

# Local Authority Self-Assessment for Active Travel

## 1. Guidance on filling out the assessment

Thank you for completing this self-assessment. You can save your responses online and return to them at a later point. Check your junk box if you cannot find the automated email to continue completing the survey.

It is important that you complete **highway authority assessments by 12pm Monday 22nd August** and by **12pm Friday 26th August for MCA-level returns**. Self-assessments should be agreed by the **Senior Responsible Officer** for the cycling and walking programme. If political sign-off is required after this date (given annual leave commitments for example) the assessment should be submitted as a draft. An assessment will be made without your contribution if self-assessments are not received by this date.

There are **four sections** to the self-assessment:

1. Background information
2. Local leadership and support
3. LCWIP development
4. Schemes delivered

This self-assessment covers both **capital and revenue** measures. For sections 2-4 you will be asked to select which level best describes your authority. As there are multiple criteria for each level, it is likely that you will not fit neatly into one, so please select the level that **best describes** your authority. This means you can select a level if you meet **most** of the criteria listed for that level.

You will be asked to provide evidence to support which level you have selected.

The five levels are as follows:

**Level 0:** No local leadership or support for active travel, no plans in place, delivered lower complexity schemes only

**Level 1:** Some local leadership and support with basic plans and isolated interventions

**Level 2:** Strong local leadership and support, with strong plans and emerging network

**Level 3:** Very strong local leadership and support, comprehensive plans, and majority of network in place with increasing modal share

**Level 4:** Established culture of active travel with successive increases in cycling and walking, underpinned by dense integrated network and highly supportive policies to reduce the need for car trips

## 2. Section 1: Background

1. Are you:

Submitting a response for the first time

Re-submitting additional evidence

2. What is the name of your Authority? \*

Hampshire County Council

3. Please provide your contact details

Name

Email

4. What is the approximate total budget your authority holds for transport this financial year? This includes capital and revenue funding. \*

5. We recognise that many schemes you deliver will have elements of active travel alongside other areas of focus such as maintenance. In that context: \*

What is the approximate **total dedicated active travel budget** your authority holds, i.e. for **Active Travel** only schemes?

\*

Over the past five years, approximately what proportion of s106 and s278 contributions have been spent on active travel? Please provide a percentage.

\*

What is the **total budget** your authority holds for **Active Travel** only elements?

\*

6. Please use this box to share any further relevant information in relation to the headcount and budget questions.

Q4 - The total budget includes capital budget for highways maintenance and transport teams as well as revenue budget (including staff costs) for the same (c. £100m is capital and the rest is revenue)

Q5a – This includes the total expected capital spend on active travel schemes (including ATF, active travel only elements of TCF and s106 schemes)

Q5b – Calculated against s106 contributions, we do not know the financials of s278 so was not included in the calculation

Q5c – This includes the total expected capital spend on active travel schemes (Q5a) plus active travel contribution on multi-modal schemes plus expected maintenance spend on active travel and revenue spend on active travel work

Q8 - This includes expected spend from schemes that are in tender, on site or completed plus spend to date on other capital schemes that are not yet at tender and the amount of revenue spend committed

7. Are there any funds that you have received from DfT for Active Travel Fund 2 (ATF2) that are not yet contractually committed? \*

Yes

No

We did not receive funding for ATF2

### 3. Section 1: Background

8. How much Active Travel Fund 2 funding is not yet committed?

£287k

### 5. Section 1: Delivery of Schemes to date

11. Which of the following schemes have you delivered in the past 3 years or are in the process of delivering? Tick all that apply. \*

- New segregated cycleway (permanent)
- New junction treatment
- New permanent footway
- New shared use (walking & cycling) facilities
- Installing segregation to make an existing cycle route safer
- Improvements to make an existing walking/cycle route safer
- Area-wide traffic management (e.g. modal filtering using ANPR, bollards, planters or similar)
- Bus priority measures at single locations (e.g. bus gates)
- Provision of secure cycle parking facilities
- New road crossings
- Restriction or reduction of car parking availability (e.g. controlled parking zones)
- School streets
- None of the above

**12. Which of the following schemes have you consulted on over the past 12 months or have plans to consult on? Tick all that apply. \***

- New segregated cycleway (permanent)
- New junction treatment
- New permanent footway
- New shared use (walking & cycling) facilities
- Installing segregation to make an existing cycle route safer
- Improvements to make an existing walking/cycle route safer
- Area-wide traffic management (e.g. modal filtering using ANPR, bollards, planters or similar)
- Bus priority measures at single locations (e.g. bus gates)

- Provision of secure cycle parking facilities
- New road crossings
- Restriction or reduction of car parking availability (e.g. controlled parking zones)
- School streets
- None of the above

13. Since the publication of LTN 1/20 guidance, have you installed or proposed any new infrastructure which is not LTN 1/20 compliant? \*

- Yes
- No

14. Do you agree that no scheme, now or in the future, will be removed prematurely?

The Network Management Duty requires real-world feedback to be taken account. This means schemes should be retained and adjusted to make them work. Schemes should not be removed unless there is substantial evidence to support this. \*

- Yes, I agree to the above statement
- No, I disagree with the above statement

## 6. Section 2: Local leadership and support

This section seeks to understand how **supportive your leaders and elected members are of active travel.**

Please review the level descriptors below before selecting a response. **Please refer to the 'list of policies' below when answering this question.**

### Level 0

Members (including leader and transport portfolio lead) in my authority are not supportive of active travel

Members (including leader and transport portfolio lead) in my authority are not committed to increasing active travel in line with the government vision set out in Gear Change

My authority does not have clear policies in place for Active Travel

My authority does not have a significant track record of delivering Active Travel interventions

My authority does not require developers to deliver ambitious active travel infrastructure as part of the planning process

### **Level 1**

Members (including leader and transport portfolio lead) in my authority are supportive of active travel

Members (including leader and transport portfolio lead) in my authority are committed to increasing active travel in line with the government vision set out in Gear Change

My authority does not have a significant track record on road space reallocation schemes, but other schemes have been delivered

There are public commitments to high quality schemes and/or reallocation of road space

My authority has fewer than 5 of the policies listed in place (see policy list)

My authority recognises the need to improve active travel infrastructure via the planning process but rarely refuses development based on a lack of focus on active and sustainable transport

### **Level 2**

Members (including leader and transport portfolio lead) in my authority are highly supportive of active travel

Members (including leader and transport portfolio lead) in my authority are committed to increasing active travel in line with the government vision set out in Gear Change

My authority has a track record of completing ambitious, LTN 1/20 / MfS compliant active travel schemes

My authority has a small number of road capacity reallocation schemes

My authority has some policies in place to support and deliver an increase in active travel, covering between 5 and 8 of those listed (see policy list)

My authority has recognised the need to adopt new approaches to planning such as 'Decide and Provide' and in adoptable standards by adopting LTN1/20 / MfS documentation to help support the position in insisting but is yet to do so

### **Level 3**

Members (including leader and transport portfolio lead) in my authority are strong proponents of ambitious, LTN 1/20-compliant active travel schemes

Members (including leader and transport portfolio lead) in my authority are very committed to increasing active travel in line with the government vision set out in Gear Change

My authority has a track record of completing active travel schemes

My authority has many road capacity reallocation schemes

My authority has many supportive transport policies and plans in place to support and deliver an increase in active travel, covering between 8 and 12 those listed (see policy list)

To improve outputs through the planning process my authority has formally adopted new approaches to planning such as 'Decide and Provide' and in adoptable standards by adopting LTN1/20 / MfS documentation for new developments

### **Level 4**

Members (including leader and transport portfolio lead) in my authority are England-leading proponents of active travel, it is clearly a top priority for the Council

Members (including leader and transport portfolio lead) in my authority are very committed to increasing (or surpassing) active travel in line with the government vision set out in Gear Change

My authority has a track record of completing active travel schemes including many road capacity reallocation schemes

My authority has multiple supportive transport policies and plans in place to support and deliver an increase in active travel, covering all of those listed (see policy list)

My authority has adopted new standards as its own and uses progressive planning policies to regularly challenge development that does not adhere to the standards expected

### **List of policies**

**Transport policies that prioritise active travel as a sensible, everyday option for short journeys, on a broad suite of local policies, including on:**

area-wide traffic management schemes that reallocate or filter road space in accordance with LTN1/20

restrictions on pavement parking

car parking restrictions (including controlled parking zones and removal of parking spaces)

adoption of Moving Traffic Offences

adoption of Key Route Network management (MCAs only)

20mph limits on residential streets (e.g. around schools)

Clean air zone

congestion charging zones

zero or ultra-low emissions zones

**Planning policies that support active travel, walking, wheeling, and cycling are clearly the highest priority modes for short journeys, e.g.:**

site allocation plans favour residential sites near employment centres and retail

development of 15 or 20-minute neighbourhoods

cargo or freight delivery using active travel modes

housing developments expected to deliver to appropriate and emerging standards such as LTN1/20 and MfS

**15. This question seeks to understand how supportive your leaders and elected members are of active travel. Please review the criteria for each of the levels and consider which of the criteria your authority satisfies, and which are yet to be met. It is likely that your authority will not fit neatly into one level, so please select the one that best reflects your authority.**

Level 0

Level 1

Level 2

Level 3

Level 4

## 9. Local leadership and support - Level 2

**18. You have selected Level 2 as being the most suitable for your Authority for local leadership and support.**

**Please select from the following statement which criteria your authority meets or exceeds. \***

Members (including leader and transport portfolio lead) in my authority are highly supportive of active travel

Members (including leader and transport portfolio lead) in my authority are committed to increasing active travel in line with the government vision set out in Gear Change

- My authority has a track record of completing ambitious, LTN 1/20 / MfS compliant active travel schemes
- My authority has a small number of road capacity reallocation schemes
- My authority has some policies in place to support and deliver an increase in active travel, covering between 5 and 8 of those listed
- My authority has recognised the need to adopt new approaches to planning such as 'Decide and Provide' and in adoptable standards by adopting LTN1/20 / MfS documentation to help support the position in insisting but is yet to do so

## 12. Section 2: Local leadership and support

The following questions will ask you to provide evidence to support the level you chose for leadership and support.

Examples of the types of evidence you could include are:

### Member support/opposition

Statements and manifesto commitments from mayors, local authority leaders or executive members, showing support for proposed schemes, local networks, and strategies

Statements from mayors, local authority leaders or executive members, showing opposition to proposed schemes, local networks, and strategies

Media evidence of senior political leaders riding cycles

Local health and education programmes and proposals that have direct connections between public health outcomes and active travel delivery

Active travel delivery is a key element of your authority's business plan and related strategies for sustainability and reducing carbon emissions from transport, with clear approaches that help to embed active travel in new developments such as decide and provide (e.g. TRICS guidance) and clear decisions that adopt LTN1/20 / MfS standards into local standards for development

### Member Commitment

High proportion of local transport funding allocated to active travel schemes (15% or more)

Details of roles and types of resource dedicated to active travel

Track record of effective and coherent funding bids under ATF and other funding initiatives, keeping schemes in place until they have properly bedded in before making modifications or removals (with nil removals unless backed by robust evidence over a minimum 12-month operating period)

Please list any ATF or other active travel schemes (including temporary schemes) that have been removed or significantly adapted, with explanation. Failure to accurately alert us to these will result in zero funding

Strong highway authority leadership and evidence of collaboration with constituent authorities (e.g. boroughs and districts) and National Parks etc to deliver local schemes and initiatives, as evidenced by MoUs and other joint working agreements such as design assurance processes

**Supportive policies and Cabinet papers / Delegated decisions:**

Development management approaches that support active travel, e.g. planning committees / officers shown to have a track record of testing [and applying conditions] to improve provision of cycling and walking

Traffic management approaches that support active travel, in compliance with the Network Management Duty guidance, last updated in April 2022

**21. Briefly describe what supporting evidence you have available to justify why you have selected the level.**

Policy:

The emerging Hampshire LTP4 has ambition to significantly increase active travel levels and includes guiding principles that have a strong focus on decarbonisation, planning for people and places instead of vehicles, and achieving a significant reduction in private car use by achieving a mode shift to sustainable modes. The Plan also includes a Road User Utility Framework (hierarchy of road users) and a policy which covers 20-minute neighbourhoods.

HCC has published its' Climate Change Strategy covering the period 2020-25. This makes a commitment to deliver a reduction in transport-related carbon emissions to net zero by 2050. It is recognised that a key way of achieving this is to deliver an increase in the uptake of walking and cycling.

The Hampshire Health and Wellbeing Strategy 2019-2024, as part of its' Healthier Communities theme, has the aim of "Ensuring neighbourhoods are well designed to help people make healthy choices" and of "Promoting sustainable, accessible transport and active travel".

We have applied for and in the process of implementing enforcement of moving traffic offences at 10 locations.

We are taking three Decision Day reports to the Executive Lead Member for Transport and Environmental Strategy which will adopt a policy position to reallocate roadspace in Andover, Farnborough and Basingstoke to support increased active travel provision, bus priority and public realm enhancement. This demonstrates our shift from “predict and provide” to “predict and decide” and will support the principles in the LTP4. These decision day reports are currently not available to share but are going through final drafting before publication in early September.

#### Delivery:

Since 2019 HCC have been delivering corridor-based active travel and public transport improvements in Hampshire worth over £35m, as part of the Portsmouth and Southampton city region TCF projects. HCC also has a longer track record of delivering active travel improvements funded via Section 106 developer contributions.

HCC were one of the first wave of 11 LTAs who secured powers from DfT from July 2022 to enforce moving traffic offences in geographically specific locations (the powers cover ten specific locations in Hampshire).

HCC is one of 19 authorities awarded funding who are actively preparing a feasibility study for Mini-Holland measures (in Winchester).

HCC have implemented a number of 20mph zones on residential streets (including in the vicinity of schools) and have established two school streets pilot projects since Sept 2021.

Aligned with the above HCC has a strong complementary revenue investment in active travel and has a team whose role is to run behaviour change campaigns using the “My Journey” branding across Hampshire since 2011 and offer a range of workplace and school travel planning support. Bikeability training is provided to schools.

In terms of ATF schemes, a number of temporary schemes were either revised or replaced. The temporary ATF schemes in Winchester have been evolving through extensive engagement with Members and local residents as well as design work in order to provide a suitable long term solution for active travel in the city. Likewise other temporary schemes in Petersfield and Romsey were revised or removed following engagement and surveys of impact. Over 30 other temporary schemes were, however, retained until Covid restrictions were removed and TTROs citing social distancing were no longer valid.

#### Member support/commitment:

Attached is a letter from our Exec Member and Leader demonstrating their commitment to Active Travel but also highlighting some of the challenges of this self-assessment.

Our Executive Members for transport and other cabinet members hosted and spoke at our Active Travel Summit in 2020 demonstrating high levels of support for active travel. The then Executive Member for Environment, Transport and Economy is now the County Council Leader and continues to be highly supportive of active travel.

HCC have given full political support for active travel improvements in the process of being delivered as part of joint successful bids to the DfT's Transforming Cities Fund for the Portsmouth and Southampton Travel to Work areas

There is a strong political commitment to both the Winchester Movement Strategy and the Basingstoke Transport Strategy, which both have strong active travel components, include roadspace reallocation, and have been adopted by lower tier authorities as well as by HCC. An area wide traffic management scheme with a modal filter on Great Minster Street was introduced in August 2021 and has now been made permanent.

Forewords from HCC's Executive Member for Economy, Transport and Environment have been included in all but one of the published LCWIPs with the other having a foreword from the equivalent District Council Cabinet Member.

HCC have also issued approximately 40 press releases related to active travel in the last 12 months with the majority including very supportive quotes from our Executive Member for Economy, Transport and Environment. In addition some also contain quotes from the equivalent Cabinet members at District-level.

## 22. Please provide links to any supporting evidence here.

Policy:

[Hampshire LTP4](#) – see Core policies C1, C3, C4, C5, C6, C7, C8, C9 (pages 56-61, 65-74. Theme policies HP1, HP2, HP3, BT1, BT3, RT2 & DM2 (pages 78-82, 94-5, 97, 103 & 111).

[Hampshire Climate Change Strategy 2020-25](#)

[Hampshire Health and Wellbeing Strategy 2019-2024](#)

In 2015 HCC adopted a [Hampshire Cycling Strategy](#), followed in early 2016 by a [Hampshire Walking Strategy](#). Each strategy contains five objectives for improving that mode.

Delivery:

TCF funded active travel improvements in [Havant](#), [Eastleigh](#), [Bursledon](#), and on the [Eling-Holbury](#) corridor have received Executive Member approval for delivery between January and May 2022 and are set to be delivered over the coming months to early 2023.

My Journey Hampshire behaviour change campaign to encourage more active travel has run since 2011, with strong focus on sustainable travel to [workplaces](#) and [schools](#).

Member support/commitment:

[Basingstoke Transport Strategy](#) – adopted in July 2019

[Winchester Movement Strategy](#) – adopted in March/April 2019

County Council Leader Cllr Humby gives his support for the plans for the Southampton Travel to Work area [here](#).

County Council Leader Cllr Humby presenting at the Active Places Summit here: [Active Places Summit - Plenary Session - YouTube](#)

See page 3 of [this LCWIP](#) for an example Foreword.

Example of active travel press releases with Member support:

<https://www.hants.gov.uk/News/22092021BstokeBHillATFPR>

<https://www.hants.gov.uk/News/28012022SCCTCF>

<https://www.hants.gov.uk/News/08232021schoolstreets>

**23. If you have unpublished evidence you want to submit, please upload here. You can upload up to 10 files. Maximum file size per file is 10MB.**

## 13. Section 3: LCWIP Maturity

This question seeks to understand how developed your **Local Cycling and Walking Infrastructure Plans (LCWIPs), or equivalent, are**, including their coverage and status of delivery.

Please review the level descriptors below before selecting a response.

### Level 0

My authority does not have an LCWIP of any sort, either in development or implemented

My authority currently does not have any intention of developing an LCWIP

### Level 1

My authority has done one or more of the following:

Started development and have mature drafts of LCWIP(s) for all major population centres

Already produced and agreed LCWIP(s) which cover multiple major population centres

Started delivering some elements of the LCWIP(s) we have produced

Commenced developing a 10-year pipeline of active travel interventions that includes consideration of the types of infrastructure required to help unlock development sites

## **Level 2**

My authority has one or more LCWIPs in development and:

LCWIPs for major population centres are finalised and published online

Existing LCWIP(s) cover around half of the LA area by population

The schemes in them are compliant with LTN 1/20

Held early engagement with a limited number of stakeholders or have specific plans in place to do so

Started delivering some elements of the LCWIP(s)

Has a draft 10-year pipeline of active travel schemes that are ready to be delivered

10-year plan that considers growth areas and the active travel schemes that will help unlock those sites

## **Level 3**

My authority has finalised LCWIP(s) and:

Most are published online

The schemes in them are compliant with LTN 1/20

Collectively the LCWIPs(s) cover most of the population in the Local Authority area

Completed extensive engagement with a wide range of stakeholders

Started delivering some elements of the LCWIP

An agreed 10-year pipeline of active travel schemes

Schemes that help to unlock development sites have been developed and designed to a sufficient stage of readiness for development contributions to be sought at appropriate levels

#### **Level 4**

My authority has finalised LCWIP(s) and:

All are published online

Collectively the LCWIP(s) covers most of the population in the Local Authority area

Completed extensive engagement with a range of stakeholders

Has plans for continued stakeholder engagement

Delivery of the LCWIP(s) are well underway

Delivered multiple priority schemes as part of an agreed 10-year pipeline

Regularly ensures Developers fund appropriate active travel schemes

**24. This question seeks to understand how developed your Local Cycling and Walking Infrastructure Plans (LCWIPs), or equivalent, are, including their coverage and status of delivery. Please review the criteria for each of the levels and consider which of the criteria your authority satisfies, and which are yet to be met. It is likely that your authority will not fit neatly into one level, so please select the one that best suits your authority.**

- Level 0
- Level 1
- Level 2
- Level 3
- Level 4

## 16. Section 3: LCWIP Maturity

27. You have selected Level 2 as being the most suitable for your authority for LCWIP maturity.

Please select from the following statement which criteria your authority meets or exceeds. \*

- LCWIPs for major population centres are finalised and published online
- Existing LCWIP(s) cover around half of the LA area by population
- The schemes in them are compliant with LTN 1/20
- Held early engagement with a limited number of stakeholders or have specific plans in place to do so
- Started delivering some elements of the LCWIP(s)
- Has a draft 10-year pipeline of active travel schemes that are ready to be delivered
- 10-year plan that considers growth areas and the active travel schemes that will help unlock those sites

## 19. Section 3: LCWIP Maturity

The following questions will ask you to provide evidence to support the level you chose for **LCWIP Maturity**.

**Examples of the types of evidence you could include are:**

Any of the following pieces of evidence that demonstrate the maturity or agreement of your Local Cycling and Walking Infrastructure Plans (LCWIPs) or equivalent network plans:

Development of plans – in progress or finalised LCWIP setting out proposed 10-year pipeline, with reference to agreement by Council transport portfolio leads and Council leaders, with document published and integrated into wider Local Transport Plans.

Stakeholder engagement – extent to which other experts and stakeholders have been involved in LCWIP development, breadth of engagement with local residents, businesses, road users, emergency services, disabled persons groups etc.

Delivery – percentage of proposals in LCWIPs either delivered or underway in support of the 2030 vision.

Coverage – percentage of LA area or population covered by LCWIPs, particularly coverage for urban areas / towns and cities.

**30. Briefly describe what supporting evidence you have available to justify why you have selected the level.**

We have developed/developing a total 14 LCWIPs covering the 11 Districts in Hampshire. We fast-tracked the completion of five LCWIPs in the TCF areas for Southampton and Portsmouth so some districts have two LCWIPs.

We have published LCWIPs for about 75% of Hampshire's population and they cover nearly all the largest population centres (except Andover). Five LCWIPs covering approximately half Hampshire's population are due for adoption later this year. Three others are at engagement stage and all other LCWIPs are being drafted at present and the intention is to have the entire county covered by the end of 2023.

It should be noted that the first 5 LCWIPs were ready for adoption ahead of LTN1/20 being published which resulted in an extensive review to ensure LTN1/20 compliance. As such the design options for identified routes in the eight published LCWIPs are LTN 1/20 compliant.

On pages 10 and 11 of each LCWIP, a set of ten walking and cycling principles are set out that will inform the way in which HCC engages, develops and designs LCWIP and active travel schemes in future. Other LCWIPs under development will also contain both a political Foreword and the ten principles.

In terms of engagement we have completed this for five LCWIPs and it is currently underway for two further LCWIPs. As part of this we provided a survey online via CommonPlace which included a map for residents to show support for routes or provide comments on the existing network and also engaged with a number of key stakeholders including County and District Members, cycling groups, walking groups, disability groups and where appropriate BIDs, Sustrans, transport operators and parishes. We won an RTPI southeast award for our engagement approach.

For delivery, each LCWIP will be subject to a prioritisation process using several criteria including impact, available funding, deliverability and popularity from engagement. This will form the basis of a 10 year programme of schemes to be delivered in support of the 2030 vision. A 10 year pipeline of schemes is also being developed as part of the LTP4 but it is not possible to share at this time.

**31. Please provide links to any supporting evidence here.**

Published LCWIPs:

Southern Test Valley: <https://southerntestvalleylcwip.commonplace.is/overview>

Eastleigh: <https://eastleighlcwip.commonplace.is/overview>

Fareham: <https://farehamlcwip.commonplace.is/overview>

Gosport: <https://gosportlcwip.commonplace.is/overview>

Havant: <https://havantlcwip.commonplace.is/overview>

Basingstoke: <https://basingstokelcwip.commonplace.is/proposals/about-basingstoke-and-dean-cycling-and-walking-plan/step1>

Rushmoor: <https://rushmoorlcwip.commonplace.is/en-GB>

East Hampshire:

<https://cdn.easthants.gov.uk/public/documents/East%20Hampshire%20LCWIP%20technical%20report.pdf>

**32. If you have unpublished evidence you want to submit, please upload here. You can upload up to 10 files. Maximum file size per file is 10MB.**

## 20. Section 4: Schemes Delivered

This question seeks to understand **your track record for delivering capital and revenue active travel schemes**, and the **level of complexity** of schemes delivered.

Please review the level descriptors below before selecting a response.

### Level 0

My authority has delivered a small number of active travel infrastructure schemes that are outside LTN1/20 design guidance

My authority has delivered schemes that are isolated interventions

My authority rarely requires developers to deliver active travel schemes

My authority has delivered schemes that are ranked as being lower complexity such as simple footway improvements, shared use facilities, cycleways in low density areas (see Annex A)

My authority is delivering revenue schemes, most of which are not on track to be delivered on time

### **Level 1**

My authority has delivered a number of LTN1/20-compliant low complexity active travel infrastructure schemes (see Annex A)

My authority meets the minimum statutory duty for consultation before implementing schemes

My authority has delivered schemes that are not part of an integrated network

My authority rarely requires developers to deliver active travel schemes but has isolated examples of success in this regard

My authority has delivered a small proportion of capital schemes on time

My authority is delivering revenue schemes, some of which are on track to be delivered on time

### **Level 2**

My authority has delivered a high number of LTN1/20-compliant low complexity schemes

My authority has also delivered a small number of medium complexity schemes

My authority meets at least the minimum statutory duty for consultation before implementing schemes, with more comprehensive consultation for some schemes

My authority is beginning to deliver an integrated network and this includes requiring developers to fund and contribute to this network through the planning process

My authority has delivered some capital schemes on time

My authority is delivering revenue schemes, most of which are on track to be delivered on time

### **Level 3**

My authority has delivered a number of LTN1/20-compliant high complexity schemes, supplemented by a high volume of low complexity schemes appropriate to their location

My authority conducts continuous engagement and consults on all schemes before implementation, going above the minimum statutory duty

My authority is working towards an integrated active travel network including via the planning process and ensuring developers play an active role

My authority is delivering capital schemes most of which were delivered on time

My authority is delivering revenue schemes, most of which are on track to be delivered on time

### **Level 4**

My authority has delivered a high number of LTN1/20-compliant high complexity schemes

My authority conducts continuous engagement with a diverse range of stakeholders inc. businesses and hard to reach groups (BME, young people, disability groups) and consults on all schemes before implementation, exceeding the minimum statutory duty and ensuring representative sample is reached of local residents

The schemes my authority has delivered, including lower complexity schemes, form an extensive developed network of active travel infrastructure across the authority region

My authority has delivered all capital schemes on time

My authority is delivering revenue schemes, all of which are on track to be delivered on time

**Note:** Delivery of low complexity schemes does not exclude an authority from being level 4 however they should not have been delivered in isolation and should only have been delivered as part of network of connected interventions i.e. a walking corridor that incorporates connected interventions to deliver highly complex or ambitious schemes where they are necessary to deliver this.

33. This question seeks to understand your track record for delivering capital and revenue active travel schemes, and the level of complexity of schemes delivered. Please review the criteria for each of the levels and consider which of the criteria your authority satisfies, and which are yet to be met. It is likely that your authority will not fit neatly into one level, so please select the one that best suits your authority. Please refer to Annex A when answering this question. \*

Level 0

Level 1

Level 2

Level 3

Level 4

## 23. Section 4: Schemes Delivered

36. You have selected Level 2 as being the most suitable for your authority for scheme delivery.

Please select from the following statement which criteria your authority meets or exceeds. \*

My authority has delivered a high number of LTN1/20-compliant low complexity schemes

My authority has also delivered a small number of medium complexity schemes

My authority meets at least the minimum statutory duty for consultation before implementing schemes, with more comprehensive consultation for some schemes

My authority is beginning to deliver an integrated network and this includes requiring developers to fund and contribute to this network through the planning process

My authority has delivered some capital schemes on time

My authority is delivering revenue schemes, most of which are on track to be delivered on time

## 26. Section 4: Schemes Delivered

The following questions will ask you to provide evidence to support the level you chose for **schemes delivered**.

**Examples of the types of evidence you could include are:**

Any of the following pieces of evidence, (preferably at the portfolio level or refer to earlier ATF

monitoring reports if already submitted) setting out track record of delivery for active travel infrastructure and behaviour change schemes over the past 2-3 years, including:

Evidence of delivering to time and budget, as set out in bids. This includes schemes funded through the following mechanisms: Active Travel Fund (Emergency Active Travel Funding, Active Travel Fund Tranche 2), Capability Fund, Transforming Cities Fund (TCF), City Regional Sustainable Transport Settlements (CRSTS), Levelling Up Fund (LUF) and other projects

Number (quantity and/or route length km) and type of schemes in progress and being delivered (including level of complexity)

Evidence of scheme quality, e.g. compliance with LTN1/20 and other guidance

Enabling building out of town or city-wide networks and key rural routes e.g. between villages or to green spaces

Evidence of data-driven post build monitoring with counters, surveys, and other means

(Note: see Annex A for a list of types of scheme. Each type of scheme is assigned to a Level 1-4, to take into account complexity)

**39. Briefly describe what supporting evidence you have available to justify why you have selected the level.**

The County Council are in regular dialogue with the DfT to keep them apprised of progress being made with ATF T2 and TCF schemes. The majority either have works underway, or proceeding to delivery. Each project has a work programme for delivery and risk registers are monitored. Our ATF Project Board and TCF Programme Boards monitor progress with delivery of schemes to ensure that they are on track for completion on time and within budget.

Hampshire County Council has an experienced, highly skilled project management team who have a strong track record of delivering major transport infrastructure projects on time and within budget. Over the last few years this has included new distributor roads, with associated active travel infrastructure, in Stubbington (completed in 2022) and Bordon (2019 including the award winning Green Loop), upgrading the A27 with dualling and capacity improvements at key junctions (2018) and capacity improvements at major junctions in Basingstoke (2018 and 2021).

In total we are currently in the process of delivering 55 active travel schemes across the County covering a wide variety of schemes including segregated cycle schemes, public realm improvements, additional pedestrian facilities, secure cycle parking and improving crossings. Of these schemes 1 is considered high complexity and 8 are considered medium complexity (using Annex 1 as a reference).

To demonstrate the types of schemes we are developing and delivering Q40 provides links to information on recently completed schemes and schemes where works are about to start in the

coming weeks. These include the active travel elements of the Stubbington Bypass, the Great Minster Street modal filter in Winchester, the Brighton Way cycle route (all complete), the Old Lynchford Road, North Camp active travel improvement scheme, the A27 Providence Hill, Bursledon active travel improvement scheme and the Elmleigh Road, Havant cycle improvements (contractors all on site this autumn). The Brighton Way cycle route received praise from the local cycle campaign group for its' high quality design.

We have robust stakeholder communications plans in place for all ATF and TCF schemes. We undertake community engagement to ensure that the public can comment on draft scheme designs. We are starting to undertake early engagement, co-discovery and co-design of Capability Fund schemes, using approaches developed by Sustrans (as well as working with them on pilot schemes). We publish consultation findings reports that summarise the results of public engagement work.

HCC have produced comprehensive Monitoring and Evaluation Plans for all ATF T2 schemes and all TCF schemes, which involve extensive data collection, to ensure we have a good understanding of benefits realisation and whether schemes have met their objectives. and will be doing the same for future ATF schemes and other schemes that have secured DfT or Levelling-Up Fund funding.

#### 40. Please provide links to any supporting evidence here.

Evidence of schemes being delivered on time and on budget:

Southampton City Region TCF – [summary of schemes](#) (bus/active travel) being delivered within Hampshire

Portsmouth City Region TCF – [summary of schemes](#) (bus/ active travel) being delivered within Hampshire

ATF T2 latest pulse survey progress report to DfT available has been submitted under separate cover

Weblinks to GA plans for recently completed active travel improvements:

- Stubbington Bypass (includes off-road cycle route alongside new road) - <https://www.hants.gov.uk/transport/transportchemes/stubbingtonbypass>
- Great Minster Street modal filter, ATF T1 ETRO scheme made permanent central Winchester - [plan here](#)
- Brighton Way Cycle Route – ATF T2 stepped cycle track: <https://www.hants.gov.uk/transport/transportchemes/atfbrightonwayimprovements>. This stepped 3m wide cycle track scheme was heavily praised for its' high-quality design by Cycle Basingstoke. See [here](#) for their review of the scheme.

Weblinks to GA plans for active travel improvements being delivered during autumn/ winter 2022 and links to community engagement findings reports:

- Old Lynchford Road ATF T2 - see pages 31-33 of [this document](#) for design for on-road segregated scheme. Engagement findings report available [here](#).
- A27 Providence Hill active travel TCF scheme – plans available [here](#). Engagement findings report available [here](#).

- Elmleigh Road, Havant TCF scheme – plans available [here](#). Engagement findings available [here](#).

A template of our Engagement Activities Form has been submitted under separate cover

Our M&E surveys programme for ATF Tranche 2 has been submitted under separate cover

**41. If you have unpublished evidence you want to submit, please upload here. You can upload up to 10 files. Maximum file size per file is 10MB.**

## 27. Finish

Thank you for taking the time to complete this survey.

**42. If there is any other relevant information that you want to share, and have not had the opportunity to share through the above questions, please do so below.**

Hampshire is following the Government's lead in Active Travel and there is excitement and momentum for change. But this is not achievable without a fair funding settlement from Government; one which is at least proportionate to our population size. Our stakeholders support the goals of our LTP4, but they have told us they have a low confidence that our ambition will get funded by the Government. We now need Active Travel England and the Government to see this and support us so that we can show that our shared ambition can be deliverable and that there are no barriers to stop the momentum we have started. We have the ambition, we are changing culture within the Council, we are in the process of developing and delivering ambitious active travel schemes and now we need capital funding to support us.

In addition to the above HCC have been undertaking a number of actions to prioritise active travel in schemes we are developing, designing and delivering including:

In 2020, HCC established an internal Centre of Active Travel Excellence, in response to fair challenge from campaign groups, which is leading and embedding a genuine culture change towards engagement and development of high-quality active travel schemes.

HCC have adopted Local Transport Note 1/20 into our technical guidance notes for use by our design engineers and by developers. All briefs to external consultants preparing active travel scheme designs for us specify that LTN 1/20 design standards must be achieved.

HCC have begun to utilise new tools and approaches to community engagement. This includes community co-design workshops and involvement of active travel campaign groups in influencing scheme designs from an early stage.

HCC held our first Active Places summit for members, stakeholders and anyone with an interest in our streets and public spaces, across the whole of Hampshire.

In September we are taking three reports forward with recommendations to reallocate road space in Andover, Farnborough and Basingstoke town centres to active travel infrastructure - marking a move from “predict and provide” to a “decide and provide” approach to infrastructure and planning.

We have trained large numbers of staff (80+) in LTN1/20 and in using the Cycling Level of Service tool and Junction Assessment Tool. We have also had 33 staff (and counting) attend the Healthy Streets Foundation Course.

**43. Do you have any feedback on this self-assessment that you would like to share?**

The timescales and timing for completing this self-assessment were challenging given resourcing levels in August. As such, whilst we have endeavoured to provide as much relevant information as possible, there may be points that require further clarification. If so we would be more than happy to provide this if required.

**44. Has this self-assessment been agreed by the Senior Responsible Officer for the cycling and walking programme?**

Yes

No

**45. Are you happy to submit your responses? \***

Yes