

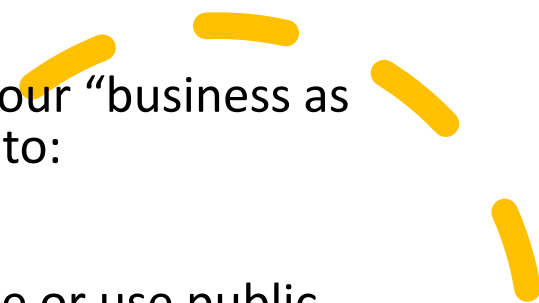


Draft HCC Walking and Cycling Principles

For Summit Attendees – DRAFT 29.9.2020



Why do we need new principles?



We recognise that continuing with our “business as usual” will not deliver on our goals to:


- Enable more people to walk, cycle or use public transport in scale with our [Climate Emergency](#)
- Deliver better environments to match our 2050 Vision, both in towns and in the countryside
- Deliver better transport for all
- Play our part in addressing the factors that contribute to public health including social disparities
- Reduce social inequalities and exclusion by improving the ability for everyone to access destinations including work, education, visiting friends and family, shopping, and leisure, without reliance on private cars





What have we done so far?

Last summer, Cycle Basingstoke requested a meeting with Councillor Rob Humby, Deputy Leader of Hampshire County Council and Executive Member for Economy, Transport and Environment.

They presented their view of a number of problems with highway infrastructure that would make it harder for people to cycle in their area such as a lack of cycle routes between destinations, and inconvenient placement of bollards. Their view was supported by several other groups at our Select Committee meetings and led us to review what we have been delivering.



Since then, we have held workshops with our officers, elected members, and expert speakers, looking at what we have delivered well, and where we need to improve.



We have dedicated additional funding to walking and cycling schemes; delivered over 40 temporary highway measures in response to the Covid pandemic, and started to develop new design principles.

How have we developed these draft principles?

We have:

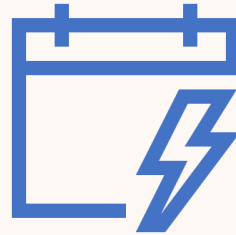
- Established County Council Member and Officer steering groups and consulted widely through these groups
- Developed 10 draft walking and cycling principles, reviewing best practice and giving consideration to; aspirations, movement, place, maintenance and engagement
- Identified the challenges we would face in delivering on each new principle
- Set up our first ever Active Places Summit to engage with a wide range of people who use our streets, high streets, walking and cycle routes on a day-to-day basis. The aim of the Summit is to discuss and agree the new principles that will be applied to all of our future schemes.

The principles

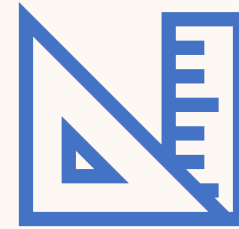
The draft principles sit under three headings...



Overarching principles



Planning



Design and
implementation

Notes are included on each slide to show how each principle matches with the new cycle national design guidance LTN1/20



Overarching principles

1. Prioritise walking and cycling for healthier people, healthier transport and a healthier planet

WHY?

For the last 50 years, the way we travel has moved further and further towards private car use, and over time, highway design has supported this. Almost 40% of Hampshire's carbon emissions come from road transport and 65% of these come from private cars (31% petrol/34% diesel). This is not compatible with tackling the Climate Emergency.

In addition, all cars, even electric ones, produce other emissions such as brake dust, that result in air pollution which negatively affects our health.

Our travel habits are also contributing to low levels of physical activity resulting in poor health and an obesity crisis; as well as social exclusion and inequalities.

Walking and cycling are proven to be good for both physical and mental wellbeing; support the independence of children and young people; and improve access to services and economic opportunities for all. We aim to help as many people as possible to incorporate walking and cycling into their daily journeys. Almost a third of all journeys to work in Hampshire can be walked or cycled easily within 30 minutes, by most people.

There is also strong evidence that enabling more people to walk and cycle can contribute to good growth.

2. Have an integrated approach to all aspects of planning, development, design and operation

WHY?

As the County Council we have responsibility for more than just roads. We can take a whole systems approach to support local communities by making walking and cycling the easiest choices through our responsibilities for education, transport planning, countryside and public rights of way, parks and open spaces, and other facilities that we manage. We can also work with our district and borough council partners around land use and planning.

Even within transport itself we can focus on reducing the demand for travel, for example, by supporting home working through our statutory role in travel plans.

We are developing a new Local Transport Plan which will support these principles. Engagement will start in Autumn 2020.



3. Ensure our our planning is network based, shaped by evidence, and monitored

LTN 1/20 Principle 8, 12

WHY?

A route is only as strong as its weakest link. Improvements for walking and cycling have historically been designed and delivered as and when funding becomes available e.g. through developer funding, often resulting in disjointed sections of infrastructure for cycling that don't connect with each other or relying on inadequate existing paths and footways without making improvements for pedestrians. This approach does not always result in suitable routes for people to make door to door journeys by walking and cycling. We will work on a "[Link and Place](#)" approach and use evidence, for example through the Local Cycling Walking Infrastructure Plan (LCWIP) process, to shape, plan and prioritise better links, networks and places.

Improved monitoring of our walking and cycling schemes will help us improve our designs with every scheme we deliver, and improve the network overall.



Planning

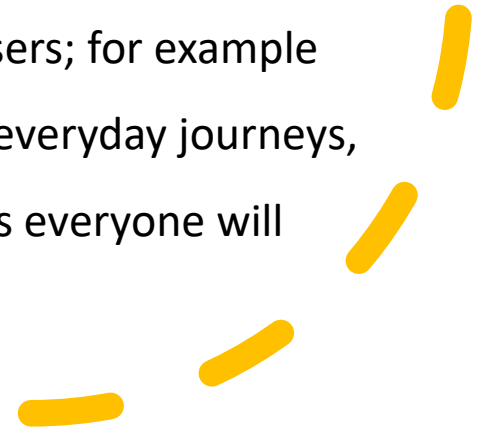
4. Engage a wide range of users, and potential users, in the design process

LTN 1/20 Section 3.3, 3.5, 11

WHY?

Whether they live there, work there or travel through on their way from A to B; existing users will have good knowledge of how each area operates and its strengths and weaknesses. Potential users, including underrepresented groups, can tell us why they rely heavily on the car rather than other modes of travel, and what would persuade them to use options other than the car. These insights are gold dust in planning new schemes and will lead to more inclusive designs that attract higher levels of use.

It is vital that we seek the views of a wide range of users; for example the views of people who use walking and cycling for everyday journeys, not just those who use them principally for leisure, as everyone will have different experiences.



5. Reframe the potential for walking, cycling and public transport to work together for longer distance journeys

LTN 1/20 principle 9

WHY?

Walking, cycling and public transport can, and should, be integrated to work well together, particularly for people travelling longer distances and visitors accessing the New Forest and South Downs National Parks.

These modes of travel can go hand in hand, with bus, train and ferry covering the bulk of the journey, and walking and cycling covering the ‘first and last mile’ sections. These combinations of modes are a strong match for current and future development and travel patterns in Hampshire.

We will work with Public Transport operators and network providers to ensure smooth interchange of modes. This will include jointly providing appropriate facilities such as straightforward and direct access points, better routes and wayfinding including to long distance recreational walking and cycling routes, increased secure cycle parking and cycle hubs.

We will explore with operators the scope for improving the carriage of bikes and walking aids such as wheelchairs, pushchairs and dogs on buses and trains.

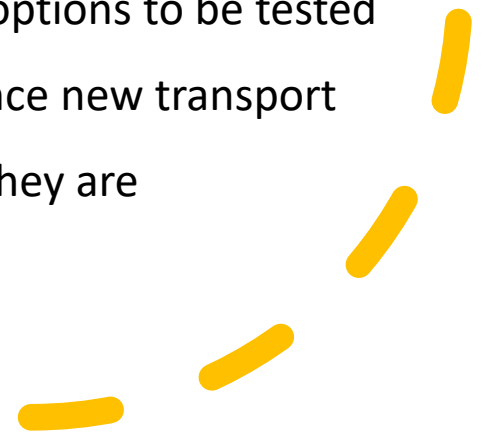
6. Trial new things, and if they don't work, we'll change them

LTN 1/20 principle 15

WHY?

Designing improved environments for walking and cycling is still a developing area for engineers and planners worldwide. Low Traffic Neighbourhoods, which reduce through-traffic and make nicer environments to walk, or for children to play in the street, are still relatively new in the UK; as are School Streets. Even in the Netherlands, where the cycling facilities are far more developed than in the UK, they are still testing and sharing best practice.

Trialling with temporary materials can allow various options to be tested at lower cost. It will also enable residents to experience new transport approaches and test different arrangements before they are implemented permanently.





Design and
implementation

7. Focus street design on people

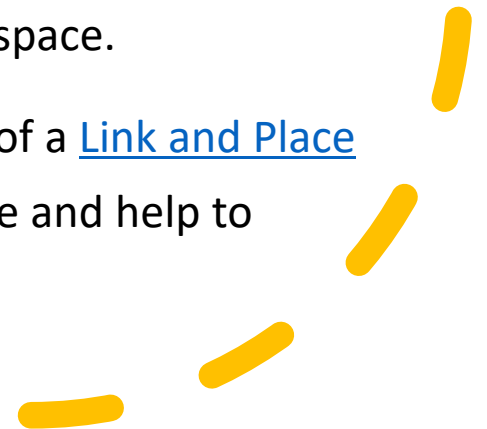
LTN 1/20 Principle 6 and Section 4

WHY?

Many of our streets and junctions are currently designed to reduce motor vehicle congestion in the peak AM and PM hours. This results in a large proportion of our public space being used by drivers travelling alone in their cars or for parking. People walking and cycling often face waiting times of several minutes, or multiple crossing stages.

Treating walking and cycling as transport can help increase network capacity. Introducing segregation and new designs for people cycling, and reducing waiting time for people walking and cycling at crossings, and making the crossings more direct, may reduce capacity for motor vehicles but make better overall use of the available space.

Improving the sense of place (through development of a [Link and Place](#) matrix) will make streets more attractive, comfortable and help to prioritise walking and cycling for all.



8. Incorporate national design principles into every transport scheme.

Our designs will be:

- safe
- coherent,
- direct,
- comfortable,
- attractive,
- adaptable and
- accessible to all

LTN 1/20 principle 8, 10,11, 14, 18, 19, 21

WHY?

We have historically focussed on transport schemes that maximise capacity for motor vehicles, however, this new capacity is quickly filled. This means our ambition for walking and cycling schemes has often been squeezed in around the edges, often resulting in inferior standards of provision.

This approach has led to schemes that are “safe”, but that people may not choose to use; for example, inconvenient crossing points away from desire lines, subways which some people feel unsafe using, and shared use paths alongside busy roads with many delays at junctions.

Although constraints may sometimes make it impossible to meet all six criteria over a whole route, we will avoid a blanket “something is better than nothing” approach, because sometimes, it’s not. Our approach will be flexible, and focus more on quality over quantity.

9. Deliver walking and cycling environments that feel comfortable and provide inclusive access for everyone regardless of confidence, age and disability

LTN 1/20 Principle 1, 5, 13, 16

WHY?

For many years, the national approach to achieving more active travel has been through "encouragement" without consistent funding to provide suitable infrastructure to tackle the physical barriers that make people scared to walk or cycle, or choose to take their car. For example, places dominated by heavy motor traffic can leave parents scared to let their children walk to school unaccompanied, or can deter people from cycling. Paths shared by people walking and cycling can be a barrier to people walking – particularly to those with visual impairment.

We recognise that large scale walking and cycling for transport will need to be supported by changes to infrastructure and the quality of the local environment through design, and importantly, also through maintenance. Cycle facilities should be comfortable for everyone from commuters to Sunday leisure riders.

We also recognise that walking and cycling are not the same and, depending on the environment, require different facilities. A good standard of infrastructure will ensure that walking and cycling are accessible for everyone.

10. Design the right scheme for each location

LTN 1/20 Principle 2, 3, 4, 17 and Sections 4-8

WHY?

Pedestrians and cyclists are not the same, and they have very different needs. Putting them together in the wrong place can create conflict and an uncomfortable environment, which may well deter some people from doing either. Shared use paths should be the last resort and have, in some locations, been shown to negatively impact on the number of people cycling.


Cycles and cars are not the same – people cycling should be physically segregated from high volume motor traffic.

Designing for walking, and separately for cycle traffic, particularly on commuter routes through provision of segregated facilities, can achieve higher levels of modal shift from driving. This will be of growing importance as the number of cyclists and e-bikes increase.




Active Places Summit

The Summit will provide an opportunity to engage on these draft walking and cycling principles with a wide range of stakeholders from urban planners and developers, to access and mobility groups, and from town and parish councils to schools and parents groups.



You will engage in workshops at the event, so do take the chance to read through the principles in advance if you can. Your discussions and feedback will shape our final published principles.



A report summarising the findings of the Summit will be shared with attendees and will be available on our website after the event.