

**HAMPSHIRE COUNTY COUNCIL****Decision Report**

<b>Decision Maker:</b>	Executive Member - Environment
<b>Date:</b>	5 April 2011
<b>Title:</b>	Fleet Town Access Plan - Adoption
<b>Reference:</b>	2828
<b>Report From:</b>	Director of Environment

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## **1. Executive Summary**

- 1.1. This report presents the Fleet Town Access Plan (TAP) and sets out a shared vision for how access to facilities and services within the town will be improved.
- 1.2. The Access Plan has been developed jointly by Hampshire County Council and Hart District Council. It is an important element in defining what kind of place Fleet is and connects directly with the Local Transport Plan.
- 1.3. The Fleet TAP steering group is chaired by Councillor Wheale and attended by Councillor Radley and Councillor Parker, who is representing Hart District Council. In addition Environmental Department officers and Hart District Council officers attend.
- 1.4. Fleet TAP comprises five strategies: Pedestrian and Cycle; Bus; Rail; Smarter Choices; and Traffic Management and Highways. During the development stage of the TAP following consultations, preliminary design was undertaken to produce a deliverable action plan of schemes which could be implemented once funding is in place. The plan presents proposed schemes that can be used to secure future funding either through developer contributions, capital funding or other partnership funding to provide transport and accessibility improvements in Fleet.
- 1.5. A well-structured and extensive consultation was key to the development of the TAP. Between July and December 2008 key stakeholders were consulted to scope and prioritise schemes identified in the emerging TAP proposals. The general public and key stakeholders were given six weeks to comment on the final draft TAP between May and June 2010. A review of the consultation is complete, changes to the TAP have been agreed with the steering group

and the TAP documents have been revised. The final document will be provided to the Steering Group Members prior to decision day.

1.6. The final draft TAP put forward for adoption is fully supported by the Fleet TAP Steering Group, Hart District Council and Fleet Town Council.

1.7. This paper seeks to:

- provide an overview of the Fleet TAP and summarise its development to date;
- set out how the Fleet TAP seeks to improve transport accessibility for all to services and facilities within the area;
- summarise the member, stakeholder and community engagement on the TAP carried out to date; and
- outline the next steps in TAP development, including review of funding, resource and finance implications.

## **2. Contextual information**

2.1. The third Local Transport Plan (2011-31), gives a high level strategic vision for transport in Hampshire and provides the context for the delivery of more detailed transport policies. Town Access Plans, which were originally presented as a policy tool in the second LTP remain an important mechanism in the LTP3 for helping to secure and prioritise transport improvements at the local level. It is also the intention that District Statements are developed, which will cover whole districts, encompassing the TAP and non-TAP areas. District Statements will be vital in encompassing the TAPs but also addressing the lack of detailed local transport policy outside of the TAP areas.

2.2. The broad aims of the Fleet TAP are:

- (i) to improve accessibility throughout Fleet by all sustainable modes of transport, notably walking, cycles and public transport;
- (ii) to enhance Fleet as an important centre to live, work and visit;
- (iii) to support the local economy by providing improved transport infrastructure;
- (iv) to promote social inclusion and access for all; and
- (v) to integrate transport proposals with land use development.

2.3. The objectives of the Fleet TAP have been classified in two ways: process objectives and access objectives. Process objectives refer to the management and administration of the Fleet TAP. The process objectives are as follows:

- (i) to set out an improved access vision for Fleet which integrates with planning, design and environmental management;
- (ii) to bring together relevant data and information on existing travel conditions and levels of access within Fleet;
- (iii) to provide a framework for working in partnership with the local community and other stakeholders to identify desirable aspirations for improving access within the town and to ensure a co-ordinated approach to highway and street scene improvements;
- (iv) to inform future development control decisions about what transport and highway infrastructure it would be appropriate to direct funds raised through the system of highway infrastructure tariffs towards;
- (v) to provide a flexible plan to accommodate the emerging Local Development Framework (LDF) developments and proposed developments such as Queen Elizabeth barracks; and
- (vi) to ensure that alternative access options, strategies and proposals are available for consideration.

2.4. Access objectives are those seeking improvements to access to key services and facilities around the town for all of the community. The access objectives are as follows, to:

- (i) provide improved facilities and priority for pedestrians;
- (ii) provide improved facilities and priority for cyclists;
- (iii) provide improved facilities and priority for buses;
- (iv) provide improved facilities and access to Fleet rail station;
- (v) reduce the number of road accidents, especially for pedestrians and cyclists;
- (vi) reduce delays to road traffic particularly public transport;
- (vii) enhance the quality and appearance of the public realm in the town centre and surrounding areas of Fleet;
- (viii) enhance provision for the mobility and visually impaired;
- (ix) identify existing and forecast travel demands and the impact these will have upon access within the Fleet area;
- (x) reduce severance caused by the Basingstoke Canal and railway; and
- (xi) produce a list of schemes (the FTAP Action Plan).

2.5. The TAP was progressed in a staged process, engaging with local members throughout its development. The following six stages have been completed:

- (i) Stage 1: Desk Study and Data Collection. A review of existing data including traffic data, accident data, cycle study network, demographics and safer routes to school was undertaken. Further research, studies and surveys were also carried out where information was required.
- (ii) Stage 2: Scoping and identification of problems and issues. Stakeholder groups, formed of representatives of key groups and organisations, were asked to identify the main issues and develop possible solutions. Three groups Officer Group, Steering Group and Consultative Panel met regularly to take part in workshops or walk-about events.
- (iii) Stage 3: Generation of potential solutions. Ideas and potential solutions have come from the public through stakeholder events, officers and consultants following data analysis and a review of past studies and their proposals.
- (iv) Stage 4: Testing and initial costing of solutions. The testing and evaluation of alternative solutions has been undertaken. The technical feasibility was examined which often involved traffic modelling and design considerations. The costs and funding potential has also been looked at. Between July and December 2008 the Consultative Panel and other key stakeholders were consulted to assist in prioritising the TAP proposals.
- (v) Stage 5: Prepare draft Fleet TAP booklet. The level of feedback on the emerging Fleet TAP showed good support for the proposals together with areas where further study may be required. On the direction of the Steering Group, a summary document, the draft Fleet TAP booklet, was produced. The booklet was to be used for full public consultation prior to adoption. The draft action plan comprised in excess of 60 schemes of which 34 were physical schemes with full cost estimates (fees, works, risk) in support of the TAP. The draft TAP also addressed the non engineering transport measures, such as smarter choices.
- (vi) Stage 6: Public Consultation of the draft Fleet TAP. Between 10 May and 18 June 2010 the general public were given the opportunity to comment on the proposals for the TAP. Approximately 600 people attended the three day public exhibition.
  - (a) Response to the public consultation was good with the following received:
    - 136 online comment forms;
    - 73 paper comment forms;
    - 17 emails;

- 63 letters, of which 49 were in support of the Reading Road North toucan crossing PC19 but did not support an uncontrolled refuge crossing PC150; and
  - a petition of 139 people, representing 289 children who wish to cross Reading Road North safely, using a traffic controlled crossing.
- (b) The main stakeholders were Hart District Council and Fleet Town Council. Hart District Council continues to support the Fleet TAP and the schemes it mainly referred to were the three pedestrian and cycle routes (PC3, PC10 and PC11) linking Calthorpe Park school noting this should be given the highest priority. Fleet Town Council replied with support of the TAP and in the case of PC3 supported its implementation providing the PC19 controlled crossing on Reading Road North is provided and the route is extended to continue off-road using part of PC10.
- (c) A review of the consultation has been completed, with changes to the TAP agreed with the Steering Group as detailed in the companion document 'Fleet TAP 2008 and 2010 Consultation Review and Steering Group approved changes to TAP, November 2010. The document will be available to view and download from the Fleet TAP website.
- (vii) Stage 7: Adoption. The Fleet TAP has been revised to include the agreed changes following consultation. The final action plan of schemes reflects that some of the physical schemes put forward at consultation, need further study. This includes the PC14 proposal to provide a new cycle and pedestrian footbridge on Basingstoke Canal. The action plan also includes additional schemes that will be subject to feasibility study when funding permits, these can be included in a future revision of the action plan, to be reviewed by the Steering Group.
- (viii) Stage 8: Publish and publicise the TAP. Two paper copies of the TAP are to be provided as agreed by the Steering Group. The original held by Strategic Transport, Environment Department and one copy in Fleet Library. The Fleet TAP document will be available to view and download from the Fleet TAP website. It is currently proposed to publicise the TAP through local Fleet media, details of which are subject to agreement by the Steering Group.
- (ix) Stage 9: Implementation of Schemes. This stage will be subject to funding, approvals and further consultation if applicable. Due to the preliminary design that was undertaken during the development of the TAP some schemes can be taken forward where funding is available and approved. These schemes noted on the action plan can be delivered independent of the TAP but in general schemes on the action plan will primarily be used to secure future funding and coordinate transport improvements at the local level. There are currently four Fleet TAP

schemes being progressed which includes PC19, the Reading Road North/Calthorpe Parking Junction Improvement with controlled crossing.

- (x) Stage 10: Monitor and Review. The Fleet TAP Steering Group has decided to convene as a minimum yearly in October to review action plan priorities. The Steering Group is chaired by County Councillor Wheale and attended by County Councillor Radley, Hart District Councillor Parker and officers from County Council Environment Department and Hart District Council. Other Councillors and invitees may be asked to contribute with their expertise and advice when the agenda includes issues such as planning, highways, public realm and materials. Additional meetings would occur where it is necessary to assess the impact of sizeable new developments and to review the action plan when large developer contributions are received.

### **3. Consultation**

- 3.1. As detailed in Stages 4 and 6, consultation was undertaken between 2008 and 2010. A total number of 878 comments were made about the various aspects of the Fleet TAP and emerging strategies. A review of these comments formed the basis of the consultation assessment and contributed to changes made to the final Fleet TAP. There is a full consultation report detailing these comments and the information below provides a summary.

#### **2008 Key Stakeholder Consultation**

- 3.2. A total of 76 Stakeholders were sent a consultation pack, 40 of the stakeholders supplied a completed questionnaire or commented on the proposals. In terms of those who replied:
- (i) Hart District Council (19 stakeholders) 8 provided questionnaires and the rest were included under a general response from Hart District Council;
  - (ii) questionnaires were returned by Blackwater and Hawley Town Council, Crondall Parish Council, Crookham Village Parish, Dogmersfield Parish and Hartley Wintney Parish;
  - (iii) of the schools, questionnaires were received from: All Saints CE Junior School, Crondall Primary School, Crookham CE Infant School, Church Crookham Junior School, Elvetham Heath Primary School, Fleet Infant School, Heatherside Infant School, Heatherside Junior School, Tavistock Infant School, Tweseldown Infant School, Velmead Junior School and Calthorpe Park School;
  - (iv) for the emergency services the Police viewed the proposals ahead of the consultation whereby agreement in principle was given; and
  - (v) other stakeholders that returned a questionnaire or commented on the proposals were Rushmoor Borough Council, Network Rail, South West

Trains, Fleet Access Group, Fleet CTC, CTC Right to Ride Rushmoor, CTC Right to Ride Fleet and Church Crookham, CTC group (included in Councillor Butler reply), Fleet and Church Crookham Civic Society, Friends of Oakley Park, Basingstoke Canal Authority and Surrey and Hampshire Canal Society.

### **2010 Public Consultation**

- 3.3. In the region of 600 people attended public exhibition .A formal record of the number of people attending was not made but there were five members of staff on hand on each of the three days for ten hours on Thursday and Friday and 8 hours on the Saturday. They report that there was a great deal of interest from a wide variety of people who were generally positive about the plans. They estimate that they talked to more than 300 members of the public on each day. People liked being able to see the plans and ask questions. There was interest in the crossing facilities proposed with positive comments received about these and cycling. There were also a lot of comments about bus services.
- 3.4. A total of 228 comments were given using e-form Comments Form (Appendix A in FTAP document) (this includes the 100 that were handed in/sent in paper form), being a total of 205 members of the public and 23 stakeholders:
- (i) 20 emails;
  - (ii) 130 letters; and
  - (iii) a petition of 139 people, representing 289 children who wish to cross Reading Road North using PC19 controlled crossing.
- 3.5. Of a total of 81 Stakeholders, 46 supplied a completed comments form or commented on the proposals. In terms of those who replied:
- (i) Hart District Council plus six replies from individual district council members. Hart District Council supports the Fleet Town Access Plan;
  - (ii) Fleet Town Parish Council broadly supports the Fleet Town Access Plan and the early implementation of the high priority schemes;
  - (iii) Rushmoor Borough Council, Crookham Village Parish Council, Blackwater and Hawley Town Council and Crookham Village Parish;
  - (iv) of the schools comments forms and or letters were received from: All Saints CE Junior School, Church Crookham Junior School, Fleet Infant School, Heatherside Infant School, Heatherside Junior School, Tavistock Infant School, Tweseldown Infant School, Velmead Junior School, Court Moor School and Calthorpe Park School;
  - (v) emergency services comments were received from the Traffic Police and NHS Hampshire; and
  - (vi) other stakeholders: Fleet Access Group, Friends of Oakley Park, Basingstoke Canal Authority, Surrey and Hampshire Canal Society, Natural England.

### 3.6. Main Issues Raised at Consultation

Stakeholders	Public
<b>Pedestrian and Cycle Crossings</b>	
<ul style="list-style-type: none"> <li>6 stakeholders supported PC19 toucan crossing on Reading Road North</li> <li>4 stakeholders suggested PC15k uncontrolled crossing with a refuge proposed on Velmead Road , north of the junction with Warren Close, should be moved closer to Velmead school gates to formalise existing School Travel Plan.</li> </ul>	<ul style="list-style-type: none"> <li>13 people who submitted comment form supported PC19, in addition to the 96 letters and 139 signature petition received.</li> </ul>
<b>Cycle Routes</b>	
<ul style="list-style-type: none"> <li>4 stakeholders supported PC14 timber canal cycle footbridge including Court Moor School.</li> <li>7 stakeholders did not support canal foot and cycle bridge PC14 including Fleet Town Parish Council. They suggest that the existing Reading Road South road bridge should be modified.</li> <li>Linked with PC14 3 stakeholders did not support cycle route PC7 through Oakley Park as they claimed the route would not be viable without the bridge.</li> </ul>	<ul style="list-style-type: none"> <li>12 people did not support proposed PC14 for several reasons the main one being risk of increased anti-social behaviour and damage to private property.</li> </ul>

Stakeholders	Public
<b>Bus Strategy</b>	
<ul style="list-style-type: none"> <li>The Operator of Buzz commented that Service 71 is a poor performer and its continued operation cannot be guaranteed as a commercial operation.</li> <li>South West Trains and Network Rail support the access proposals as being developed jointly with Hampshire County Council for the station forecourt, that will benefit pedestrians, cyclists and passengers for both bus and trains</li> </ul>	<ul style="list-style-type: none"> <li>16 wanted bus times integrated with train times.</li> </ul>
<b>Rail Strategy</b>	
<ul style="list-style-type: none"> <li>Although main issue raised from survey of passengers using Fleet Railway Station was the request for more car parking, it is not included in the TAP.</li> </ul>	<ul style="list-style-type: none"> <li>Generally the public supported the rail strategy proposals.</li> </ul>

<b>Traffic Management and Highways</b>	
<ul style="list-style-type: none"> <li>The Town Access Plan is included in the North Hampshire part of the Hampshire Local Transport Plan Strategy, which also includes Rushmoor. Rushmoor Borough Council both supports the approach and recognises the objectives of the Fleet TAP as part of this. A preferred scheme at Kennels Lane Junction with Summit Avenue to provide a direct connection to the 'western roundabout' is referred to and is supported by Rushmoor Borough Council.</li> </ul>	<ul style="list-style-type: none"> <li>Cycle Touring Club Fleet would support and option where an option integrating a controlled pedestrian crossing with cycle priority at the TM2a Pondtails junction.</li> <li>Several requests were made for additional junction improvements, changes to speed limits and other highway improvements.</li> </ul>
<b>Smarter Choices</b>	
<ul style="list-style-type: none"> <li>Natural England generally welcomes and supports the Fleet TAP but would remind Hampshire County Council of the value and purpose of Green Infrastructure. They also recommend that biodiversity enhancements are incorporated into scheme designs.</li> </ul>	<ul style="list-style-type: none"> <li>Impact of proposed developments should be taken into account on development and review of Fleet TAP.</li> </ul>

### 3.7. Most frequent comments and suggestions to change the TAP

<b>Pedestrian and Cycle Crossings</b>	
<b>Stakeholders</b>	<b>Public</b>
<ul style="list-style-type: none"> <li>5 stakeholders suggested only one crossing would be necessary at Kings Road been PC15i (adjacent to Oakley Park) considered the preferred location serving the Oakley Park access and Velmead school walking bus.</li> <li>5 stakeholders supported PC18, Toucan Crossing between Haywards Drive and Greenways, being moved to the junction of Reading Road South/Velmead Road/Florence Road</li> <li>4 stakeholders suggested widening the footway along Velmead Road leading the Pondtail Bridge, in line with Velmead School Travel Plan.</li> </ul>	<ul style="list-style-type: none"> <li>10 people suggested toucan crossing PC18 should be located at Florence Road/ Basingbourne Road to serve pupils who live opposite in the Corringway/Northfield Road area.</li> <li>4 people supported PC18 at its current location.</li> </ul>

<b>Cycle Routes</b>	
<b>Stakeholders</b>	<b>Public</b>
<ul style="list-style-type: none"> <li>• 8 stakeholders mainly cycle groups and Hart District Council supported cycle route PC9 off-road section along Norris Hill Road linking Pondtail to Norris Hill bridge.</li> <li>• 5 stakeholders did not support PC7, preferring PC6 to be extended over Reading Road South road bridge.</li> <li>• 4 stakeholders supported PC3 on road section along Tavistock Road, mainly cycle groups.</li> </ul>	<ul style="list-style-type: none"> <li>• 9 people do not support on-road cycle lanes. They consider the roads are too narrow with uneven drain covers and with debris.</li> <li>• 6 people supported PC9.</li> <li>• 5 people suggested PC6 should be extended over Reading Road South road bridge.</li> </ul>

<b>Bus Strategy</b>	
<b>Stakeholders</b>	<b>Public</b>
<ul style="list-style-type: none"> <li>• 4 commented bus services to Fleet Hospital, Hart Leisure Centre, doctor surgeries, should be provided.</li> <li>• 3 suggested reliable, up-to-date bus service timetable information should be available through range of media.</li> <li>• 3 stakeholders suggested bus service operating hours and frequency should be extended to cater for rail commuters.</li> </ul>	<ul style="list-style-type: none"> <li>• 12 members of the public think the bus fares should be reduced to encourage bus use.</li> <li>• 7 people suggested buses timetable should be reviewed to integrate to train times.</li> <li>• 6 people suggested bus services should run later in the evening to cater for rail users.</li> <li>• 5 people commented that the bus serving Frimley Park Hospital should run later in the evening to coincide with visiting times.</li> </ul>

<b>Rail Strategy</b>	
<b>Stakeholders</b>	<b>Public</b>
<ul style="list-style-type: none"> <li>• No significant number of comments.</li> </ul>	<ul style="list-style-type: none"> <li>• All schemes were generally supported.</li> <li>• 12 commented additional station car parking is needed.</li> </ul>

<b>Traffic and Highways Management</b>	
<b>Stakeholders</b>	<b>Public</b>
<ul style="list-style-type: none"> <li>• TM1c Reading Road South road bridge widening for vehicles supported by Canal Authority and Hampshire and Surrey Canal Society. They suggested the headroom underneath the bridge should be increased.</li> <li>• 6 stakeholders support bridge local widening of the Reading Road South road bridge but with segregation for pedestrians and cyclists.</li> </ul>	<ul style="list-style-type: none"> <li>• 9 people supported TM1a Oatsheaf junction improvements.</li> <li>• 9 people supported TM3 Fleet Eastern B Road.</li> </ul>

Smarter Choices	
Stakeholders	Public
<ul style="list-style-type: none"> <li>3 commented that some items of school travel plans were not included.</li> </ul>	<ul style="list-style-type: none"> <li>Smarter Choices are generally supported the public.</li> <li>1 person suggested Church Crookham Community Centre to be included on the possible locations of travel kiosks .</li> </ul>

### Key Changes Agreed by Steering Group

3.8. Full details of changes that have been made to the Fleet TAP are detailed in the companion document 'Fleet TAP 2008 and 2010 Consultation Review and Steering Group approved changes TAP, November 2010, Environment, Hampshire County Council', which the Steering Group has asked to be made available for the public to download from the Fleet TAP website.

3.9. Appendix B of this document lists all 878 comments by strategy and whether change is required to the TAP. Where change was not justified the issues or queries raised would be taken into account during the normal design process when the scheme in question is taken forward. Where change was required, the Steering Group reviewed and agreed the suggested text for amendment to the TAP:

- (i) it was agreed to provide a web page link to Fleet TAP companion document 'Fleet and Church Crookham Town Health Check';
- (ii) the 'Summary of proposed schemes' table originally included 60 schemes scheduled in terms of short, medium, long term. As a result of consultation there are an additional 67 schemes:
  - (a) Pedestrian and Cycle Strategy (40);
  - (b) Bus Strategy (13); and
  - (c) Traffic Management and Highway Strategy (14).

No additional schemes were requested for Rail Strategy and Smarter Choices;

- (iii) the terms short, medium and long term have been taken out of the scheme list. Following the results of public consultations new schemes have been added to the list and due to the recent changes in Government, priorities are likely to change subject to changes in how funding is secured and the availability of funding;
- (iv) 'Action Plan' revised to show current schemes included in Fleet TAP together with cost and if land or planning issues applied; and

- (v) a note also added to table 3.1 reference funding.

#### **4. Finance**

- 4.1. Implementation of the schemes will be through agreed budgets and predominantly from the use of developer contributions held and forthcoming and will be subject to Executive Member for Environment approval using existing scheme delivery mechanisms.
- 4.2. The FTAP and its Action Plan will aid in securing future planning obligations (developer contributions) as new development arises highlighting to developers specific schemes that are required to improve accessibility within the FTAP area. Schemes emerging from the action plan are being taken forward as part of the forward Capital Programme, references given in brackets:
  - (i) uncontrolled pedestrian crossings with refuges (PC15m and PC15n) on Crookham Road in conjunction with the 2010/11 Safe Routes to School (SC1) programme funded;
  - (ii) controlled crossing on Reading Road North (PC19) as part of the junction improvement on the Calthorpe Park Access. Due for implementation 2011/12. Total cost £249k funded from developer contributions;
  - (iii) part of cycle route (PC9) Fleet Road to Norris Bridge for Kings Road only. Linked with uncontrolled pedestrian refuge crossing (PC15j), Highway Junction improvements to Pondtails junction (TM2a) with a spur to Velmead Road, and Fleet Road (TM2c). Due for implementation 2011/12. Total cost £156,000 funded from £15,000 LTP £141,000 from developer contributions;
  - (iv) cycle and pedestrian route (PC3) which would provide a link from Hart Leisure Centre to Fleet Town Centre via Calthorpe Park, the PC19 controlled crossing and the Views Meadow. Subject to planning permission preliminary design with the inclusion of pre-planning public consultation is being undertaken; and
  - (v) part of cycle and pedestrian route (PC10) that would link Tavistock Infants School and All Saints Junior School to PC3. Will also be included as part of the above with regards to the planning process and implementation.
- 4.3. The capital programme approved by the Executive Member for Environment on 26 January and Cabinet on 11 February 2011 includes £2.8 million towards emerging TAP priorities over the LTP3 period. Priorities are yet to be determined but it is expected that some of this funding could be available for Fleet TAP projects.

- 4.4. The Local Sustainable Transport Fund (LSTF) has been set up by the Department for Transport to allow Local Transport Authorities the opportunity to bid for monies towards "low-cost high-impact" sustainable transport improvements in their area. The deadline for the first round of bids is 18 April 2011 and Hampshire are planning to submit a bid in this first round for up to £5 million from the fund over four years. The Department for Transport has advised that bids should comprise complementary packages of measures to encourage greater use of sustainable modes for journeys. Forty percent of the funding sought should comprise capital measures and 60% should comprise revenue initiatives that seek to encourage travel behaviour change. Funding sought should not seek to replace allocated LTP or developer funding - this should be treated as 'match funding'.
- 4.5. The bid will set out a package of capital and revenue measures which encompass the urban centres of Aldershot, Andover, Basingstoke, Farnborough, Fleet and Winchester. If successful, monies from the fund will be used to deliver revenue initiatives (eg smarter choices promotion and marketing) with some limited potential to support delivery of sustainable transport measures contained within the Fleet TAP (and the other five TAPs) that are identified as a high priority, but for which no suitable sources of funding have yet been identified.
- 4.6. It is noted that the current financial climate and uncertainties regarding future development requirements, mean that there is likely to be a lengthy process for commencing some schemes.
- 4.7. The FTAP will have a coordinating role for the financing of schemes and provide a basis for justifying Hampshire County Council LTP3 funding allocations as well as any external bidding opportunities

## **5. Recommendations**

- 5.1. That the Fleet Town Access Plan be adopted by Hampshire County Council as a basis for local transport policy and to support the evidence base for negotiating developer contributions and other source of funding towards transportation and accessibility improvements.
- 5.2. That the Director of Environment be given delegated authority to periodically update the specific projects in the Fleet Town Access Plan in consultation with the Executive Member for Environment.

**CORPORATE OR LEGAL INFORMATION:****Links to the Corporate Strategy**

<b>Hampshire safer and more secure for all:</b>	Yes
Corporate Improvement plan link number (if appropriate):	
<b>Maximising well-being:</b>	Yes
Corporate Improvement plan link number (if appropriate):	
<b>Enhancing our quality of place:</b>	Yes
Corporate Improvement plan link number (if appropriate):	

**Section 100 D - Local Government Act 1972 - background documents**

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

<u>Document</u>	<u>Location</u>
Fleet TAP Booklet, February 2011	Hampshire County Council Transport Team North, Sun Alliance House, Basingstoke
Fleet TAP 2008 and 2010 Consultation Review and Steering Group approved changes to TAP, February 2011	

## **IMPACT ASSESSMENTS:**

### **1. Equalities Impact Assessment:**

- 1.1. Statement one: The short term minimum required to meet this action: areas of the town with the poorest transport links).

The Fleet TAP has a duty to ensure that its proposals help to provide fair and equal access within the town area regardless of age, race, ethnicity, religion, disability, gender, sexual orientation, mobility and social and geographic inclusion (eg people on low income and those living in areas of the town with the poorest transport links). Preparing the recommendations involved assessing the local population and understanding the varied access needs.

- 1.2. Statement two: Longer term minimum required to meet this action:

The Fleet TAP has a duty to ensure that it reflects the access needs of the local community. Developing the plan involved carrying out community engagement with local members and stakeholders to identify their varied access needs. The results from these audits and information form a range of strategies (roads and traffic, walking and cycling, public transport, and smarter choices) and helped to produce proposals for the schemes included in the Fleet TAP. The adopted TAP has been subject to six weeks of public consultation. These aim to provide fair and equal access to the town centre and surrounding facilities regardless of age, race, ethnicity. Religion, disability, gender sexual orientation, mobility and social and geographic inclusion (eg people on low income and those living in areas of the town with the poorest transport links).

### **2. Impact on Crime and Disorder:**

- 2.1. Schemes that provide enhanced or new lighting could have a beneficial impact on reducing crime and anti-social behaviour owing to fewer areas with secluded outlooks.

### **3. Climate Change:**

- a) How does what is being proposed impact on our carbon footprint/energy consumption?

The Fleet TAP will seek to improve accessibility and therefore increase the opportunities for use of more sustainable modes of transport than the motorised vehicle. Where street lighting is proposed for off-road park area LED illumination to be used for lower energy consumption.

- b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

The Fleet TAP supports the need to adapt to climate change by looking to promote and support a move towards more sustainable modes of transport, in particular by improving walking and cycle routes within the town centre, looking to further improve public transport facilities , improvements to the interchange at Fleet Station and through the ongoing implementation of the Smarter Choices Strategy.