



HCC Walking and Cycling Principles

Adopted through Local Transport Plan 4

February 2024



Why do we need new principles?

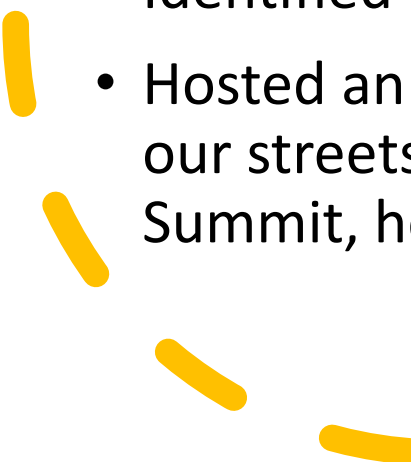
We recognise that continuing with our “business as usual” will not deliver on our goals to:

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



How have we developed these draft principles?

We have:

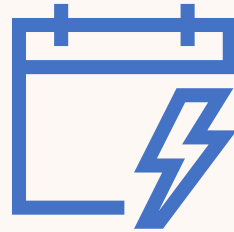
- Established County Council Member and Officer steering groups and consulted widely through these groups.
 - Developed 10 walking and cycling principles, reviewing best practice and giving consideration to; aspirations, movement, place, maintenance and engagement.
 - Identified the challenges we would face in delivering on each new principle.
 - Hosted an 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. This Summit, held in 2020, endorsed the new principles.
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The principles

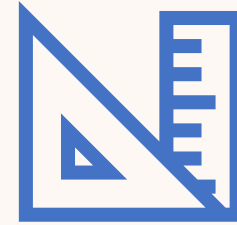
The draft principles sit under three headings...



Overarching principles



Planning



Design and
implementation



Overarching principles

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

Links to LTN 1/20 Principle 7, 20, 5

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 60% of these come from private cars. 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; supports the independence of children and young people; and improves 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.

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 and support walking and cycling 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.



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

Links to 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 that don't connect with each other, or form part of a network. 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 "[Movement and Place](#)" approach and use evidence, for example through the Local Cycling Walking Infrastructure Plan (LCWIP) process, to shape, plan and prioritise better networks and places.

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




Planning

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

Links to LTN 1/20 Section 3.3, 3.5, 11

WHY?

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 transport, and what would persuade them to leave the car at home, or to reduce the number of cars owned per household. These insights are gold dust in planning new schemes and will lead to more inclusive designs that attract higher levels of use.



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

Links to LTN 1/20 principle 9

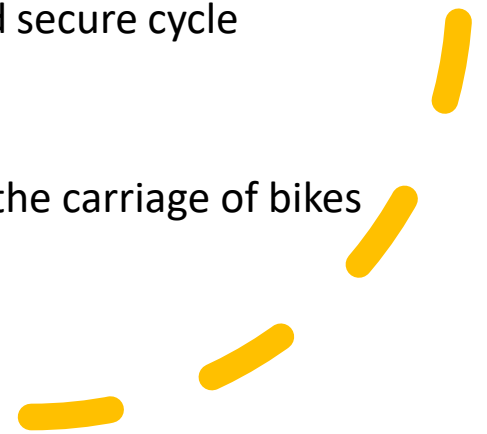
WHY?

Walking, cycling and public transport can, and should, be integrated to work well together, particularly for people travelling longer distances.

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 interchanges. This will include jointly providing appropriate facilities such as better routes and wayfinding, increased secure cycle parking and cycle hubs.

We will explore with operators the scope for improving the carriage of bikes on buses and trains.



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

Links to LTN 1/20 principle 15

WHY?

Designing improved environments for walking and cycling is still a developing area for engineers and planners worldwide - 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.



A stylized sun graphic on the left side of the slide. It features a solid yellow circle representing the sun's disk, with several short, curved yellow dashes above it representing rays. The sun is positioned against a white background that is partially enclosed by a large, white, semi-circular shape on the right side of the slide. The overall background is a solid orange color.

Design and
implementation

7. Focus street design on people

Links to 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.

Introducing segregation and new designs for people cycling, and reducing waiting time for people walking and cycling at crossings may reduce capacity for motor vehicles but make better use of the available space for all users.

Improving the sense of place (through development of a [Movement 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 scheme. Our designs will be:

- safe
- coherent,
- direct,
- comfortable
- attractive
- adaptable
- inclusive

Links to 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. This means our ambition for walking and cycling schemes has often been squeezed in around the edges, where possible.

This approach has led to schemes that are safe, but that people may not choose to use, for example, inconvenient crossing points, 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 “something is better than nothing” approach, because sometimes, it’s not. Our approach will focus more on quality over quantity.

9. Design the right scheme for each location

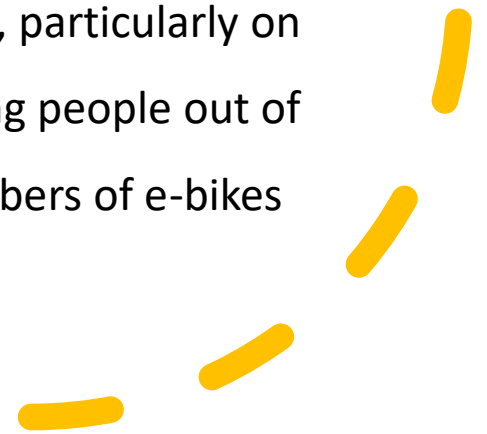
Links to LTN 1/20 Principle 2, 3, 4, 17 and Sections 4-8

WHY?

Pedestrians and cyclists are not the same, and they have different needs. Putting them together in the wrong place can create conflict and deter people from walking or cycling. 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, can achieve better results in getting people out of their cars. This will be of growing importance as numbers of e-bikes increase.



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

Links to 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 tackle the physical barriers that make people scared to cycle, or choose to take their car. For example, places dominated by heavy motor traffic can put people off cycling, just as paths shared by people walking and cycling can be a barrier to people walking, particularly those with visual impairment.

We recognise that a mass movement towards walking and cycling will need to be supported by changes to infrastructure and the 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.