as supporting evidence for the Havant Borough Local Development Framework, thereby ensuring integration with wider sub-regional, regional and national policy objectives. There are a number of barriers to overcome in order to get more people walking but there are also many wide ranging benefits to gain if this can be achieved.
- 1.5 This Strategy has been developed with input from the Borough's Community Boards, neighbouring authorities, non statutory organisations with a specific interest in promoting walking and the general public.

## **2 Walking in Context**

### **2.1 The Benefits of Walking**

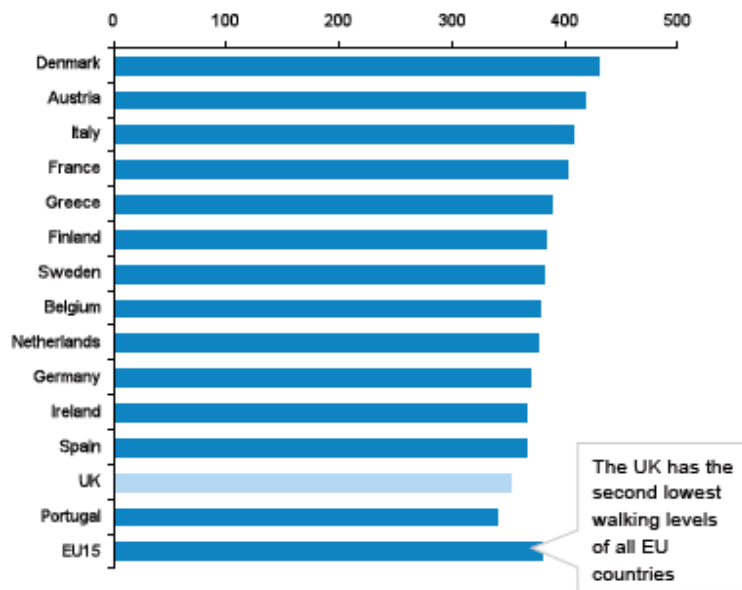
- 2.1.1 Walking, unlike other methods of getting from place to place is accessible

to almost everyone. The nature and length of the journeys by foot may vary considerably but if walking can be encouraged, which is the primary aim of this document, it will result in a number of benefits. These benefits will now be looked at in more detail.

## The Transport Network

- 2.1.2 Walking can realistically replace up to one third of all journeys – namely, those that are up to two miles in length. This can contribute to reducing the number of cars in the morning rush hour that are on the ‘school run’, which are said to represent one fifth of the morning peak hour traffic, and thus reduce congestion. Walking is the primary way to access public transport but is also a major barrier that prevents people using it due to the perceived danger of crossing congested roads; this is perhaps the reason why the UK is second to bottom of the European league table in the amount of walking undertaken (Figure 1 below). If walking can be promoted, this is likely to increase the use of all public transport and benefit the entire transport network.

**Figure 1: Kilometres Walked Per Person 2010**



(DfT)

## Social Inclusion

- 2.1.3 Unlike most other modes of travel, walking is free and is not restricted by financial, cultural or social status. Improving the environment in which people walk can improve accessibility for all in society, to access all types of places that are visited in people’s daily lives. Improving accessibility has the greatest impact in areas where walking for all or part

of the journey is the only realistic option - such as for people who cannot drive or walk due to their age, level of mobility or economic status.

- 2.1.4 Improving walking environments and making them socially inclusive places to be helps create liveable streets. This improves access to public transport, shops and services, therefore stimulating the local economy and aiding the enhancement of local neighbourhoods where people interact, in turn providing greater natural surveillance and a safer environment.

### **Sustainability and the Local Environment**

- 2.1.5 Walking is the most environmentally friendly form of travel and can replace shorter journeys by car which are disproportionately more damaging to the environment. Therefore, encouraging walking within the Borough as an alternative to the car will help towards reducing the carbon footprint of Borough residents and will help to improve air quality in the Borough.

### **Health**

- 2.1.6 The levels of physical activity among men and women in the United Kingdom are low compared with other European Union countries and this is represented in the 2003 *Health Survey for England*, which showed that only 37% of men and 24% of women met the current physical activity guidelines suggested by the Government (British Heart Foundation, 2007). The Chief Medical Officer stated in 2004 that “for most people, the easiest and most acceptable forms of physical activity are those that can be incorporated into everyday life. Examples include walking or cycling instead of travelling by car.....” (*At Least Five a Week*, CMO, 2004).
- 2.1.7 Walking has a multi-purpose benefit of not only being a method of travelling that has very low cost and impact on the environment but also provides essential health benefits such as cardio-vascular exercise, whilst contributing to positive mental health and well-being by reducing stress and anxiety.
- 2.1.8 Inactivity amongst children in the UK is high on the social agenda, due to concerns over rising childhood obesity levels. Since walking can contribute to healthier more active lifestyles, it needs to be incorporated into children’s daily lives to provide regular, sustained physical activity, such as walking to school. As well as reducing the risk of obesity, walking to school can assist with improved social interaction and develops personal independence and road safety skills. The Borough Council therefore supports many initiatives such as the Healthy School Standards, Get Active, Walking the Way to Health and Exercise Referral

schemes, to name a few.

## **2.2 Barriers to Walking**

- 2.2.1 There are a number of common issues and concerns that present barriers to increasing the levels of walking within the Borough, which this Strategy will work towards trying to address. The key barriers to walking are outlined below.

### **Increased Road Traffic**

- 2.2.2 Despite a recent curtailment of traffic growth caused by the recession, road traffic is still expected to increase to the extent that by 2025 it is projected there may be a 40% increase in road traffic compared with 2000 levels. Growth in road traffic has a negative impact on the pedestrian environment and people have become increasingly concerned about road safety as a direct result of more cars on the road network. Increased traffic levels result in busier roads that are more difficult to cross and more unpleasant to walk along. To overcome such issues it is vital that, as part of the effective management of the road network to improve its efficiency, pedestrians are provided with suitable infrastructure to ensure they can safely and efficiently negotiate the congested road network.

### **Local Environment**

- 2.2.3 Some 13% of all the Carbon Dioxide (a contributor to the effects of climate change) emitted by the UK derives from use of the car. Of greater concern to pedestrians are other pollutants emitted from vehicle exhausts such as nitrous oxide that can be harmful to human health. As a result these concerns put people off walking, especially along congested routes.
- 2.2.4 The Climate Change Act has set a target to reduce UK greenhouse gas emissions by at least 80 per cent by 2050. The UK Low Carbon Transition Plan (LCTP), published in July 2009, sets out a route-map towards 2020 for the UK's transition to a low-carbon economy. The Government's Low Carbon Transport Strategy (LCTS), published alongside the UK LCTP, sets out the Government's plans for reducing emissions of greenhouse gases from the transport sector. The measures in the strategy, together with existing policies, should mean that transport emissions are 14% lower in 2020 than in 2008. The LCTS includes details of the measures the Government has taken to raise awareness of low carbon travel options and of its investment in initiatives to promote walking.

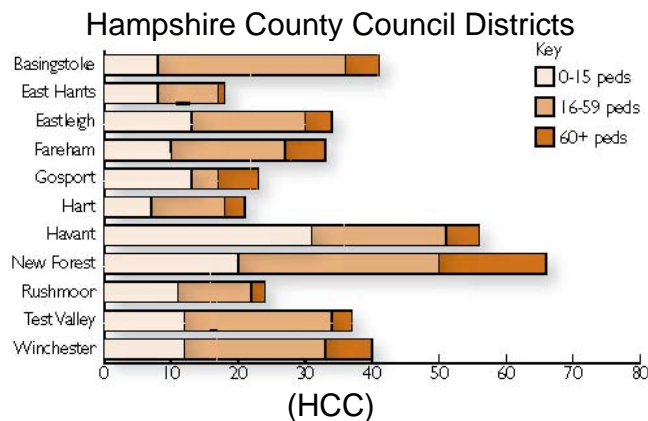
2.2.5 There are also physical constraints relating to the environment people walk in, which can restrict or discourage people. These include severance, overgrown vegetation, poor lighting, poor natural surveillance and vandalism. Such barriers are heightened especially for the old and the vulnerable.

### Road Safety

2.2.6 The Government's 2010 Active Travel Strategy recognises that whilst England's roads are now among the safest in the world, pedestrians remain particularly vulnerable road users. Aside from the effect that casualties have on individuals and their families, pedestrian casualties are a significant burden on local health services. Furthermore, safety concerns are often cited as a reason why people allow children to walk to school meaning that they are missing the opportunity to do more physical activity and improve their health.

2.2.7 Figure 2 below shows that of the eleven districts in Hampshire, Havant Borough has the second highest pedestrian casualty levels based on the 2005 records. Fear of speeding traffic, accidents and injury is one of the main reasons people offer for not walking or letting their children walk more.

**Figure 2: Pedestrian Casualties by Age, 2005**



2.2.8 Road safety fears, either perceived or actual, are a major barrier when trying to promote walking. It is important to incorporate good planning and design with necessary infrastructure improvements and education as part of any policy to promote walking, and to especially target areas that will improve the safety for vulnerable road users such as school children.

## **Personal Security**

- 2.2.9 The Safer Havant Partnership (SHP) has carried out research into Borough resident's fear of crime and perceptions of crime. The results show a strong general sense of safety locally, with most residents feeling safe when walking during the day; however fewer residents tended to feel safe when walking alone after dark.
- 2.2.10 Pedestrians need to be reassured that the environment they walk in is safe and reflects the reality that crime levels in the Borough are low and the chances of being a victim of crime when walking is very slight. Barriers such as poorly lit footways and subways, overgrown vegetation and poor natural surveillance all need to be addressed to further reassure pedestrians. The SHP highlights the importance of working with other Safety Groups so they can lead on crime reduction measures that reflect the needs of the local communities. In particular research by the Safer Havant Partnership suggests that these could take the form of specific local campaigns for crime reduction and programmes of public reassurance.

## **Information and Awareness**

- 2.2.11 As people are becoming more dependent on motor vehicles they are walking less and so rely more on the road network to get from place to place. This results in people having limited knowledge of the extensive footpath network available to them. It is therefore necessary to provide people with as much information as possible to highlight walking routes that connect to key locations such as town centres, leisure facilities, educational establishments and employment areas, as well as circular leisure routes. A clear way-marking policy will be adopted, as well as the provision of information in both hard and soft copy.

## **Mobility**

- 2.2.12 In 2010 there were an estimated 2,800 Borough residents claiming incapacity benefit (severe disability allowance based on a 5% sample) and 3,100 were claiming disability living allowance (based on 5% sample). The 2001 national census asked Borough residents to describe their health and identified that 14.4% of residents have a disability or long term illness which is below the national average at 18.2%.
- 2.2.13 Any improvements to the pedestrian environment must bear in mind the full range of people who use it, this includes people:-
- using wheelchairs and walking aids;
  - with sight or hearing impairments;

- with prams and pushchairs;
- are unfamiliar with the area; and
- of all levels of fitness and ability.

## **2.3 Accessibility**

2.3.1 Accessibility is the ease with which people can access services and facilities that are needed or desired. Accessibility reflects the ability of individuals to reach and use transport services, infrastructure, facilities and services, all of which affect a person's quality of life. The main reasons for improving accessibility are:-

- to reduce car use and thereby reduce carbon emissions;
- to reduce the need to travel by car to essential facilities by having them a reasonable walking distance for the majority of the population;
- to promote equitable access to the whole community, including those with low car access; and
- to promote greater health (and encouragement of social inclusion) through exercise.

2.3.2 Measures of walking speed / distance (plotted using 'Accession' software) demonstrate that there are very few areas of the Borough in which local facilities ('corner shops' and the like) are more than ten minutes' walking distance from a given residence. The 'town centre' areas (Havant, Leigh Park, Crookhorn, Purbrook, Waterlooville, Cowplain, Emsworth, Mengham and West Town) provide a greater range of facilities beyond those of a merely local focus, but even in this case the walking distance to the nearest town centre area is generally within twenty minutes (one mile equivalent distance) and rarely more than half an hour.

## **2.4 National and Regional Context**

### **National 'Active Travel Strategy 2010'**

2.4.1 The joint Department for Transport / Department of Health Active Travel Strategy (DfT, 2010) provides the underlying policy base and aims to increase the walking share over the next 20 to 30 years with a focus on local targets and a move away from a one size fits all approach by making it a convenient, attractive and realistic choice for many more short journeys, especially those to work and school. Through increasing walking levels the national Strategy sees benefits associated with:-

- Helping to reduce car use and help to tackle social inclusion, making towns and cities safer and more pleasant places to live;

- Helping to reduce congestion and improve air quality; and
  - Increasing levels of physical activity and improve public health (moderate physical activity such as walking helps reduce obesity, heart disease, stroke, cancer and diabetes).
- 2.4.2 To increase walking in the next 20 to 30 years the national Strategy focuses upon a need to target investment in areas where the greatest impact will result, with a focus on local solutions to local problems, engaging with volunteer organisations and using demonstration projects to highlight best practice. It also highlights the importance of improved street design to enhance the walking environment and also the benefits associated with School Travel Plans in encouraging young people to walk more and in a safe environment.
- 2.4.3 The national Strategy contains measures by which it is intended to increase walking in England as a positive contribution to public policy priorities, including health, liveability and urban congestion. It emphasises that walking can benefit the transport network by being a viable alternative to the private car for certain short trips, thereby relieving pressure on roads as well as improving pedestrian links to public transport services making it easier to access services.
- 2.4.4 The national Strategy aims to tackle the negative trends in walking levels by setting out practical measures to support walking, highlighted by case studies of best practice and associated specific actions across Europe. The best practice identified that successful projects stem from improvements to the environment and facilities for walking as well as carefully targeted information about travel choices, health benefits and recreation opportunities.

### **Planning Policy Guidance Note 13**

- 2.4.5 The primary objectives of Planning Policy Guidance Note 13 (PPG13) are to integrate planning and transport at the national, regional, strategic and local level and to promote more sustainable transport choices both for carrying people and for moving freight. In relation to walking the guidance emphasises how walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 1½ miles.
- 2.4.6 The guidance puts an onus on Local Authorities to use their planning and transport powers to give greater priority to walking, as set out in the Government's national guidance, *Encouraging Walking: Advice for Local Authorities*.
- 2.4.7 Guidance suggests that local authorities should prepare walking

strategies that will set out how to improve conditions for pedestrians, and set targets relevant to the aim of encouraging more people to walk. Through the walking strategies, PPG 13 notes that local authorities should promote walking through the following measures:-

- provision of wider pavements, including the reallocation of road space to pedestrians, and environmental improvements, including improved lighting;
- pedestrian-friendly road crossings which give pedestrians greater priority at traffic signals and avoid long detours and waiting times, indirect footbridges or underpasses;
- traffic calming measures to reduce speeds, particularly near to schools, in urban residential areas (perhaps as part of a home zone) and in villages;
- encouraging health and education providers and employers to promote walking to and from schools and places of work, ideally in the context of site-specific travel plans;
- pedestrianised schemes where vehicle access is restricted or prohibited to boost the attractiveness of town and local centres for shopping, employment and leisure uses. Schemes may include clear zones, where access is restricted to allow only walking, cycling and low or non-polluting vehicles;
- encouraging more use of public rights of way for local journeys and help promote missing links in rights of way networks;
- partnerships with local health authorities and input to Local Health Improvement Plans; and
- encouraging pedestrian routes, for instance, along river banks or disused railways to be highly visible and integrated with other activities, in order to maximise pedestrian safety and security.

## **2.5 Local Context**

- 2.5.1 The policies associated with this Walking Strategy should not be looked at or developed in isolation due to the wide ranging impacts the promotion of walking can have on many other strategies and policy objectives. Therefore key strategic documents have been identified within which the importance of walking is noted and as a result the policy on walking will impact upon.

### **Havant Borough Council's Vision for its Community**

- 2.5.2 In order to achieve Havant Borough Council's purpose of improving the quality of life for all local people, there are three key principles designed to promote well being and contribute to the achievement of sustainable development in the UK. These are summarised in the Council's Vision of a "Cleaner, Safer, More Prosperous Borough". This Walking Strategy

supports each of these three principles.

- 2.5.3 In 2009 Havant Borough Council committed itself to reducing the causes of, and adapting to the effects of, climate change at the local level by signing up to both the 'Nottingham Declaration' and the '10:10' Campaign. The objectives and targets set out in this document will build upon and complement these commitments.

#### **Havant Borough Council Local Development Framework (2011-2026)**

- 2.5.4 The promotion of walking and the provision of facilities for pedestrians are included in different sections of the Local Development Framework, each of which highlights walking as a way to contribute towards various policies. Specific references will be found in the Core Strategy (CS20) and in its Development Management Policies (DM11-14).
- 2.5.5 Key objectives set out in the Local Development Framework which relate to the need to improve walking in the Borough include:-
- to reduce the need to travel especially by car;
  - to reduce the number of accidents on our roads, particularly those involving vulnerable road users;
  - to ensure the location of new development is in places which are or can become widely accessible by means other than the car; and
  - to improve provision for walking and to give priority to the provision of facilities and infrastructure to cater for the needs of pedestrians, cyclists and public transport users.
- 2.5.6 The Local Development Framework envisages measures that relate to walking including increasing the proportion of journeys undertaken by walking and achieving a significant reduction in the number of people (particularly children) killed or seriously injured in road accidents. This Walking Strategy will be a key means of delivering both the 'hard' (physical facilities such as paths and crossings) and 'soft' (education, awareness, publicity) infrastructure to achieve the aims of the Local Development Framework.
- 2.5.7 Furthermore this document forms part of the evidence base as a background document ('Supplementary Planning Document') to the Local Development Framework.

## **Hampshire County Council, Local Transport Plan 3 (2011 – 2031)**

- 2.5.8 The third Local Transport Plan (LTP3) for Hampshire, published in April 2011, acknowledges the benefits of walking and highlights the fact that pedestrians are the most efficient road users particularly in constrained and congested urban environments.
- 2.5.9 The needs of pedestrians are identified as a major priority and forms part of the objective to improve all modes of transport by facilitating wider travel choice. Providing greater choice will improve accessibility and tackle congestion by promoting non-car modes, with increased walking ('active travel') also contributing to greater health benefits.
- 2.5.10 Barriers to walking are identified in the LTP as issues such as severance, road safety, personal security, poor signing and sign clutter. However, if barriers such as these can be overcome, data from the 2001 census indicates the potential for increasing walking trips is high, as 29% of all journeys made in Hampshire are less than 1½ miles, which is regarded as a suitable walking length.
- 2.5.11 Hampshire County Council's expenditure on walking will be focused within the following categories of expenditure:
- Town Access Plan / District Statement priorities
  - Town Centre schemes
  - Sustainable and Healthy Access Routes
  - Accessibility.
- 2.5.12 Havant Borough Council will ensure a joined up approach is adopted to enable the walking environment to be improved, by being aware of its neighbour's strategies on walking. For example, Portsmouth City Council's LTP3 sets out measures to increase levels of active travel by creating quality places in which to walk and by influencing travel behaviour through training, education, marketing and promotion.
- 2.5.13 The LTP highlights the potential of walking as a flexible, cheap and environmentally friendly way to travel, offering important health benefits for people of all ages. In addition, walking forms an important contribution to developing an integrated transport system.

### **New Development**

- 2.5.14 As part of new developments, pedestrian access needs to be enhanced. New major developments such as the Waterlooville Major Development Area have been designed to enhance pedestrian access to Waterlooville town centre and to local public transport access points. In general, new

developments need to enhance the interconnections of all transport modes to allow for easy interchange for pedestrians. This will be achieved through targeted Section 106 contributions as part of the planning permission award, although in future other opportunities such as the New Homes Levy and Community Infrastructure Levy may provide alternative sources. Hampshire County Council manages, through its Transport Contributions Policy, a list of proposed infrastructure measures across the Borough which is used to justify the requirements for Section 106 contributions. Appendix B links to this living document.

### **3 Vision, Aims and Objectives**

#### **3.1 Vision**

3.1.1 The overarching vision of the policy on this Walking Strategy is to:

**Encourage walking by making it safer and easier for people to walk from place to place and for all purposes.**

#### **3.2 Aims**

- Encourage more people to walk to access services and facilities as opposed to using the car;
- Improve the integration of walking with other sustainable transport modes to ensure realistic alternatives to the car are available;
- Promote walking as part of a healthy lifestyle; and
- Assisting in reducing the Borough's 'carbon footprint'.

#### **3.3 Objectives**

- Develop a network of pedestrian routes that connect people to transport interchanges, local centres and employment areas to improve accessibility and reduce severance.
- All Havant Borough Council services and other interested parties to work together to ensure there is a coordinated approach in the design considerations for pedestrians.
- Ensure all new developments provide sufficient pedestrian facilities so that walking is encouraged to and from the sites concerned.
- Develop and promote innovative projects and mechanisms to encourage walking and ensure improvements to the walking environment such as Home Zones (or equivalent), Health Walks and Countryside Access Plans.

## **4 Key Areas of Focus**

4.1 Key areas have been focussed upon that all individually and collectively work towards achieving the vision of encouraging walking. Each key area addresses specific needs of pedestrians, relating to why people are walking and the environment people are walking in. The following section highlights these key areas of focus, identifying where improvements have already been made and where further improvements are needed.

### **4.2 Walking to Public Transport Services**

4.2.1 For most people, walking forms part of any journey by public transport, and for many it is the issues associated with accessing public transport that deters people from using it. Survey work by Transport for South Hampshire in 2010 indicates for example that 44% of passengers at Havant Railway Station have arrived there following a journey on foot; this is one of the lowest proportions in the TfSH area against the County average of 52%. It is clear that access to public transport services by walking is made easier and safer, thus benefiting the interchange of all forms of public transport.

4.2.2 People require direct, safe and attractive walking links to public transport services and this should be applied with national standards which advise that for development to qualify as 'sustainable', people should be within a 400m walk or 5 minutes from a bus stop and 800m or 10 minute walk from a railway station. Consideration should also be made to ensure walking routes serving public transport services also link with local centres and shops, avoid obstructions, are well sign posted and cater for people with mobility and sensory impairments.

4.2.3 New development must also meet relevant criteria on sustainable development and management of travel demand as stated in PPG13. The Havant Borough Council Local Development Framework states that development will be permitted provided it meets certain criterion which includes it being well served by public transport, cycling and walking (the 'accessibility test').

### **4.3 Walking to Leisure Facilities**

4.3.1 One of the key objectives for open spaces is to improve cycle, pedestrian and public transport links to appropriate categories of public open space and disabled access. Central to this is the need to establish public access to certain categories of open land and improve the public rights of way network.

#### **4.4 Walking in Town Centres**

- 4.4.1 National transport policy highlights the importance of placing an emphasis on the needs of pedestrians, cyclists, and public transport users rather than car drivers. This Strategy supports this in aiming to improve the accessibility and attractiveness of routes linking the residential catchments with the main town centres at Havant and Waterlooville, as well as between peoples' homes and the surrounding open space, recreation and the countryside.
- 4.4.2 The Government is promoting the concept of making urban areas more attractive areas to live by discouraging the dominance of traffic in mainly residential areas. This is being achieved by using concepts contained in 'Manual for Streets' where the design of the street forces vehicles to travel slower and where pedestrians can safely use the streets. This concept is backed by Havant Borough in the Local Development Framework which permits appropriate development that incorporates 'shared space' design techniques as well as the aspiration to link larger areas and routes with key 'green infrastructure'.
- 4.4.3 Section 2.3 of this document highlighted how the accessibility of town centres is dependant on where people live in the Borough and how close people live to the public transport network. It is also important to consider, individually, the local accessibility of the Borough's town centres to ensure that pedestrians can walk safely and conveniently to access the services they require. The Council will assist in promoting Community Street Audits which will be carried out to develop high quality pedestrian networks that meet all the needs to all pedestrians regardless of mobility levels.

#### **4.5 Walking to Work**

- 4.5.1 A Workplace Travel Plan is an organisation's strategy to implement a package of measures in order for the organisation to reduce its transportation impacts and to influence the travel behaviour of its employees, suppliers, visitors and customers. This is achieved through adopting a broad range of incentives and disincentives aimed at influencing travel behaviour and addressing site specific problems such as congestion, parking, accessibility and access and egress.
- 4.5.2 Havant Borough Council works in partnership with Hampshire County Council to develop Workplace Travel Plans and through the planning process will insist on such Plans being produced if the development is deemed to have a significant impact on the transport network. Travel Plans are also being developed as businesses are beginning to face increasing site specific problems where a Travel Plan can assist in

cutting car use and encouraging alternatives such as walking as a possible solution.

- 4.5.3 Other than its own Travel Plan, Havant Borough Council has focussed its Workplace Travel Plan outreach initiatives in the New Lane and Broadmarsh areas where there is both a high concentration of existing businesses as well as opportunities for development or redevelopment being brought forward. It may be appropriate to create a Commuter Forum to enable businesses and the Council to understand pressures faced by organisations as a result of workplace travel and come up with various solutions that work towards, amongst other things, improvements for pedestrians.

#### **4.6 School Travel Plans**

- 4.6.1 A School Travel Plan aims to address the issues associated with the growing number of cars visiting schools on the school run. With one in every five cars on the road during rush hour being on the school run, the aim is to encourage more people to walk, cycle and use public transport to travel to school.
- 4.6.2 The Borough has 43 mainstream schools, two colleges and six special schools. Excluding the colleges and the Havant Academy, this equates to approximately 14,500 return trips being made to schools each day. Walking to school is, for the majority of pupils and parents, a realistic option but many choose to use the car due to road safety concerns, convenience, parents' work or job commitments, or poor walking environments. A School Travel Plan aims to address these barriers through promoting the benefits of walking combined with infrastructure improvements, previously funded through Hampshire County Council's 'Safer Routes to School' programme (now replaced by the 'Sustainable and Healthy Access Routes' programme and available to the wider community). All schools in the Borough have now adopted a Travel Plan although some require review.

#### **4.7 Walking for Health and Recreation**

##### **Health**

- 4.7.1 Hampshire County Council in partnership with Havant Borough Council is engaging with health authorities to promote walking due to the associated benefits this has on people's health. The Hampshire County Council LTP3 acknowledges that for young people, walking can help increase independence and self-reliance, while for older people increased mobility maintains independence and quality of life.

- 4.7.2 Havant Borough Council has been successful in running Health Walks, which are designed to promote walking as a way of gaining regular exercise in an organised and social way. Through funding from the Primary Care Trust (PCT), Health Walks are organised walks led by a qualified leader. The walks are free and cater for all ages but are especially popular with the older Borough residents. The Health Walks promote the benefits of walking such as the prevention of heart disease, strokes, osteoporosis, high blood pressure, obesity and diabetes. Health Walks should consider the variation in the mobility of Borough residents to ensure people of all mobility levels can be catered for. Other programmes include Walking the Way to Health, Get Active, the MEND Programme, and the Exercise Referral scheme.

### **Recreation**

- 4.7.3 The Borough Council is a significant land owner of parks, woodland and other open spaces and there are numerous areas of Council owned land that already have public Rights of Way (RoW) over them. This forms part of a network of RoW that are shown on Ordnance Survey maps and the Hampshire County Council Definitive Rights of Way Map that can be viewed at [www3.hants.gov.uk/row/locating-row/row-online-maps.htm](http://www3.hants.gov.uk/row/locating-row/row-online-maps.htm). Key long distance routes serving the Borough are shown in Appendix D.
- 4.7.4 Where the public already uses existing paths which are deemed to be suitable as a RoW, the Council will support local representations to include these routes on the Hampshire County Council Definitive Rights of Way Map. Where appropriate, the Council will also seek to extend the RoW network to include the creation of new Definitive Rights of Way over Borough Council owned land where they do not already exist, using the framework of the Countryside & Rights of Way (CRoW) Act 2000. This will benefit all walkers who will be able to plan and use new and existing walking routes by using the RoW network map without having to solely rely on local knowledge.

### **4.8 Walking in Rural Areas**

- 4.8.1 Havant Borough Council is keen to protect and enhance the countryside within the Borough and in particular aims to improve opportunities for access to the countryside and other appropriate outdoor recreational facilities, particularly by means other than the car. To achieve this, Havant Borough Council is assisting Hampshire County Council in producing a Rights of Way Improvement Plan for Hampshire, which is a requirement of the County Council as the Highway Authority under the Countryside & Rights of Way Act 2000.

## **Countryside Access Plans (CAPs)**

- 4.8.2 The Rights of Way Improvement Plan for Hampshire sets out how the current network meets the current and future needs of the public and where there is potential for improvements and greater use. Hampshire County Council has taken a more detailed approach to this by producing individual geographically based Countryside Access Plans (CAPs); Havant Borough is included within two of the CAPs, namely those for 'Solent' and 'Forest of Bere'. These plans are available online at [www3.hants.gov.uk/hampshire-countryside/access-plans.htm](http://www3.hants.gov.uk/hampshire-countryside/access-plans.htm).
- 4.8.3 Difficulties in getting out into the countryside from towns and villages, improving access to the coastline and South Downs National Park and the high dependency on cars are strong themes in the CAPs.
- 4.8.4 The CAPs relate to objectives within the Local Development Framework which includes the aim to improve and promote both recreational and utility use of the non-motorised network and also to address problems of countryside users having to use or cross busy roads, as highlighted in the Solent CAP and Forest of Bere CAP.
- 4.8.5 Hampshire County Council is working with local individuals, organisations and partners, which include Havant Borough Council, to identify new links required to improve the network of access to countryside as identified in PPG13. This is a process which started as part of the research for the draft CAPs, and is continuing as a way of recording and prioritising potential new routes.
- 4.8.6 Havant Borough Council is committed to working alongside the Hampshire County Council Access Team to ensure the Rights of Way Network can be maintained and enhanced, especially with regard to addressing missing linkages in order to promote walking in Havant Borough.

## **The Hayling Billy Trail**

- 4.8.7 The Hayling Billy Trail is an excellent example of a leisure walking route, which enables people to easily access the rural areas in the south of the Borough. The trail is well used, taking advantage of existing Rights of Way, but if more people are to explore the Borough on foot, infrastructure and information along such routes needs to be improved and marketed appropriately. The Local Development Framework addresses this, stating that the Council will not permit development that will be detrimental to the provision and enhancement of the Hayling Billy Trail. Where development is taking place along the route, the Council may seek contributions towards such improvements.

4.8.8 Such leisure routes support the Borough's Sustainable Community Strategy 2008, which supports improvements to the transport infrastructure to encourage walking leisure routes and measures to secure appropriate access to all areas of the Borough. The emphasis is on public transport, cycling and walking routes linked together to provide a range of options for exploring the Borough. The Community Strategy supports many of the measures proposed in the various Hampshire County Council Countryside Access Plans.

## **4.9 Maintenance**

### **Vegetation**

4.9.1 Hedges in the Borough are generally cut twice a year in August and December unless there has been significant growth which may be causing a safety issue. Rural hedges are cut once a year using a flail hedge cutter. Boundary hedges are generally not the Council's responsibility and should be maintained by the owner.

4.9.2 Havant Borough Council's Environment service cuts grass on all Borough owned land such as public open spaces, highway verges and recreation grounds during the Spring and Summer (from March to the end of October). The grass cutting regime is a "cut and let fly" operation with clippings left on the surface of the grassed areas. Havant Borough Council Environment operatives will blow the grass off pavements and paths back on to the grassed areas within 24 hours.

4.9.3 Alongside this policy document and the associated schemes listed in the appendices, the Environment Quality Rangers will work closely with Havant's elected Members and officers to ensure there is a suitable maintenance programme that ensures key walking routes are sufficiently maintained, with a clear forward programme of works.

4.9.4 An easily achievable improvement will be the maintenance of verges or where debris builds up and reduces the width of the pavements. A frequent complaint from schools is the need for wider pavements when it is just a matter of maintenance, 'siding' and clearing the vegetation.

### **Highway Defects**

4.9.5 Hampshire County Council is the Highway Authority and therefore is responsible for highway maintenance and defects. Their Highway Maintenance Management Plan<sup>1</sup> outlines the frequency of inspections for different types of footways, as detailed in table 1 below. The public are

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<sup>1</sup> [www3.hants.gov.uk/roads/highways-policy.htm](http://www3.hants.gov.uk/roads/highways-policy.htm)

also invited to submit details of highway defects which can be logged by visiting the Hampshire County Council website, [www3.hants.gov.uk/transport](http://www3.hants.gov.uk/transport).

**Table 1: Frequency of Highway Inspections**

<b>Category</b>	<b>Footways</b>	<b>Inspection Frequency (per annum)</b>
1A	Prestige Walking Route	12
1	Primary Walking Route	12
2	Secondary Walking Route	4
3	Link Footway	2
4	Local Access Footway	1

## **5 Targets**

5.1 This Walking Strategy will directly work towards targets set by Havant Borough Council in its LDF as well as assisting regional and national targets that, if met, will assist in meeting the objectives of this document. The targets associated with this Strategy are as follows:

- Increase year on year the share of journeys to school by foot;
- Help to reduce pedestrians' fear of crime through participation in the Crime and Disorder Partnership;
- Year on year increase in the mileage of the pedestrian footway network;
- Year on year increase of the installation of pedestrian crossing facilities; and
- Year on year increase of vehicular speed reduction measures.

5.2 We will work with Hampshire County Council to achieve the target set out in the Local Transport Plan 3 (2011-2031), namely:

- A reduction in the number of people / children killed or seriously injured in road accidents

## **6 Promoting Walking in Havant Borough**

### **6.1 Proposed Schemes**

6.1.1 Specific pedestrian improvement schemes have been identified, which aim to develop the pedestrian network and improve accessibility. Schemes have been taken both from the Local Development Framework and from the Transport Contribution Policy 'Schemes List' (Appendix B). This Scheme List is comprised of what could be loosely termed 'green transport' initiatives such as walking infrastructure and support for public transport. The list is based on the former 'Transport Scheme Inventory'

managed by the Borough Council but now broadened to include input from each of the Community Boards, Highways Action Teams and Hampshire County Council. Schemes have also been added from suggestions from consultees where deemed appropriate.

- 6.1.2 The Transport Contributions (TCP) scheme list was approved by Havant Borough Council in July 2011 and is in the process of being approved by Hampshire County Council's Executive Member for Environment and Transport so that it can be adopted under the Solent Area Transport Strategy. The scheme list will be a 'live' list and continual monitoring and review will be undertaken. The scheme list will assist council officers in negotiating and collecting contributions in order to mitigate the impact of development on the transport and highways network.

## **6.2 Transport Policy**

- 6.2.1 Alongside the list of specific pedestrian improvement schemes there are a number of policy tools that will complement the delivery of the pedestrian network and the Walking Strategies objectives, these include:

### **District Statements**

- 6.2.2 District Statements are a new policy document which will supersede Town Access Plans. Town Access Plans were introduced in LTP2 (2006 - 2011) and covered only selected town centres. The aim of a District Statement is to provide a link between the strategic policy of LTP3 and the local level policy which covers a whole district. The District Statement for Havant will include the town centres of Havant and Waterlooville.
- 6.2.3 The District Statement will examine the existing transport issues and problems, identify issues associated with future developments and traffic growth, produce an infrastructure deficit list based on the existing TCP list and set out a detailed action plan. Improving accessibility to the town centres will remain a key part of the District Statement. The first pilot of a District Statement is due by the end of 2011.

### **School Travel Plans and Sustainable and Healthy Access Routes (SHAR)**

- 6.2.4 Every state mainstream school within Havant Borough had completed a School Travel Plan and as a result has been making improvements to encourage more children to walk to school by making walking safer and more convenient. Previously, the Safer Routes to School (SRtS) programme provided funding for implementing measures identified in the Travel Plans; now SHAR funding provides funding to implement schemes

identified through School Travel Plans, which also benefit the wider community.

### **Rail Station Travel Plans**

- 6.2.6 Hampshire County Council, in partnership with Network Rail, Southern Railway and South West Trains intend to create Rail Station Travel Plans, to improve access to local stations by all non car modes including walking. This follows earlier trials of such plans elsewhere in Hampshire. Havant and Emsworth stations are likely to be early adopters of such Plans.

### **Havant Borough Council Cycle Strategy**

- 6.2.7 The Havant Borough Cycle Strategy (2011 - 2016) mirrors and complements many of the objectives identified in this Havant Borough Walking Strategy. With shared use footway / cycleways becoming more common place, both strategies can complement each other, with schemes such as footway widening, signing, crossing improvements and improved information benefiting both transport modes.

## **6.3 Funding Sources**

- 6.3.1 The Hampshire County Council LTP includes funding for local schemes for the period of the Plan, which includes funding for pedestrian improvements. Funding may also be available through the Borough's own resources as well as from the Community Boards, if it is agreed that a particular scheme has sufficient priority to warrant funding from available and inevitably constrained resources.
- 6.3.2 Finance can also be secured through Section 106 Agreements, which are contributions requested as part of new developments to go towards measures to enhance the transport services and integrate the transport network as impacted by the development. Such Agreements will be scaled back from 2014 as the government introduces an alternative way to collect contributions by way of a Community Infrastructure Levy.
- 6.3.3 The Local Sustainable Transport Fund is intended to focus on packages of transport interventions which support local economic growth and reduce carbon emissions in their communities as well as delivering enhanced safety and reduced congestion. Smarter choices measures such as walking improvements should also feature in the bids in order to persuade more people to walk. Hampshire County Council is a partner in several bids and the Borough Council will play a full role in supporting measures introduced through any LSTF bid.

## **Monitoring and Review**

- 6.3.3 The policy associated with Promoting Walking in Havant Borough and the associated objectives and targets will be comprehensively reviewed and re-evaluated in 2016.
- 6.3.4 The schemes to improve the pedestrian environment that have been adopted by each of the Community Boards and Highways Action Teams and prioritised will be constantly reviewed and updated. This will be done via the Havant Borough Transport Scheme Inventory.

## **7 Conclusion**

- 7.1 Havant Borough Council wishes to promote and encourage walking in the Borough building upon its corporate objectives of a Cleaner, Safer, More Prosperous Borough and as part of its work in adapting to climate change. This policy and associated targets aim to guide the improvements to pedestrian facilities in the Borough. Walking forms an integral part in promoting sustainable travel and reducing car use for both leisure and work based journeys and this policy aims to provide the necessary structure to ensure the needs of pedestrians within the Borough are met.

# HAVANT BOROUGH CYCLING STRATEGY 2011 - 2016

## 8 Introduction

- 8.1 In 1997, the Council produced its first Cycling Strategy. This aimed to do more to provide for the need of cyclists, making it a safer more attractive mode of transport. Since that time, the Council in conjunction with Hampshire County Council and the cycle charity Sustrans has provided a growing network of cycle routes as shown on the Borough cycle map, first published in 2009. The Borough cycle map is available in a free paper format or can be viewed on the Council's website at [www.havant.gov.uk/havant-9834](http://www.havant.gov.uk/havant-9834)
- 8.2 The overall vision for cycling in the Borough of Havant as reflected in this new Strategy is to promote cycling as a viable transport choice. A framework has therefore been put in place with the purpose of achieving this vision with the aims and objectives set out in the context of national, regional and local transport policy. This Cycling Strategy's aims and objectives are not considered in isolation but work towards the policy objectives of the County Council's Local Transport Plan 2011 – 2031 as well as ensuring that there is cohesion with the cycling strategies of neighbouring local authorities and other interested parties.
- 8.3 Cycling is an affordable, flexible, widely available and socially inclusive mode of independent travel available to Borough residents and as a result Havant Borough Council encourages cycling wherever possible. To promote cycling, people need to be assured that the journey they take will be safe, secure, and convenient, and can take place in a reasonably pleasant environment.
- 8.4 Almost half of all trips made are five miles or less, which is a suitable distance for most people to consider cycling as an alternative to driving. However current trends show no increase in the amount people cycle, coinciding with a growing dependence on the private car even for these short journeys.
- 8.5 Approximately two million cycles are sold every year in the UK which is in stark contrast to the decreasing number of miles cycled each year. If more people can cycle to their chosen destination, or integrate cycling with other transport modes such as buses and trains, the pressure on the existing road network, which is becoming more and more congested, can be relieved. Cycling for access to services, commuting or for leisure can play an important role in improving the health of the community as a method of active travel.

- 8.6 Encouraging more people to cycle supports a broad range of policy objectives and activities on a national, regional and local level. This Strategy document draws upon specific local policies that relate to cycling, the majority found as supporting evidence for the Havant Borough Local Development Framework and thereby ensuring integration with wider sub-regional, regional and national policy objectives. There are a number of barriers to overcome in order to get more people cycling, but there are also many wide ranging benefits to gain if this can be achieved.
- 8.7 This Strategy has been developed with input from the Borough's Community Boards, neighbouring authorities, non statutory organisations with a specific interest in promoting cycling, and the general public.

## **9 Cycling in Context**

### **9.1 The Benefits of Cycling**

- 9.1.1 Cycling as a means of getting from place to place is accessible to the majority of the population. The nature and length of the journeys by cycle may vary considerably and is dependent upon the personal mobility of the individual, but if cycling can be encouraged, which is the primary aim of this document, it will result in a number of benefits. These benefits will now be looked at in more detail.

#### **The Transport Network**

- 9.1.2 Cycling can realistically replace up to one half of all journeys – namely, those that are up to five miles in length. This can contribute to reducing the number of cars in the morning rush hour that are on the 'school run', which are said to represent one fifth of the morning peak hour traffic, and thus reduce congestion. Cycling is used by some to access public transport, but is also a major barrier that prevents people using it due to the perceived danger of using congested roads. If cycling can be promoted this is likely to benefit the entire transport network.

#### **Social Inclusion**

- 9.1.3 Once the cycle itself has been purchased, travel is free and is not restricted by financial, cultural or social status. Improving the environment in which people cycle can improve accessibility for all in society, to access all types of places that are visited in people's daily lives. Improving accessibility has a considerable impact in areas where cycling for all or part of the journey is a realistic option, limited only by people who cannot cycle due to their age or level of personal mobility.

- 9.1.4 Improving cycling environments and making them socially inclusive places to be helps create liveable streets. This improves access to public transport, shops and services, therefore stimulating the local economy and aiding the enhancement of local neighbourhoods where people interact, in turn providing greater natural surveillance and a safer environment.

### **Sustainability and the Local Environment**

- 9.1.5 Cycling is a very environmentally friendly form of travel, which can replace car trips that during shorter journeys are disproportionately more damaging to the environment. Therefore, encouraging cycling within the Borough as an alternative to the car will help towards reducing the carbon footprint of Borough residents and will help to improve air quality in the Borough.

### **Health**

- 9.1.6 The levels of physical activity among men and women in the United Kingdom are low compared with other European Union countries and this is represented in the 2003 *Health Survey for England*, which showed that only 37% of men and 24% of women met the current physical activity guidelines suggested by the Government (British Heart Foundation, 2007). The Chief Medical Officer stated in 2004 that “for most people, the easiest and most acceptable forms of physical activity are those that can be incorporated into everyday life. Examples include walking or cycling instead of travelling by car.....” (*At Least Five a Week*, CMO, 2004).
- 9.1.7 Cycling has a multi-purpose benefit of not only being a method of travelling that has very low cost and impact on the environment but also provides essential health benefits such as cardio-vascular exercise, whilst contributing to positive mental health and well-being by reducing stress and anxiety. Even for those with moderate health issues the availability of electric powered cycles allows access to a healthy lifestyle.
- 9.1.8 Inactivity amongst children in the UK is high on the social agenda, due to concerns over rising childhood obesity levels. Since cycling can contribute to healthier more active lifestyles, it should be incorporated into children’s daily lives as much as possible to provide regular, sustained physical activity, such as cycling to school. As well as reducing the risk of obesity, cycling to school can assist with improved social interaction and develops personal independence and road safety skills. The Borough Council therefore supports many initiatives such as the Healthy School Standards, Get Active, Bike Week and Bikeability, to name a few.

## **Tourism**

- 9.1.9 Cycle tourism is popular and fast-growing. There are some routes in the Borough which are known to attract such users, yet at present the facilities are sometimes lacking. Cyclists travel light and tend to 'buy as they go' thus supporting the local economy. There may be opportunities for cycle hire linked to specific routes; likewise elsewhere the concept of 'cycle cafés' is popular which provide not only an opportunity for relaxation but also facilities on site for repair and maintenance.

## **9.2 Barriers to Cycling**

- 9.2.1 There are a number of common issues and concerns that present barriers to increasing the levels of cycling within the Borough, which this Strategy will work towards trying to address. The key barriers to cycling are outlined below, with further discussion in Appendix C.

### **Increased Road Traffic**

- 9.2.2 Despite a recent curtailment of traffic growth caused by the recession, road traffic is still expected to increase to the extent that by 2025 it is projected there may be a 40% increase in road traffic compared with 2000 levels. Growth in road traffic has a negative impact on the cycling environment and people have become more concerned about road safety as a direct result of more cars on the road network. Increased traffic levels result in busier roads that are more difficult to cycle along. To overcome such issues it is vital that, as part of the effective management of the road network to improve its efficiency, cyclists are provided with suitable infrastructure to ensure they can safely and efficiently negotiate the congested road network.

### **Local Environment**

- 9.2.3 13% of all the Carbon Dioxide (a contributor to the effects of climate change) emitted by the UK derives from use of the car. Of greater concern to cyclists are other pollutants emitted from vehicle exhausts such as nitrous oxide that can be harmful to human health. As a result these concerns put people off cycling, especially along congested routes.
- 9.2.4 The Climate Change Act has set a target to reduce UK greenhouse gas emissions by at least 80 per cent by 2050. The UK Low Carbon Transition Plan (LCTP), published in July 2009, sets out a route-map towards 2020 for the UK's transition to a low-carbon economy. The Government's Low Carbon Transport strategy, published alongside the UK LCTP, sets out the Government's plans for reducing emissions of

greenhouse gases from the transport sector. The measures in the strategy, together with existing policies, should mean that transport emissions are 14% lower in 2020 than in 2008. The strategy includes details of the measures the Government has taken to raise awareness of low carbon travel options and invest in initiatives to promote cycling.

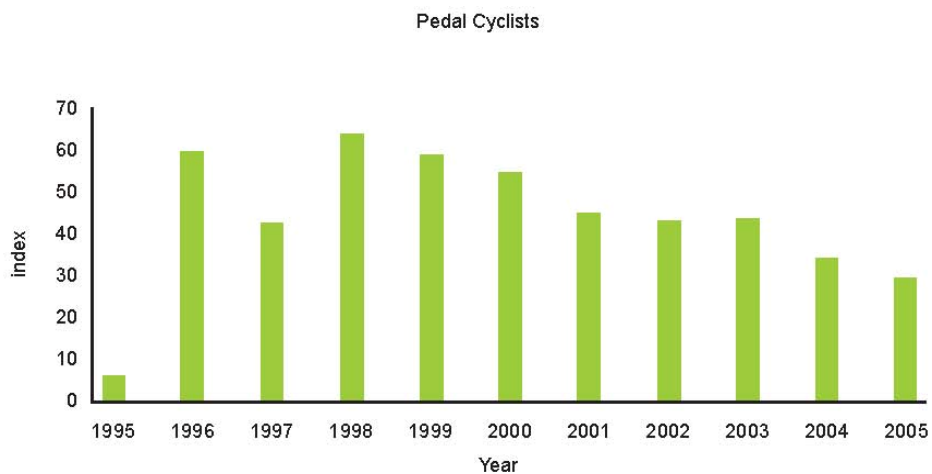
- 9.2.5 There are also physical constraints relating to the environment people cycle in, which can restrict and put people off. These include problems such as severance, indirectness, overgrown vegetation, poor lighting, poor natural surveillance and vandalism. Such barriers are heightened especially for vulnerable road users.

### Road Safety

- 9.2.6 The Government's 2010 Active Travel Strategy recognises that whilst England's roads are now among the safest in the world, cyclists and pedestrians remain particularly vulnerable road users. Aside from the effect that casualties have on individuals and their families, pedestrian and cyclist casualties are a significant burden on local health services. Furthermore, safety concerns are often cited as a reason why people do not cycle or, for example, allow children to walk to school meaning that they are missing the opportunity to do more physical activity and improve their health.

- 9.2.7 Figure 3 shows a general decline in accidents involving cyclists locally, against a national trend of increasing casualty rates. This is consistent with the increasing amount of cycle facilities being provided, both on-road and off-road.

**Figure 3: Casualty Data: Pedal Cycle Accidents in Havant Borough 1995 to 2005 (source: HCC)**



- 9.2.8 Road safety fears, either perceived or actual, are a major barrier when trying to promote cycling. It is important to incorporate good planning and design with necessary infrastructure improvements and education as part of any policy to promote cycling, and to especially target areas that will improve the safety for vulnerable road users such as school children.

### **Personal Security**

- 9.2.9 The Safer Havant Partnership (SHP) has carried out research into Borough resident's fear of crime and perceptions of crime. The results show a strong general sense of safety locally, with most residents feeling safe when cycling during the day; however fewer residents tended to feel safe when cycling alone after dark.
- 9.2.10 Cyclists need to be reassured that the environment they cycle in is safe and reflects the reality that crime levels in the Borough are low and the chances of being a victim of crime when cycling is equally slight. Barriers such as poorly lit footways and subways, indirect routes, overgrown vegetation and poor natural surveillance all need to be addressed to further reassure cyclists. The SHP highlights the importance of working with the Community Boards and other Safety Groups so they can lead on crime reduction measures that reflect the needs of the local communities. In particular research by the Safer Havant Partnership suggests that these could take the form of specific local campaigns for crime reduction and programmes of public reassurance.

### **Information and Awareness**

- 9.2.11 As people have become more dependent on motor vehicles they are cycling less, and so rely more on the car-based road network to get from place to place. It is necessary to provide people with as much information as possible to highlight safe cycling routes that connect to key locations such as town centres, leisure facilities, educational establishments and employment areas, as well as circular leisure routes that might not use routes available to car drivers. A clear way-marking policy will be adopted, as well as the provision of information in both hard and soft copy.

### **Mobility**

- 9.2.12 In 2010 there were an estimated 2,800 Borough residents claiming incapacity benefit (severe disability allowance based on a 5% sample) and 3,100 were claiming disability living allowance (based on 5% sample). The 2001 national census asked Borough residents to describe their health and identified that 14.4% of residents have a disability or long

term illness which is below the national average at 18.2%.

9.2.13 Whilst use of a cycle does require a certain level of personal mobility and cognitive and spatial awareness, this should not limit the ability of at least some disabled persons from becoming cyclists. Any improvements to the cycling environment must bear in mind that some cyclists may:-

- have sight or hearing impairments;
- be unfamiliar with the area; and
- be of all levels of fitness and ability.

9.2.14 The availability of electric bicycles is an important factor in improving mobility for those who have minor health issues, giving access to local facilities and an improved lifestyle.

### **9.3 Accessibility**

9.3.1 Accessibility is the ease with which people can access services and facilities that are needed or desired. Accessibility reflects the ability of individuals to reach and use transport services, infrastructure, facilities and services, all of which affect a person's quality of life. The main reasons for improving accessibility are:-

- to reduce car use and thereby reduce carbon emissions;
- to reduce the need to travel by car to essential facilities by having them a reasonable distance for the majority of the population;
- to promote cycling as a real alternative to the private car;
- to promote equitable access to the whole community, including those with low car access; and
- to promote greater health (and encouragement of social inclusion) through exercise.

9.3.2 Measures of cycling speed / distance (plotted using 'Accession' software) demonstrate that there are very few areas of the Borough in which local facilities ('corner shops' and the like) are more than five minutes' cycling distance from a given residence. The 'town centre' areas (Havant, Leigh Park, Crookhorn, Purbrook, Waterloo, Cowplain, Emsworth, Mengham and West Town) provide a greater range of facilities beyond those of a merely local focus, but even in this case the cycling distance to the nearest town centre area is generally within ten minutes (one mile equivalent distance) and rarely more than quarter of an hour.

### **9.4 National and Regional Context**

9.4.1 The joint Department for Transport / Department of Health Active Travel Strategy (DfT, 2010) provides the underlying policy base and aims to

increase cycling over the next 20 to 30 years with a focus on local targets and a move away from a one size fits all approach. This aims to increase cycling levels by making it a more convenient, attractive and realistic choice for many more short journeys, especially those to work and school. Through increasing cycling levels the national Strategy sees benefits associated with:-

- Helping to reduce car use and help to tackle social inclusion, making towns and cities safer and more pleasant places to live;
- Helping to reduce congestion and improve air quality; and
- Increasing levels of physical activity and improve public health (moderate physical activity such as walking and cycling helps reduce obesity, heart disease, stroke, cancer and diabetes).

9.4.2 To increase cycling in the next 20 to 30 years the national Strategy focuses upon a need to target investment in areas where the greatest impact will result, with a focus on local solutions to local problems, engaging with volunteer organisations and using demonstration projects to highlight best practice. It also highlights the importance of improved street design to enhance the cycling environment and also the benefits associated with School Travel Plans in encouraging young people to cycle more and in a safe environment.

9.4.3 The national Strategy contains measures by which it is intended to increase cycling in England as a positive contribution to public policy priorities, including health, liveability and urban congestion. It emphasises that cycling can benefit the transport network by being a viable alternative to the private car for certain trips therefore relieving pressure on roads and making it easier to access services.

9.4.4 The national Strategy aims to tackle the negative trends in cycling levels by setting out practical measures to support cycling, highlighted by case studies of best practice and associated specific actions across Europe. The best practice identified that successful projects stem from improvements to the environment and facilities for cycling as well as carefully targeted information about travel choices, health benefits and recreation opportunities.

### **Planning Policy Guidance Note 13**

9.4.5 The primary objectives of Planning Policy Guidance Note 13 (PPG13) are to integrate planning and transport at the national, regional, strategic and local level and to promote more sustainable transport choices both for carrying people and for moving freight. In relation to cycling the guidance emphasises how cycling is an important mode of travel at the local level and offers the potential to replace short car trips, particularly

under five miles.

9.4.6 The guidance puts an onus on Local Authorities to use their planning and transport powers to give greater priority to cycling.

9.4.7 Guidance suggests that local authorities should prepare cycling strategies that will set out how to improve conditions for cyclists, and set targets relevant to the aim of encouraging more people to cycle. Through the cycling strategies, PPG 13 notes that local authorities should promote cycling through the following measures:-

- reallocation of road space to cyclists and environmental improvements, including improved lighting;
- cyclist-friendly road crossings which give pedestrians and cyclists greater priority at traffic signals, avoid longing detours and waiting times, indirect footbridges or underpasses;
- traffic calming measures to reduce speeds, particularly near to schools, in urban residential areas (perhaps as part of a home zone) and in villages;
- encouraging health and education providers and employers to promote cycling to and from schools and places of work, ideally in the context of site-specific travel plans;
- pedestrianised schemes where vehicle access is restricted or prohibited to boost the attractiveness of town and local centres for shopping, employment and leisure uses. Schemes may include clear zones, where access is restricted to allow only walking, cycling and low or non-polluting vehicles;
- encouraging more use of public rights of way for local journeys and help promote missing links in rights of way networks;
- partnerships with local health authorities and input to Local Health Improvement Plans; and
- encouraging off-road routes, for instance, along river banks or disused railways to be highly visible and integrated with other activities, in order to maximise cyclists' safety and security.

## **9.5 Local Context**

9.5.1 The policies associated with this Cycling Strategy should not be looked at or developed in isolation due to the wide ranging impacts the promotion of cycling can have on many other strategies and policy objectives. Therefore key strategic documents have been identified within which the importance of cycling is noted and as a result the policy on cycling will impact upon.

## **Havant Borough Council's Vision for its Community**

- 9.5.2 In order to achieve Havant Borough Council's purpose of improving the quality of life for all local people, there are three key principles designed to promote well being and contribute to the achievement of sustainable development in the UK. These are summarised in the Council's Vision of a "Cleaner, Safer, More Prosperous Borough". This Cycling Strategy supports each of these three principles.
- 9.5.3 In 2009 Havant Borough Council committed itself to reducing the causes of, and adapting to the effects of, climate change at the local level by signing up to both the 'Nottingham Declaration' and the '10:10' Campaign. The objectives and targets set out in this document will build upon and complement these commitments.
- 9.5.4 There are now over 35km of cycleways in the Borough, mainly on the mainland along with the Hayling Billy route. The aim is to increase levels of cycling by extending these facilities and further developing routes across the Borough and more locally to serve the needs of particular areas.

## **Havant Borough Council Local Development Framework (2011-2026)**

- 9.5.5 The promotion of cycling and the provision of facilities for cyclists are included in different sections of the Local Development Framework, each of which highlights cycling as a way to contribute towards various policies. Specific references will be found in the Core Strategy (CS20) and in its Development Management Policies (DM11-14).
- 9.5.6 Key objectives set out in the Local Development Framework which relate to the need to improve cycling in the Borough include:-
- to reduce the need to travel especially by car;
  - to reduce the number of accidents on our roads, particularly those involving vulnerable road users;
  - to ensure the location of new development is in places which are or can become widely accessible by means other than the car; and
  - to improve provision for cycling and to give priority to the provision of facilities and infrastructure to cater for the needs of pedestrians, cyclists and public transport users.
- 9.5.7 The Local Development Framework envisages measures that relate to cycling including increasing the proportion of journeys undertaken by cycling and achieving a significant reduction in the number of people (particularly children) killed or seriously injured in road accidents. This

Cycling Strategy will be a key means of delivering both the 'hard' (physical facilities such as paths and crossings) and 'soft' (education, awareness, publicity) infrastructure to achieve the aims of the Local Development Framework.

- 9.5.8 Furthermore this document forms part of the evidence base as a background document ('Supplementary Planning Document') to the Local Development Framework.

### **Hampshire County Council, Local Transport Plan 3 (2011 – 2031)**

- 9.5.9 The third Local Transport Plan (LTP3) for Hampshire, published in April 2011, acknowledges the benefits of cycling and highlights the fact that pedestrians and cyclists, by occupying far less space than any other road user, are thus the most efficient road users particularly in constrained and congested urban environments.
- 9.5.10 The needs of cyclists are identified as a priority and forms part of the objective to improve all modes of transport by facilitating wider travel choice. Providing greater choice will improve accessibility and tackle congestion by promoting non-car modes, with increased cycling ('active travel') also contributing to greater health benefits.
- 9.5.11 Barriers to cycling are identified in the LTP as issues such as severance, road safety, personal security, poor signing and sign clutter. However, if barriers such as these can be overcome, data from the 2001 census indicates the potential for increasing cycling trips is quite high, as almost 50% of all journeys made in Hampshire are less than 5 miles, which is regarded as a suitable cycling length.
- 9.5.12 Hampshire County Council's expenditure on cycling will be focused within the following categories of expenditure:
- Town Access Plan / District Statement priorities
  - Town Centre schemes
  - Sustainable and Healthy Access Routes and
  - Accessibility.
- 9.5.13 Havant Borough Council will ensure a joined up approach is adopted to enable the cycling environment to be improved, by being aware of its neighbour's strategies on cycling. For example, Portsmouth City Council's LTP3 sets out measures to increase levels of active travel by creating quality places in which to walk and cycle and by influencing travel behaviour through training, education, marketing and promotion.
- 9.5.14 The various LTPs highlight the potential of cycling as a flexible, cheap

and environmentally friendly way to travel, offering important health benefits for people of all ages. In addition, cycling forms an important contribution to developing an integrated transport system.

### **New Development**

- 9.5.15 As part of new developments, active travel needs to be enhanced. New major developments such as the Waterlooville Major Development Area have been designed to enhance access by cycle to Waterlooville town centre and to local public transport access points. In general, new developments need to enhance the interconnections of all transport modes to allow for easy access to interchange facilities for cyclists. This will be achieved through targeted Section 106 contributions as part of the planning permission award, although in future other opportunities such as the New Homes Levy and Community Infrastructure Levy may provide alternative sources. Hampshire County Council manages, through its Transport Contributions Policy, a list of proposed infrastructure measures across the Borough which is used to justify the requirements for Section 106 contributions. Appendix B links to this living document.

## **10 Vision, Aims and Objectives**

### **10.1 Vision**

- 10.1.1 The overarching vision of the policy on this Cycling Strategy is to:

**Encourage cycling by making it safer and easier for people to cycle from place to place and for all purposes.**

### **10.2 Aims**

- Encourage more people to cycle to access services and facilities as opposed to using the car;
- Improve the integration of cycling with other sustainable transport modes to ensure realistic alternatives to the car are available;
- Increase the modal share of cycling
- Promote cycling as part of a healthy lifestyle; and
- Assisting in reducing the Borough's 'carbon footprint'.

### **10.3 Objectives**

- Continually improve the cycling infrastructure by developing a coherent network of both on-road and off-road cycle routes that connect people to transport interchanges, local centres and employment areas to improve accessibility and reduce severance.
- All Havant Borough Council services and other interested parties

(including landowners) to work together to ensure there is a coordinated approach in the design of cycling facilities.

- Ensure all new developments provide sufficient facilities for cyclists so that cycling is encouraged to and from the sites concerned.
- Increase safety of cycling and security of cyclists and their cycles
- Develop and promote innovative projects and mechanisms to encourage cycling and ensure improvements to the cycling environment such as cycle ways, cycle paths and Countryside Access Plans.

## **11 Key Areas of Focus**

11.1 Key areas have been focussed upon that all individually and collectively work towards achieving the vision of encouraging cycling. Each key area addresses specific needs of pedestrians, relating to why people are cycling and the environment people are cycling in. The following section highlights these key areas of focus, identifying where improvements have already been made and where further improvements are needed.

### **11.2 Cycling to Public Transport Services**

11.2.1 For many people, cycling already forms part of a journey by public transport, particularly rail, and for many it is the issues associated with accessing public transport that deters people from using it. If access to public transport services by cycling is made easier and safer, this will bring benefits to all forms of public transport.

11.2.2 People require direct, safe and attractive cycling links to public transport services. This is clearly important for those cyclists connecting into rail services, but in future the development of 'Bus Rapid Transit' (BRT) in south east Hampshire will result in cyclists also needing to connect into bus services. Consideration should also be made to ensure cycle routes serving public transport services also link with local centres and shops, avoid obstructions and are well sign posted.

11.2.3 New development must also meet relevant criteria on sustainable development and management of travel demand as stated in PPG13. The Havant Borough Council Local Development Framework states that development will be permitted provided it meets certain criterion which includes it being well served by public transport, cycling and walking (the 'accessibility test').

### **11.3 Cycling to Leisure Facilities**

11.3.1 One of the key objectives for open spaces is to improve cycle, pedestrian and public transport links to appropriate categories of public open space and disabled access. Central to this is the need to establish public

access to certain categories of open land and improve the public rights of way network. This needs to include a review of current cycling prohibitions on many areas of parks and other open space which in many cases can now, as a result of changes to Government policy, be relaxed.

## **11.4 Cycling in Town Centres**

- 11.4.1 National transport policy highlights the importance of placing an emphasis on the needs of pedestrians, cyclists, and public transport users rather than car drivers. This Strategy supports this in aiming to improve the accessibility and attractiveness of routes between Havant and Waterlooville town centres and the residential catchments, as well as between peoples' homes and the surrounding open space, recreation and the countryside.
- 11.4.2 The Government is promoting the concept of making urban areas more attractive areas to live by discouraging the dominance of traffic in mainly residential areas. This is being achieved by using concepts contained in 'Manual for Streets' where the design of the street forces vehicles to travel slower and where pedestrians and cyclists can safely use the streets. This concept is backed by Havant Borough in the Local Development Framework which permits appropriate development that incorporates 'shared space' design techniques.
- 11.4.3 Section 9.3 of this document highlighted how the accessibility of town centres is dependant on where people live in the Borough and how close people live to the public transport network. It is also important to consider, individually, the local accessibility of the Borough's town centres to ensure that people can cycle safely and conveniently to access the services they require. This will be progressed by introducing District Statements and/or Community Street Audits to develop high quality networks that meet the needs of cyclists. Havant Borough Council will assist in promoting Community Street Audits which will be carried out to develop high quality pedestrian networks that meet all the needs to all pedestrians regardless of mobility levels.
- 11.4.4 One key issue which requires urgent resolution is that of the status of cyclists in pedestrianised areas. Many towns and cities across the UK, such as London, Birmingham and Leicester, have now recognised that restricting cycle movements in these areas is counter-productive and discourages the use of cycling as an access method. The ability to cycle along these direct routes, with appropriate measures in place to ensure pedestrian safety, is key to growing the proportion of people accessing town centre areas by cycle.

## **11.5 Cycling to Work**

- 11.5.1 A Workplace Travel Plan is an organisation's strategy to implement a package of measures in order for the organisation to reduce its transportation impacts and to influence the travel behaviour of its employees, suppliers, visitors and customers. This is achieved through adopting a broad range of incentives and disincentives aimed at influencing travel behaviour and addressing site specific problems such as congestion, parking, accessibility and access and egress.
- 11.5.2 Havant Borough Council works in partnership with Hampshire County Council to develop Workplace Travel Plans and through the planning process will insist on such Plans being produced if the development is deemed to have a significant impact on the transport network. Travel Plans are also being developed as businesses are beginning to face increasing site specific problems where a Travel Plan can assist in cutting car use and encouraging alternatives such as cycling as a possible solution.
- 11.5.3 Other than its own Travel Plan, Havant Borough Council has focussed its Workplace Travel Plan outreach initiatives in the New Lane and Broadmarsh areas where there is both a high concentration of existing businesses as well as opportunities for development or redevelopment being brought forward. It may be appropriate to create a Commuter Forum to enable businesses and the Council to understand pressures faced by organisations as a result of workplace travel and come up with various solutions that work towards, amongst other things, improvements for cyclists.

## **11.6 School Travel Plans**

- 11.6.1 A School Travel Plan aims to address the issues associated with the growing number of cars visiting schools on the school run. With one in every five cars on the road during rush hour being on the school run, the aim is to encourage more people to walk, cycle and use public transport to travel to school.
- 11.6.2 The Borough has 43 mainstream schools, two colleges and six special schools. Excluding the colleges and the Havant Academy, this equates to approximately 14,500 return trips being made to schools each day. Cycling to school is, for the majority of pupils and parents, a realistic option but many choose to use the car due to road safety concerns, convenience, parents' work or job commitments, or poor cycling environments. A School Travel Plan aims to address these barriers through promoting the benefits of cycling combined with infrastructure improvements, previously funded through Hampshire County Council's

'Safer Routes to School' programme (now replaced by the 'Sustainable and Healthy Access Routes' programme and available to the wider community). All schools in the Borough have now adopted a Travel Plan although some require review.

## **11.7 Cycling for Health and Recreation**

### **Health**

- 11.7.1 Hampshire County Council in partnership with Havant Borough Council is engaging with health authorities to promote cycling due to the associated benefits this has on people's health. The Hampshire County Council LTP3 acknowledges that for young people, cycling can help increase independence and self-reliance, while for older people increased health, flexibility and mobility maintains independence and quality of life. Even for those with limiting health issues, the availability of electric bicycles could offer improvements to personal mobility and access to local services.
- 11.7.2 Havant Borough Council will work with local interest groups to develop a programme of leisure activities for cyclists along with the creation of local facilities such as leisure routes and self guided 'mini-tours'.

### **Recreation**

- 11.7.3 The Borough Council is a significant land owner of parks, woodland and other open spaces and there are numerous areas of Council owned land that already have public Rights of Way (RoW) over them. This forms part of a network of RoW that are shown on Ordnance Survey maps and the Hampshire County Council Definitive Rights of Way Map that can be viewed at [www3.hants.gov.uk/row/locating-row/row-online-maps.htm](http://www3.hants.gov.uk/row/locating-row/row-online-maps.htm).
- 11.7.4 Where the public already uses existing paths which are deemed to be suitable as a RoW, the Council will support local representations to include these routes on the Hampshire County Council Definitive Rights of Way Map. Where appropriate, the Council will also seek to extend the RoW network to include the creation of new Definitive Rights of Way over Borough Council owned land where they do not already exist, using the framework of the Countryside & Rights of Way (CROW) Act 2000. Where possible such additions will be available for the use of cyclists as well as pedestrians. This will benefit cyclists who will be able to plan and use new and existing cycle routes by using the RoW network map without having to solely rely on local knowledge.

## **11.8 Cycling in Rural Areas**

- 11.8.1 Havant Borough Council is keen to protect and enhance the countryside within the Borough and in particular aims to improve opportunities for access to the countryside and other appropriate outdoor recreational facilities such as the South Downs National Park, particularly by means other than the car. To achieve this, Havant Borough Council is assisting Hampshire County Council in producing a Rights of Way Improvement Plan for Hampshire, which is a requirement of the County Council as the Highway Authority under the Countryside & Rights of Way Act 2000.

### **Countryside Access Plans (CAPs)**

- 11.8.2 The Rights of Way Improvement Plan for Hampshire sets out how the current network meets the current and future needs of the public and where there is potential for improvements and greater use. Hampshire County Council has taken a more detailed approach to this by producing individual geographically based Countryside Access Plans (CAPs); Havant Borough is included within two of the CAPs, namely those for 'Solent' and 'Forest of Bere'. These plans are available online at [www3.hants.gov.uk/hampshire-countryside/access-plans.htm](http://www3.hants.gov.uk/hampshire-countryside/access-plans.htm).
- 11.8.3 Difficulties in getting out into the countryside from towns and villages, improving access to the coastline and the high dependency on cars are strong themes in the CAPs.
- 11.8.4 The CAPs relate to objectives within the Local Development Framework which includes the aim to improve and promote both recreational and utility use of the non-motorised network and also to address problems of countryside users having to use or cross busy roads, as highlighted in the Solent CAP and Forest of Bere CAP.
- 11.8.5 Hampshire County Council is working with local individuals, organisations and partners, which include Havant Borough Council, to identify new links required to improve the network of access to countryside as identified in PPG13. This is a process which started as part of the research for the draft CAPs, and is continuing as a way of recording and prioritising potential new routes.
- 11.8.6 Havant Borough Council is committed to working alongside the Hampshire County Council Access Team to ensure the Rights of Way Network can be maintained and enhanced, especially with regard to addressing missing linkages in order to promote cycling in Havant Borough through the use of bridleways as key cycling links.

## **The Hayling Billy Trail**

- 11.8.7 The Hayling Billy Trail is an excellent example of a leisure cycle route, which enables people to easily access the rural areas in the south of the Borough. The trail is well used, taking advantage of existing Rights of Way, but if more people are to explore the Borough by cycle, infrastructure and information along such routes needs to be improved and marketed appropriately. The Local Development Framework addresses this, stating that the Council will not permit development that will be detrimental to the provision and enhancement of the Hayling Billy Trail. Where development is taking place along the route, the Council may seek contributions towards such improvements.
- 11.8.8 Such leisure routes support the Borough's Sustainable Community Strategy 2008, which supports improvements to the transport infrastructure to encourage cycling leisure routes and measures to secure appropriate access to all areas of the Borough. The emphasis is on public transport, cycling and walking routes linked together to provide a range of options for exploring the Borough. The Community Strategy supports many of the measures proposed in the various Hampshire County Council Countryside Access Plans.

## **11.9 Maintenance**

### **Vegetation**

- 11.9.1 Hedges in the Borough are generally cut twice a year in August and December unless there has been significant growth which may be causing a safety issue. Rural hedges are cut once a year using a flail hedge cutter. Boundary hedges are generally not the Council's responsibility and should be maintained by the owner.
- 11.9.2 Havant Borough Council's Environment service cuts grass on all Borough owned land such as public open spaces, highway verges and recreation grounds during the Spring and Summer (from March to the end of October). The grass cutting regime is a "cut and let fly" operation with clippings left on the surface of the grassed areas. Havant Borough Council Environment operatives will blow the grass off pavements and paths back on to the grassed areas within 24 hours.
- 11.9.3 Alongside this policy document and the associated schemes listed in the appendices, the Environment Quality Rangers will work closely with Havant's elected Members, Havant Borough Council Environment Team and officers from Technical Services to ensure there is a suitable maintenance programme that ensures key cycle routes are sufficiently maintained, with a clear forward programme of works.

## Highway Defects

11.9.4 Hampshire County Council is the Highway Authority and therefore is responsible for highway maintenance and defects. Their Highways Maintenance Management Plan<sup>2</sup> publishes standards for the frequency of inspections of roads and footways, and from these can be derived equivalent inspection frequencies for different cycle facilities, depending upon whether they are on road (in which case the criteria for roads applies) or surfaced off-road (in which case the footway criteria apply). These are shown in table 2 below. The public are also invited to submit details of highway defects which can be logged by visiting the Hampshire County Council website, [www3.hants.gov.uk/transport](http://www3.hants.gov.uk/transport).

**Table 2: Frequency of Highway Inspections**

Category	Footways	Inspections per year
1A	Prestige Walking Route	12
1	Primary Walking Route	12
2	Secondary Walking Route	4
3	Link Footway	2
4	Local Access Footway	1
	<b>Roads</b>	
2	Strategic Route	12
3A	Main Distributor	12
3B	Secondary Distributor	12
4A	Local Interconnecting Roads	4
4B	Local Access Roads	1

## 12 Targets

12.1 This Cycling Strategy will directly work towards targets set by Havant Borough Council in its LDF as well as assisting regional and national targets that, if met, will assist in meeting the objectives of this document. The targets associated with this Strategy are as follows:

- Increase year on year the share of journeys to school by cycle;
- Help to reduce cyclists' fear of crime through participation in the Crime and Disorder Partnership;
- Year on year increase in the mileage of the cycle network;
- Year on year increase of the installation of controlled crossing facilities; and
- Year on year increase of vehicular speed reduction measures

<sup>2</sup> [www3.hants.gov.uk/roads/highways-policy.htm](http://www3.hants.gov.uk/roads/highways-policy.htm)

- Year on year reduction in theft of and from bicycles from designated parking spaces.

12.2 The Borough Council will work with Hampshire County Council to achieve the target set out in the Local Transport Plan 3 (2011-2016), namely:

- A reduction in the number of people / children killed or seriously injured in road accidents.

## **13 Promoting Cycling in Havant Borough**

### **13.1 Proposed Schemes**

13.1.1 The proposed Strategic Cycle Network (Appendix D) shows the strategic cycle links to serve all of the major settlements in Havant Borough within each of the Community Board boundaries. The Strategic Cycle Network encompasses the aims of this strategy document, providing an overview of what the Borough requires in terms of cycle route provision. The overall network is an aspiration, and it is unrealistic to suggest that all these strategic links will be implemented within the life span of this document (until 2016). What the Strategic Cycle Network provides is an overview which can be built upon as and when the funding and demand is identified.

13.1.2 Specific schemes consistent with the Network have been identified which aim both to develop the cycle network and improve accessibility. Schemes have been taken both from the Local Development Framework and from the Transport Contribution Policy 'Schemes List' (Appendix B). This Scheme List is comprised of what could be loosely termed 'green transport' initiatives such as cycling infrastructure and support for public transport. The list is based on the former 'Transport Scheme Inventory' managed by the Borough Council but now broadened to include input from each of the Community Boards, Highways Action Teams and Hampshire County Council. Schemes have also been added from suggestions from consultees where deemed appropriate.

13.1.3 The Transport Contributions (TCP) scheme list has been approved by Havant Borough Council and is in the process of being approved by Hampshire County Council's Executive Member for Environment and Transport so that it can be adopted under the Solent Area Transport Strategy. The scheme list will be a 'live' list (its inclusion in Appendix B is a 'snap shot' at the date of this document's publication) and continual monitoring and review will be undertaken. The scheme list will assist council officers in negotiating and collecting contributions in order to mitigate the impact of development on the transport and highways

network.

13.1.4 There are a range of measures to achieve the primary objectives including:

- Further developing the utility route network with feasibility work on missing routes including consideration of the route's usage by other modes e.g. pedestrian / equestrian;
- As part of the above, to adopt a standard 2.5 metre minimum width for cycle facilities except where this cannot be justified either economically or by flows;
- Auditing all highway and land-use development schemes for 'cycle-friendliness' as part of the Development Control process;
- Consider traffic restraint measures and where necessary, redistributing road space in preference of cyclists where appropriate;
- Liaising with neighbouring authorities and Highway Authorities to ensure that all proposed routes to the Borough boundary are compatible with other authorities' plans;
- Working with local employers as part of the overall transport planning process to provide facilities for cyclists at work, such as for changing/showering and secure under cover parking through the development of travel plans;
- Monitoring annual accident statistics provided by Hampshire County Council and liaising with them on implementation of appropriate safety schemes;
- Liaising with cyclists, cycling organisations and schools to develop the most appropriate facilities;
- Support schools with Travel Plans to adopt and promote safer routes to schools to increase year on year the share of journeys to school by bicycle;
- Improving / installing cycle parking facilities at all major destinations where necessary in a continuing programme and ensure developers provide cycle parking provision for all new developments in accordance with relevant parking standards;
- Improving linkages between transport nodes and allowing better cycle facilities at these locations (i.e. rail stations, bus stations, shopping centres, leisure facilities etc);
- Ensuring that the core network of cycle routes is clearly and consistently way-marked.

## **13.2 Transport Policy**

13.2.1 Alongside the list of specific pedestrian improvement schemes there are a number of policy tools that will complement the delivery of the cycle network and the Cycling Strategy's objectives, these include:

### **District Statements**

- 13.2.2 District Statements are a new policy document which will supersede Town Access Plans. Town Access Plans were introduced in LTP2 (2006 - 2011) and covered only selected town centres. The aim of a District Statement is to provide a link between the strategic policy of LTP3 and the local level policy which covers a whole district. The District Statement for Havant will include the town centres of Havant and Waterlooville.
- 13.2.3 The District Statement will examine the existing transport issues and problems, identify issues associated with future developments and traffic growth, produce an infrastructure deficit list based on the existing TCP list and set out a detailed action plan. Improving accessibility to the town centres will remain a key part of the District Statement. The first pilot of a District Statement is due by the end of 2011.

### **School Travel Plans and Sustainable and Healthy Access Routes (SHAR)**

- 13.2.5 Every state mainstream school within Havant Borough had completed a School Travel Plan and as a result has been making improvements to encourage more children to cycle to school by making cycling safer and more convenient. Previously, the Safer Routes to School (SRtS) programme provided funding for implementing measures identified in the Travel Plans; now SHAR funding provides funding to implement schemes identified through School Travel Plans, which also benefit the wider community.

### **Rail Station Travel Plans**

- 13.2.6 Hampshire County Council, in partnership with Network Rail, Southern Railway and South West Trains intend to create Rail Station Travel Plans, to improve access to, and onward travel from, local stations by all non car modes including cycling. This follows earlier trials of such plans elsewhere in Hampshire. Havant and Emsworth stations are likely to be early adopters of such Plans, and measures may include improved links to the bus network.

### **Havant Borough Council Walking Strategy**

- 13.2.7 The Havant Borough Walking Strategy (2011 - 2016) mirrors and complements many of the objectives identified in this Havant Borough Cycling Strategy. With shared use footway / cycleways becoming more common place, both strategies can complement each other, with schemes such as footway widening, signing, crossing improvements and improved information benefiting both transport modes.

### **13.3 Funding Sources**

- 13.3.1 The Hampshire County Council LTP includes funding for local schemes for the period of the Plan, which includes funding for pedestrian improvements. Funding may also be available through the Borough's own resources as well as from the Community Boards, if it is agreed that a particular scheme has sufficient priority to warrant funding from available and inevitably constrained resources.
- 13.3.2 Finance can also be secured through Section 106 Agreements, which are contributions requested as part of new developments to go towards measures to enhance the transport services and integrate the transport network as impacted by the development. Such Agreements will be scaled back from 2014 as the government introduces an alternative way to collect contributions by way of a Community Infrastructure Levy.
- 13.3.3 The Local Sustainable Transport Fund is intended to focus on packages of transport interventions which support local economic growth and reduce carbon emissions in their communities as well as delivering enhanced safety and reduced congestion. Smarter choices measures such as cycling improvements should also feature in the bids in order to persuade more people to walk and cycle. Hampshire County Council is a partner in several bids and the Borough Council will play a full role in supporting measures introduced through any LSTF bid.
- 13.3.4 A further source of funding is in relation to programmes administered by Sustrans, the sustainable transport charity and custodians of the National Cycle Network. Government funding streams are distributed by Sustrans through programmes such as Links to Schools. This funding stream is likely to cease in the near future, replaced by the measures in 13.3.2 and 13.3.3 above.

#### **Monitoring and Review**

- 13.3.5 The policy associated with Promoting Cycling in Havant Borough and the associated objectives and targets will be comprehensively reviewed and re-evaluated in 2016.
- 13.3.6 The schemes to improve the environment for cyclists that have been adopted by each of the Community Boards and Highways Action Teams and prioritised will be constantly reviewed and updated. This will be done via the Transport Scheme Inventory.

## **Publicity**

- 13.3.7 Publicity is one of the more important factors in a successful cycling initiative. People need to be informed about the options available and the consequences of their choice of mode of transport to enable them to make an informed decision about what mode of transport to use for a particular journey. Cycle routes need to be published in attractive, preferably free leaflets that can be easily carried on a person and which themselves increase the attractiveness of cycling.
- 13.3.8 Cycle routes can of themselves be a means of publicity. The Council will investigate way-marking the core network with the DfT-approved 'local network' signage, consistent with the numbering schemes of its neighbours. The National Cycle Network is already way-marked through the Borough.
- 13.3.9 Special events linked closely to existing facilities help to promote cycling on a local scale, which can be incorporated with activities involving other departments. Links with other organisations, such as the Cycle Touring Club and Sustrans have been forged and these will be maintained to assist with achieving maximum publicity and communicating with actual user groups. The latest Havant Borough Council cycle guide was published in mid 2011, the new online CycleStreets journey planner includes much information about the Borough.

## **14 Conclusion**

- 14.1 Havant Borough Council wishes to promote and encourage cycling in the Borough, building upon its corporate objectives of a Cleaner, Safer, More Prosperous Borough and as part of its work in adapting to climate change. This policy and associated targets aim to guide the improvements to facilities for cyclists in the Borough. Cycling forms an integral part in promoting sustainable travel and reducing car use for both leisure and work based journeys and this policy aims to provide the necessary structure to ensure the needs of cyclists within the Borough are met.

## APPENDIX A: ACTION PLAN

Primary Objectives	Methods to Achieve Objectives	Target	Time Frame to delivery
<b>To increase the modal share of cycling and walking.</b>	Working with local employers as part of the overall transport planning process to provide facilities for walkers and cyclists at work, such as for changing / showering, rewards, dedicated walking and/or cycle routes and secure under cover parking through the development of travel plans.	1. Ensure consistency with Hampshire County Council's walking and cycling targets	2011 - 2016
	Improving linkages between transport nodes and allowing better walking access and cycle facilities at these locations (i.e. rail stations, bus stations, shopping centres, leisure facilities etc).		2011-2016
	Liaising with walkers, cyclists, walking and cycling organisations and schools to develop the most appropriate facilities.		Ongoing
	Support schools with Travel Plans to adopt and promote safer routes to schools.	2. Increase year on year the share of journeys to school by walking and bicycle	Ongoing
<b>To continually improve walking and cycling</b>	Further developing the route network and investigate the feasibility of implementing missing	1. Ensure consistency with Hampshire County Council's walking and cycling targets and work with them to bring	2011 – 2016

Primary Objectives	Methods to Achieve Objectives	Target	Time Frame to delivery
<b>infrastructure</b>	routes.	forward schemes highlighted as part of the TCP list	
	Auditing all highway and land-use development schemes for “pedestrian-friendliness” and “cycle-friendliness” as part of the Development Control process.	3. Provide a year on year increase in cycle route mileage in the borough with an emphasis on routes which are cost effective and will attract large numbers of cyclists as well as focusing on utility routes for walkers and cyclists such as journeys to work and school	Ongoing
	Introducing traffic restraint measures where necessary, redistributing road space in preference of walkers and/or cyclists where appropriate.		
Liaising with neighbouring authorities and Highway Authorities to ensure that proposed routes for walkers and cyclists to the Borough boundary are compatible with other authorities’ plans.			
<b>To increase the safety of walking and cycling, and the security of cyclists and their cycles.</b>	Monitoring annual accident statistics to identify locations hazardous to walkers and cyclists and inform these to HCC as a matter of importance.	4. Reduce the number of pedestrian and cyclist casualties year on year from 2011 over the next five years	Ongoing
	Introducing traffic restraint measures where necessary, redistributing road space in preference of walkers and/or cyclists where appropriate.		

Primary Objectives	Methods to Achieve Objectives	Target	Time Frame to delivery
	Improving/installing cycle parking facilities at all major destinations where necessary in a continuing programme and ensure developers provide cycle parking provision for all new developments in accordance with the HCC parking standards.	5. Reduce cycle theft through participation in the Safer Havant Partnership	2011 - 2016

## **APPENDIX B: TRANSPORT CONTRIBUTIONS POLICY (TCP) LIST**

The Transport Contributions Policy (TCP) list of schemes was approved by Havant Borough Council's Cabinet in July 2011.

The list comprises a range of 'sustainable' transport schemes relating to walking, cycling, bus, train and other environmental projects identified on an area basis across the Borough. The List is intended to justify the Developer Contributions required against new developments in those areas of the Borough.

The List is ultimately owned by Hampshire County Council since it is they who allocate funds from the List to approved schemes. The Borough Council does have an input to the schemes in the List on the basis that many arise from local reports or knowledge of sub-standard pieces of infrastructure, or are identified as schemes which if implemented would complete or partially complete networks being promoted by the Borough Council. It is against this latter purpose that the List is referenced within this document – with the reduction of direct grant funding from Sustrans, the future development of the path and cycle networks will almost wholly rely upon developer contributions (made either under Section 106 of the Town & Country Planning Act or under a successor regime such as Community Infrastructure Levy). The existence of the List is a pre-requisite for justifying the contribution.

The list as approved by the Council's Cabinet in July 2011 is available online at [www4.havant.gov.uk/orion1/minutes/cab/20110713.pdf](http://www4.havant.gov.uk/orion1/minutes/cab/20110713.pdf). However the latest version should always be referenced for the purpose of identifying currently approved or potential schemes.

## APPENDIX C: BARRIERS AND OPPORTUNITIES

Although the Borough is relatively well served by its transport network, there are a number of key issues with respect to walking and cycling which this Strategy seeks to address as far as is possible.

- C1.1 **'Radburn' type estates** in West Leigh and Warren Park – these areas, developed in the 1960s, have a potentially confusing layout with houses fronting onto green areas and serviced by rear vehicular access. The names of the greens and roads are different which leads to confusion regarding addresses.
- C1.2 **Post-war Leigh Park** – the estate was built immediately after the Second World War at a time when car ownership was low. There is little off-street provision for parking, with the result that many of the attractive grass verges have been hardened to provide on-street parking. This can result in a cluttered and unfriendly user environment.
- C1.3 **Hurstwood area** – this more modern housing area, dating from the 1980s, was built with segregated pedestrian and vehicle networks. Due to the unpopularity of the former, footways have been 'retro-fitted' particularly on the main spine roads such as Tempest Avenue.
- C1.4 **Limited east-west links** – historically, the principal links in the Borough have been those to and from Portsmouth, either on the Waterlooville – Cosham axis (A3) or Havant – Cosham (A27). This means that, compared to the private car, travel across the Borough by other means is at best indirect and often much slower.
- C1.5 **Severance by trunk road and rail lines** – following from above, there are only six routes crossing the A3M, thus joining the east and west halves of the Borough. Of these six routes, two are busy road junctions with a high instance of accidents affecting vulnerable road users, although one – the 'Rusty Cutter' roundabout at A3(M) junction 5 – has recently been improved with the addition of shared off-road cycle paths. Two of the others are unmade bridleways. The A27 has 13 crossings, of which eight are restricted to foot or cycle traffic only. The rail lines have a larger number of crossings although only six are restricted to walkers or cyclists, but some of these only have steps or stepped ramps and most have legal restrictions preventing their use by cyclists as part of a coherent and uninterrupted network.
- C1.6 **Accessibility by public transport** – two of the major employment centres in the borough (New Lane and Broadmarsh, both in Havant) are not well connected to the regular bus network.
- C1.7 **Hayling Island access** – access is limited to a single bridge. The footways have recently been widened and now have the status of shared footways to allow their use by cyclists. Cycling links immediately to the north and south of the bridge are currently missing.

- C1.8 **SSSIs<sup>3</sup>, SPAs<sup>4</sup>, SACs<sup>5</sup>, RAMSAR<sup>6</sup>, AONB<sup>7</sup>** – the coast of Hayling Island and the mainland are heavily protected by these national and international environmental designations. This limits the scope of improvement work to adjacent paths, and increases the cost of anything which is promoted.
- C1.9 **Congestion** – whilst this is not a particular issue on the borough's roads, there are known 'hot spots' at peak times in the town centres and leading to and from major employment areas. However where the borough looks to Portsmouth for transport links (e.g. a significant part of its bus network), congestion in Portsmouth results in poor reliability on bus services within the Borough.
- C1.10 **Traffic Speed / Volume** – on the main roads around the Borough volume and speed (whether actual or perceived) can create an environment hostile to the adoption of sustainable travel modes.
- C1.11 **Cycle Network** – the network itself, by virtue of the way it has developed over a period of decades, is on some routes incomplete and generally key sections are missing such as in the town centres. At some of those locations the route is broken by a section where cycling is banned, such as on bridges, in precincts and in subways; at other locations the route signing is incomplete or inappropriate.
- C1.12 **Road Layouts** – whilst not directly related to congestion (above), there are a number of locations where the road layout is not conducive to cyclists or pedestrians. This includes the lack of safe crossing points in some locations, whilst in others earlier attempts to improve facilities have been poorly defined.
- C1.13 **User Experience** – even on many of the routes which have been completed, the surface may not be being maintained to a suitable standard, the route is poorly lit, there is a lack of signing or secure cycle parking.

## Opportunities

Although the Borough has identified the issues listed above, equally well there are considerable opportunities. Many of these are linked to development proposals being promoted and are therefore of course subject to the vagaries of the economic climate.

- C2.1 **Brown field sites** – as 'traditional' industry tends to relocate, a number of development sites are available which are already well served by the transport network and would be categorised as being of priority within the various sequential tests required by Planning Policy Statements.

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<sup>3</sup> Site of Special Scientific Interest

<sup>4</sup> Special Protection Area

<sup>5</sup> Special Area for Conservation

<sup>6</sup> The Ramsar Convention in Iran identified wetlands of critical importance to conservation

<sup>7</sup> Area of Outstanding Natural Beauty

- C2.2 **Dunsbury Hill** – this major gateway site adjacent to A3M junction 3 has outline permission for the development of a high quality Business and Innovation Park on land owned by Portsmouth City Council. Proposals include a public transport gateway into Leigh Park. Government funding for the main access road was refused in 2011 but the site's owner (Portsmouth City Council) is progressing with a planning application for the main infrastructure with a target implementation date of 2013.
- C2.3 **Hindhead tunnel on A3** – the opening of the A3 tunnel in summer 2011 brought improved road access between Havant and London, wholly dual carriageway to the M25, and the area is now an easily commutable distance of the capital
- C2.4 **Broadmarsh** – this brown field area is continuing to develop as a preferred location for high-tech businesses, and is well connected to the trunk road network.
- C2.5 **MDA** – the Major Development Area to the west of Waterlooville town centre, now known as 'Newlands Common' and 'Dukes Meadow', is intended to be a showcase design in modern development, with sustainable travel modes available and encouraged from the start.
- C2.6 **Green tourism** – the international designations of the Harbours in particular, as well as the South Downs National Park bordering the Borough to the north, attracts many 'green tourists' each year who come to the area simply for the natural attractions rather than the traditional 'bucket and spade' holiday. This is an area which could be developed very easily, especially with the implementation of combined refreshment / maintenance facilities for cyclists ('Cycle Cafés').
- C2.7 **National Cycle Network** – the borough is situated at the junction of the main route along the south coast, and the route between the south coast route and London. The two routes in fact meet at Havant railway station.
- C2.8 **Long Distance Footpath Network** – the Borough is located at the starting point of a number of valuable and valued LDPs and plans are being progressed for adding to this with the creation of the Shipwright's Way.
- C2.9 **Premium bus network / Bus Rapid Transit network** – Transport for South Hampshire is keen to work with operators to develop high frequency, high quality bus services on key networks<sup>8</sup>. The routes between Waterlooville and Portsmouth, Havant and Portsmouth and, to a lesser extent, between Waterlooville and Havant are all identified for improvement and investment.
- C2.10 **Safe Routes to School** – establishments in the borough are very open to the opportunities this programme offers, and many have submitted Travel Plans, which attract grant funding.
- C2.11 **Partnership opportunities** – the main infrastructure partners, such as Hampshire County Council, Sustrans, Network Rail and the bus companies, are eager to invest in the borough. There are presently

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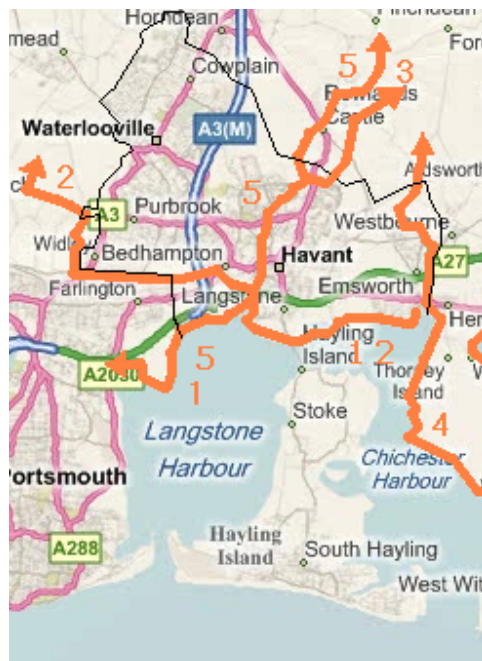
<sup>8</sup> <http://www3.hants.gov.uk/tfsh/bus-rapid-transit.htm>

sources of funding available to carry out a suite of investments which this Strategy proposes.

## APPENDIX D: MAPS

### Long Distance Footpath Network

The Borough lies in the south east corner of Hampshire and thus benefits from being the termination of a number of long distance footpaths (LDPs) in both Hampshire and West Sussex. The following plan shows the routes of these LDPs which are clearly signposted and maintained by Hampshire or West Sussex County Councils as Rights of Way and form a key element in their Rights of Way Improvement Plans.



#### Key:

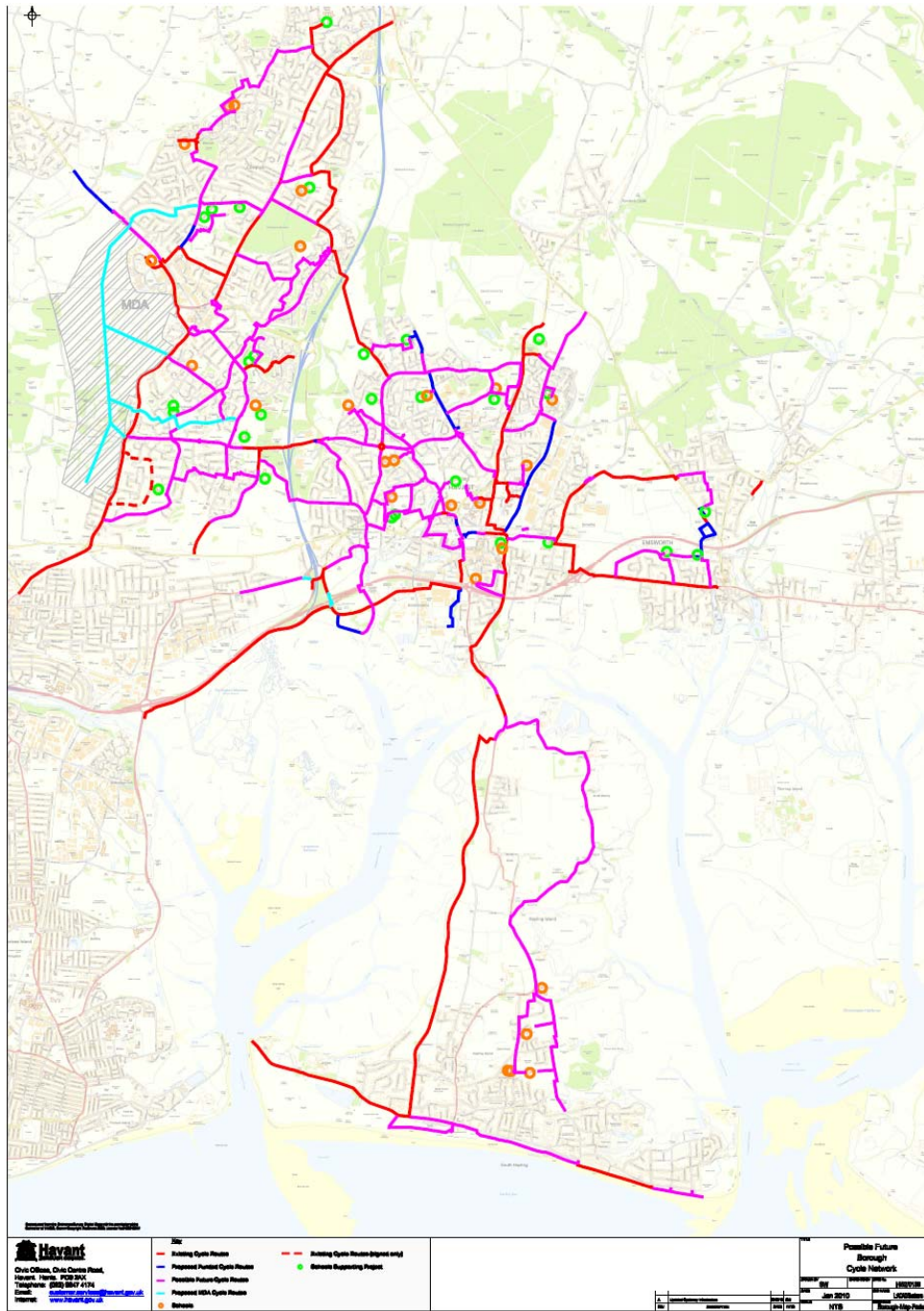
- 1 Solent Way (Emsworth – Christchurch)
- 2 Wayfarers Walk (Emsworth – Beacon Hill, Newbury)
- 3 Staunton Way (Leigh Park – Queen Elizabeth Country Park)
- 4 Sussex Border Path (Thorney Island – Eastbourne)
- 5 Euro-route E9 (Portugal – Estonia)

In addition the Shipwright's Way is currently (2011) under development; this will follow a route close to that of the Staunton Way and Solent Way, linking Alice Holt Forest (near Farnham) with Portsmouth.

More information on these and other local paths are available from the website of the Long Distance Walkers Association ([www.ldwa.org.uk/](http://www.ldwa.org.uk/)).

## Proposed Cycle Network

The map reproduced below is that used to support the Transport Contribution Policy (TCP) List (Appendix B) and has also been used as the network justification for applications for funding to Sustrans. A full scale version of this map, which is 'live' and regularly updated, can be found on the Havant Borough Council web site.



## **APPENDIX E: INTERACTING WITH PUBLIC TRANSPORT MODES**

In order for the Active Travel Strategy to achieve its aims and objectives, it is necessary to set it into context with the main public transport modes: bus, train and ferry.

The purpose of the following paragraphs is to consider the relationship between the modes and how investment can be encouraged to achieve mutual benefit and modal shift.

### **Introduction**

E1.1 Public passenger transport plays a key role in providing a mix of sustainable transport options throughout the Borough. An effective and efficient network will, in its own right, cause users to either maintain or transfer mode. In addition, a large proportion of the potential 'converts' away from the private car will only do so in good weather. This will not serve to affect a permanent modal shift away from the private car if this benefit is lost on poor weather days. The role of public passenger transport therefore to meet the following key usage markets:

- Those who are unable to own a private car
- Those who do not own a private car
- Those who own but do not have access to a private car
- Those who have access to, but choose not to use a private car
- Those whose journeys mitigate against the use of the private car

E1.2 For each of these usage markets this Plan will provide key policies to meet and build on their needs.

### **Scope**

E2.1 For the purpose of this Plan, the term 'public passenger transport' includes the following modes:

- Local bus (commercial and supported)
- Express coach
- Rail
- Ferry

E2.2 These modes are covered in more depth by the Hampshire County Council's 'Local Transport Plan' 2011 - 2031. The Borough Council is not a passenger transport authority, but has powers under the Local Transport Act 2008 to enhance the sustainability of the local community

and is therefore able to contribute to the support of the public passenger transport network in a number of ways including:

- Supporting journeys or services which do not meet HCC criteria
- Infrastructure work to routes, calling points or terminals
- Providing information and facilities
- Endorsement of operator proposals
- Entering into Voluntary Partnership Agreements (VPAs) as appropriate

E2.3 The management of public passenger transport needs to be carefully considered since it is very easy to adopt an 'anti-car' approach. In the long term such an approach is self defeating - history and experience has shown that it results in opposition from road users even to the point of deliberate and intentional non-use of the available modes.

E2.4 The private car needs to be seen as an important part of the local transport hierarchy. Recognition that some journeys can only be made by private car is an important starting point. However an equally important point, to be held in tension with this, is that for some journeys there are alternatives and the purpose of this Plan is to ensure that these alternatives are carefully elucidated and fully supported. Modal shift is unlikely to occur without this point being understood. For most people, modal shift will tend to be a gradual process rather than a single moment of decision.

E2.5 The overall process of modal shift, which will be different for everyone depending on income, distance to railhead and other personal circumstances, may actually take a number of years to achieve. For some journeys a complete shift may never occur, but what this Strategy is attempting to support is a move away from reliance on the private car for every journey a person makes, and to offer a choice for at least some parts of the journey. What needs to happen is that at every point on the modal shift 'transformation journey' there is adequate provision of facilities to ensure that once the choice made, it 'sticks'.

### **Bus and express coach**

E3.1 The bus is an essential mode of public transport. It provides mobility for people without the use of a car and offers a relatively cheap and sustainable transport alternative for car drivers, particularly in congested urban areas. Buses help to reduce road traffic growth, improve air quality, accessibility and road safety. Buses will also play an important role in making the most effective and efficient use of the road network.

E3.2 In Havant, 21.4% of the population do not have access to a car, against a Hampshire average of 15.7%<sup>9</sup>. It is therefore important that alternative modes of transport are available. If travel choice does not exist, social exclusion may arise as people are denied access to essential services and facilities such as education, employment and healthcare. Bus services in Havant and across Hampshire have a key role to play in widening travel choice to tackle social exclusion and address road traffic growth.

E3.3 Bus operators run services in a deregulated environment. This is set down in the Transport Act 1985 which creates two types of service:

- Commercial services, which an operator chooses to run at his own choice; and
- Tendered services, which an operator runs under contract either to the passenger transport authority (PTA - Hampshire County Council) or to a third party (e.g. Havant Borough Council, commercial stores etc.). The network of tendered routes primarily serves to fill gaps in the commercial network and is mostly run in the evenings or at weekends where the commercial operation of the service is not viable.

E3.4 The PTA has had to make significant cuts to its support of the tendered network with the result that significant parts of the Borough have no viable bus service during the evenings (after approximately 1900) or on Sundays. Even services which operate at a high frequency during Monday - Friday weekday are reduced to a low frequency (if running at all) quite early in the evening. For example from Havant Bus Station and Waterlooville Precinct the current (October 2011) patterns on the key routes are as follows (times of last bus are shown at relevant point):

	<b>Monday – Friday daytime frequency (per hour)</b>	<b>Monday – Friday evening frequency (per hour)</b>	<b>Sunday frequency (per hour)</b>	<b>Last bus weekday / Sunday</b>
<b>Destination from Havant Bus Station</b>				
Portsmouth via Copnor	2	1	1	2145 / 2045
Portsmouth via Cosham	6	1	2	2336 / 2306
Warren Park	6	1	2	2340 / 2340
Denvilles	3			1810
Rowlands Castle	1			1620 (1625 Sats)
Hayling Island	4	1	1	2240 / 1755
Waterlooville	5	1	1	1930 / 1700
QA Hospital direct	3			1835

<sup>9</sup> Census 2001

	Monday – Friday daytime frequency (per hour)	Monday – Friday evening frequency (per hour)	Sunday frequency (per hour)	Last bus weekday / Sunday
Fareham	1			1820
Chichester	4	1	1	2211 / 1908
<b>Destination (route number) from Waterlooville Precinct (south end)</b>				
Havant	5		1	1908 / 1752
Clanfield	5	1	3	2232 / 2232
Petersfield	1			1946
Wecock Farm	8	1	3	2314 / 2314
QA Hospital direct	3			1920
Portsmouth	12	2	6	2237 / 2237
Denmead	2			1853

Table E1 – frequencies and last buses from Havant Bus Station and Waterlooville Precinct, October 2011

E3.5 The result of such service patterns are that locations which might be considered ‘accessible’ (i.e. within 400m of a 15-minute frequency bus route) are in reality only so at certain times of the day. The practical result of this is that where a car may be required for those times when the bus service is not available, logic (and human nature) dictates that there is then little incentive to refrain from its use at other times when, ironically, better bus services ARE available.

E3.6 The role of the Borough Council in developing the bus network can therefore be identified as one of supporting and supplementing the role of the PTA, in part using new powers available under the Local Transport Act 2008. However this support can be wider than purely financial support to individual routes. The Development Control function (where Havant Borough Council acts as the local planning authority or LPA) carries with it the ability to place planning obligations on developers, which are mostly discharged under an agreement made under Section 106 of the Town and Country Planning Act. This can enable the LPA, guided by its professional transport advisors, to require developers to contribute towards a range of measures to support the bus network. Examples include (this list is not intended to be exhaustive):

- Finance to support the operation of bus services for a set period of time, for example to ‘pump prime’ a demand within a new housing area
- Installation of ‘bus friendly’ highway facilities such as bus lanes, contraflow bus operation, bus gates etc.
- Installation of enhancements to passenger facilities such as bus stops and passenger information

- Support for measures to improve passenger information and security, for example CCTV and real-time running information
- Car park management measures to target particular classes of use, for example commuter parking.

E3.7 The Borough Council will expect all developers to contribute to these enhancements using its well-developed 'green transport contribution' policies, updated and amended as necessary by currently ongoing negotiations with the PTA.

E3.8 The Borough Council will also work pro-actively with local operators to identify locations where enhancements can be undertaken to assist bus operation, for example identifying pinch points or congestion 'hot spots'.

E3.9 The Borough Council will encourage the roll-out of 'Transport Direct' information to every bus stop in the borough. This will involve the signing of the national bus stop reference number, together with details of the SMS service number (84268) and cost. Using this system allows a customer to receive a text message showing the imminent departure times of the next three buses from that stop. In future the service will include live information such as delays (in the same way that the TrainTracker Text service operates for rail services) although it only currently works off the static timetable. The bus stop codes will be available on the council's website as well as on the national journey planners.

E3.10 The Borough Council will work with partners including operators and the County Council to support the concept of 'Quality Bus Partnerships' (QBPs) on key routes or corridors. These have been extended since first being introduced in 2001, and now cover key routes as follows:

- Service 21 Havant – Leigh Park – Portsmouth
- Service 23 Leigh Park – Havant – Portsmouth – Southsea
- Services 37 & 39 Havant – Waterlooville – Wecock Farm / Petersfield
- Service 40 Wecock Farm – Waterlooville – Portsmouth – Southsea
- Service 41 Clanfield – Waterlooville – Portsmouth
- Service 700 Southsea – Portsmouth – Havant – Chichester - Brighton

Usage on some of the routes covered by QBPs has increased by up to 30%, supported by commitments from the partners to improve vehicle frequency, reliability, stock, road improvements and advertising.

E3.11 Under the provisions of the new Local Transport Act, Quality Bus Partnerships are replaced by Quality Service Partnerships with the

Passenger Transport Authority (Hampshire County Council), supplemented by Voluntary Partnership Agreements with non-PTA bodies such as the Borough Council. Both of these arrangements operate on a more formal, quasi-contractual basis, with frequencies and fares forming part of the Agreement. QSPs will replace QBPs early in the lifetime of this Plan. The Borough Council will seek to fully engage with its partners in developing the QSP/VPA model for as many of the borough's bus services is possible, and in particular will use this vehicle to work with our neighbours in tackling congestion and its effect on punctuality.

- E3.12 The County Council is the Travel Concession Authority (TCA) for concessionary travel for the elderly and disabled, as required under the Concessionary Bus Travel Act 2007. This statutory scheme, administered by the Department for Transport, has had the unexpected side effect of reducing operator income and has led to stress on the commercial network. The Council will support the County Council in working with its operating partners to maintain the best network possible within the limitations of the statutory reimbursement scheme.
- E3.14 The Borough Council will continue to support its own 'Xephos' public transport journey planning system to take account of local developments in the bus network, and to act as the primary repository of passenger transport information for the Borough. Although other systems are available, none approach the accessibility, ease of use and (most importantly) local control of the Xephos system. Possible developments may include the ability to tailor and book short stays in the Borough for those travelling by bus.
- E3.15 Recent reductions in the express coach network due to commercial competition on the London – Portsmouth route has left the Borough directly served by only one return journey per day to London (operating via Purbrook, Waterlooville and Cowplain). However additional connections are available from points within Portsmouth.

## **Train**

- E4.1 Train services are operated in a tightly regulated environment. Each service is run within the context of a franchise agreement whereby the operator contracts with the Department for Transport to operate the route for a set time period. This franchise agreement contains significant detail, even including the approximate times of journeys, the stock to be used, and the stopping patterns of individual journeys. Franchises are let on a sector of the network and usually run for a period in excess of five years. Service efficiency is measured by 'Public Performance Measures' which record, in comparison to the contracted

timetable, the numbers of trains actually operated and those which ran to time.

- E4.2 The role of the Borough Council in respect of train service operation and specification is limited. Havant Borough Council has a good reputation within the rail industry of actively engaging with operators and the Department for Transport where and when it can, and a number of local enhancement schemes have been successfully completed as a result of this engagement. The Council acts as a consultee whenever a new franchise is being designed and let, and is included in consultations over major timetable changes.
- E4.3 Otherwise, the Council's officers engage with local operational staff to investigate and support operator aspirations. These have previously included station environment enhancements and the provision of cycle parking facilities, but the future holds many opportunities as the rail mode moves more 'centre stage' in government thinking. In recognition of the Borough Council's proactive support of the rail operators, and its engagement through the franchise consultation process, a number of future opportunities have been presented and work will be carried out to ensure that where possible these are progressed to the benefit of the community. These include enhancements to Havant Station under the 'National Stations Improvement Scheme' where South West Trains have approached Havant Borough Council to work up proposals; and the Network Rail 'Access for All' programme where lifts are to be provided at Havant Station to improve access for disabled people. Other aspirations include a new footbridge at Southleigh Road (Warblington Station), and step-free access to the eastbound platform at Emsworth Station.
- E4.4 The Borough Council fully supports Hampshire County Council's LTP3 Rail Strategy and will actively seek opportunities to work with operators and with Network Rail to improve the attractiveness of rail as a safe and environmentally friendly form of transport.
- E4.5 We will seek to support the further development of rail services by including details of services available on our web site, in 'Serving You' as appropriate, and playing a full role in emerging 'Transport for South Hampshire' proposals.

## **Ferry**

- E5.1 The only ferry to operate within the Borough is that linking Ferry Point on Hayling Island with Eastney. Hampshire County Council provides a subsidy to the private operator to support the operation of the ferry, and vessel maintenance.

- E5.2 For journeys between Hayling and Portsmouth the use of the ferry avoids the need for passengers to travel through Havant. The ferry is for foot passengers only, and on the Hayling side the terminal is remote from the rest of the public passenger transport system with the nearest scheduled bus service being over 2km away. On the Portsmouth side a limited bus service operates, subsidised by Portsmouth City Council.
- E5.3 For a number of years Havant Borough Council supported the operation of the ferry on a discretionary basis by organising the 'All-in-One' through ticket. This effectively connected the ferry terminal at Ferry Point to the remainder of the passenger transport network by innovative use of multimodal ticketing. It was moderately successful and offered a through ticket (single or return fare) using a taxi from anywhere on southern Hayling to Ferry Point, then the ferry and unlimited travel on the 'First Bus' network in Portsmouth. However the facility was withdrawn in 2008 due to difficulties with managing the various payment reimbursements required.
- E5.4 It appears unrealistic to expect the Ferry Point terminal to be reconnected to the conventional passenger transport network – previous attempts have been unsuccessful - and Havant Borough Council will not therefore seek to resurrect the 'All-in-One' system in the short term. However this situation will be kept under review, and if developer contributions generated from housing development on the Island can be allocated then a replacement scheme may be possible in some form in the future.

### **Passenger Transport Information**

- E6.1 The availability of information is key to achieving modal shift, and maintaining whatever shift has already been achieved or already exists. The perceived strength of private transport is the ability for the individual to be 'in control' of the journey, although in practice this is often a false perception with unforeseen journey delays and congestion affecting the best laid plans. The strength of some public passenger transport modes – especially rail and ferry – is that they operate a closed network which should be less liable to external delay.
- E6.2 Just as importantly, the provision of information to educate potential users has great value. It is entirely possible that some potential users have been 'put off' modal shift by a single poor experience some time in the past and need to be educated about what the modern public passenger transport system has to offer. Havant Borough Council can help in this respect by giving access to various systems, especially using its various electronic systems.

## APPENDIX F: REFERENCES, STATEMENTS and DATA SUMMARY

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- HCC, Local Transport Plan 2011 – 2031. Available at [www3.hants.gov.uk/transport/local-transport-plan.htm](http://www3.hants.gov.uk/transport/local-transport-plan.htm)  
There are a large number of documents referenced by the LTP; since the LTP is the primary reference for this present document, these documents are not separately listed.
- HBC, Transport Impact Mitigation Study (part of LDF documentation). Available at <http://www.havant.gov.uk/havant-10751>
- HBC, Havant Borough Local Development Framework Core Strategy, 1 March 2011. Available at <http://www.havant.gov.uk/havant-11597>

## **STATEMENT OF COMMUNITY INVOLVEMENT**

A copy of the draft Strategy was placed on Havant Borough council's web site, within a page explaining the genesis of the document and the aims and intentions of the document's development. This draft document was available from 9<sup>th</sup> June 2011 until it was replaced with this final copy of the Strategy.

The document was subject to public consultation in the period 9<sup>th</sup> June 2011 to 19<sup>th</sup> September 2011. During this consultation period above the web page carried an online response form which allowed responders to submit comments on the draft. In addition to the online form, responses were received directly by email via Customer Services in response to two Press Releases highlighting the existence of the draft Strategy and the opportunity to submit comments; these Press Releases were dated 7<sup>th</sup> June 2011 and 18<sup>th</sup> August 2011 and both resulted in short items in the local paper The News. A total of 157 comments were received from over eighty responders.

All responses were collated into a spreadsheet and assessed against the draft document. A significant number were detailing points of accuracy, for example the replacement of Town Access Plans with District Statements, or the replacement of 'School Travel Plans' with 'Sustainable and Healthy Access Routes'. Many were comments about schemes listed in Appendix B (Transport Contribution Policy scheme list) and whilst these comments have been forwarded to the parties in question they have not been specifically included in the Strategy, partly because they relate to issues which are too specific for a 'top level' document such as this and partly because Appendix B is clearly flagged as a 'snapshot' whereby future editions will include (if appropriate) the comments made in the consultation stage.

Very few negative comments were received and there was widespread support for the aims and objectives of the Active Travel Strategy.

A copy of the spreadsheet has not been included in this document but is available on demand as an archive held by the Council.

## DATA

### Summary of Data Relating to the Borough

#### Census 2001 – transport mode

	Work at Home	Train	Bus/ Minibus/ Coach	Taxi/ Minicab	Car/Van Driver	Car/Van Passenger	Motor-cycle	Cycle	Walk	Other
Havant Borough	10.3	1.4	4.4	0.8	60.9	7.3	1.2	4.2	9.1	0.4
Hampshire	10.0	1.4	4.6	0.4	59.9	6.2	1.4	4.6	10.6	0.8
South East Region	10.5	2.5	4.4	0.4	60.9	5.9	1.1	3.2	10.4	0.7
England	9.2	4.2	7.5	0.5	55.0	6.1	1.1	2.8	10.0	3.5

### Key Facts

A broad range of statistical information covering the Borough is available on the Council's website at <http://www.havant.gov.uk/havant-7781>. Data for the county of Hampshire is available at <http://www3.hants.gov.uk/factsandfigures.htm>.

### Partnership for Urban South Hampshire (PUSH)

PUSH is a collaborative organisation comprising the Boroughs of Havant, Fareham and Gosport, parts of East Hampshire, Winchester, Eastleigh and Test Valley, and the cities of Portsmouth and Southampton. The purpose of PUSH is to ensure that policies across the sub-region are consistent between neighbouring authorities. Of particular importance to this Strategy is a sub-group of PUSH, **Transport for South Hampshire (TfSH)** which serves the same purpose but concentrating on transportation issues across all modes. Within the Local Transport Plan (LTP3) for Hampshire there is a dedicated chapter related to the PUSH area and this contains Policy H regarding the implementation of Active Travel infrastructure. The present HBC Active Travel Strategy links seamlessly to this Policy H and supports its implementation at the local level.

Policy H is reproduced on the next page for reference but the current version of the LTP should be referred to for the latest version of this Policy.

<b>Policy H: To promote active travel modes and develop supporting infrastructure</b>	
<b>Why?</b>	Encouraging and making it easier for people to choose to walk or cycle for everyday journeys helps people to build physical activity into their routines, improving health and general well-being. Increasing the number of journeys undertaken by active travel modes will help to tackle obesity, reduce congestion and improve air quality.
<b>How?</b>	The TfSH authorities will work with health and activity partners, including public health teams, to develop a network of high-quality, direct, safe routes targeted at pedestrians and cyclists. Well-designed routes and secure cycle parking can be partly delivered through the planning system. Pro-active marketing and participative events will radically increase the profile and understanding of the benefits of active travel.
<b>Delivery options</b>	<ul style="list-style-type: none"> <li>• A Legible South Hampshire project to provide integrated, high-quality information for public transport, walking and cycling;</li> <li>• Delivery of comprehensive walking and cycling networks (which could form part of a proposed 'Green Grid' – refer to glossary for more detail);</li> <li>• Delivery of walking and cycling measures identified within Town Access Plans and District Statements;</li> <li>• Crossing improvements for pedestrians and cyclists;</li> <li>• Cycle hire scheme for urban centres;</li> <li>• Delivery of improved secure cycle parking facilities at key destinations; and</li> <li>• Support for the delivery of measures contained within Rights of Way Improvement Plans (ROWIPS).</li> </ul>
<b>Outcomes</b>	<p><b>This policy will contribute to the following outcomes:</b></p> <ul style="list-style-type: none"> <li>• Reduced dependence on the private car through an increased number of people choosing public transport and the 'active travel' modes of walking and cycling;</li> <li>• Improved awareness of the different travel options available to people for their journeys, enabling informed choices about whether people travel, and how;</li> <li>• Improved air quality and environment, and reduced greenhouse gas emissions; and</li> <li>• Promoting a higher quality of life.</li> </ul>