Question on objective / “outcome” G

Why don’t you feel confident that the policies within the proposed Local Transport Plan will **promote active travel and active lifestyles to improve our health and wellbeing?**

WinACC draft response:

The draft plan shows a good understanding of the scale of the problem but not the scale of the solution. 51% of commuting trips of less than 1.25 miles are made by car because of the lack of good walking, cycling, and public transport. So far, cycling and walking plans have been unambitious, with limited low-cost proposals. Those in Winchester have focussed on the wrong routes in the wrong places (mostly forcing pedestrians and cyclists to stay on main roads), leaving too many interrupted routes.

We would feel more confident if there were a specific allocation of a proportion of the programme to these schemes.

616 characters /1000

Relevant extracts from the Integrated Sustainability Assessment

Table 5 On Healthy Places Policies

Strengths: These Healthy Places theme policies have the potential to positively affect climate change emissions, Accessibility, Health and wellbeing, social equality and material assets through the active encouragement and facilitation of active transport (walking and cycling). The provision of new infrastructure to support this is required to drive the shift in individual transport behaviour. Potential for local air quality and noise to be indirectly positively affected following a reduction in private vehicle use and/or public transport demand.

Weaknesses: The policy requires consideration of walking and cycling but does not state where in the hierarchy this will be placed or whether it will be prioritised over other considerations. The policy does not specifically address the issues around safety which is a major constraint to use of these forms of transport. Widening of the existing carriage ways to enable safe cycle and walking routes can have a negative effect on biodiversity and landscape.

Relevant extracts from the Draft Local Transport Plan 4

(P 43) Success would mean

- More journeys undertaken by active modes (walking, cycling, scooters).
- Streets that are busy with people rather than cars.
- Increased levels of individual physical activity (more people travelling actively, more frequently), resulting in improved levels of physical and mental health

(HP1 p 79) Deliver the infrastructure required to support a large-scale shift towards walking and cycling for everyday trips

We will:

a) ensure that any changes to the highway infrastructure prioritise walking and cycling, in line with our **Road User Utility Framework** and **Movement and Place Framework**, and national policies;
b) use **Local Cycling and Walking Infrastructure Plans** to identify, prioritise and deliver infrastructure which connects people with where they want to go;
c) use a **'Healthy Streets'** approach and our **'Hampshire Walking and Cycling Principles'** to plan, design and implement coherent, direct, safe, comfortable, attractive and inclusive networks for everyone regardless of ability, confidence, age and disability;
d) look for opportunities to **create or re-allocate road space** to create better walking and cycling routes;
e) evaluate, when undertaking larger maintenance schemes, **opportunities to bring existing infrastructure for walking and cycling up to current standards**, rather than simply replacing like for like (see also Section 7.6, Asset Management, Policy AM2).

(HP2 p 80) Enable healthy neighbourhoods and high streets in partnership with communities

We will:

a) provide training and advice to **enable community groups** to create low traffic neighbourhoods and undertake neighbourhood activities (such as safety initiatives around schools, play streets, litter picking, community gardening), where funding is available and the criteria for doing so are met;
b) provide advice to those developing **neighbourhood plans** or looking to develop their **own local schemes**, on a cost recovery basis;
c) encourage districts and boroughs to improve the sense of place in their high streets and centres and encourage local living, in line with our **Road User Utility Framework** and **Movement and Place Framework**, the **'Healthy Streets'** approach and our **'Hampshire Walking and Cycling Principles**

(HP3 p81) Widen participation and broaden the appeal of walking and cycling as a natural travel

We will:

a) enable more children to **walk and cycle to school** through improving the routes to schools and the area outside the school gates, cycle and road safety training, and behaviour change campaigns – so walking and cycling to school becomes the 'norm';
b) offer **training and support** to enable more people to engage in walking and cycling for all purposes;
c) work in partnership with public transport operators to improve a**ccess to buses, trains and ferries**, for people walking and cycling (e.g. improvements to walking and cycling routes, better information, lifts to platforms, secure storage facilities) (see also Section 7.2, Public Transport, Policy RT3);
d) support **cycle hire/loan and try-a-bike schemes** which are affordable and financially sustainable;
e) ensure appropriate **cycle parking** is provided at key origins and destinations (e.g. high streets, education establishments, and new developments);