

Hart Local Plan Initial Strategic Transport Assessment

Interim Draft Report

Hart District Council

October 2026

Quality information

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1. Introduction

1.1 New Local Plan for Hart District Council

- 1.1.1 On 16th September 2025, Hart District Council's Cabinet formally agreed to begin working on a new Hart Local Plan to cover the period of 2026 - 2044. This plan will be prepared under the new plan-making system introduced by the Levelling-Up and Regeneration Act 2023 and will replace the Hart Local Plan (Strategy and Sites) 2032 (HLP32) and saved policies from the Hart Local Plan (Replacement) 1996 – 2006. .
- 1.1.2 AECOM has been commissioned by Hart District Council to help develop the new Hart Local Plan. As part of this work, AECOM is preparing a Strategic Transport Assessment to inform the preparation of the Local Plan. The Strategic Transport Assessment will consider the likely impacts of planned growth on the transport network and help identify any necessary transport infrastructure improvements to support sustainable development and ensure the effective functioning of the future transport network.

1.2 Purpose of the Strategic Transport Assessment

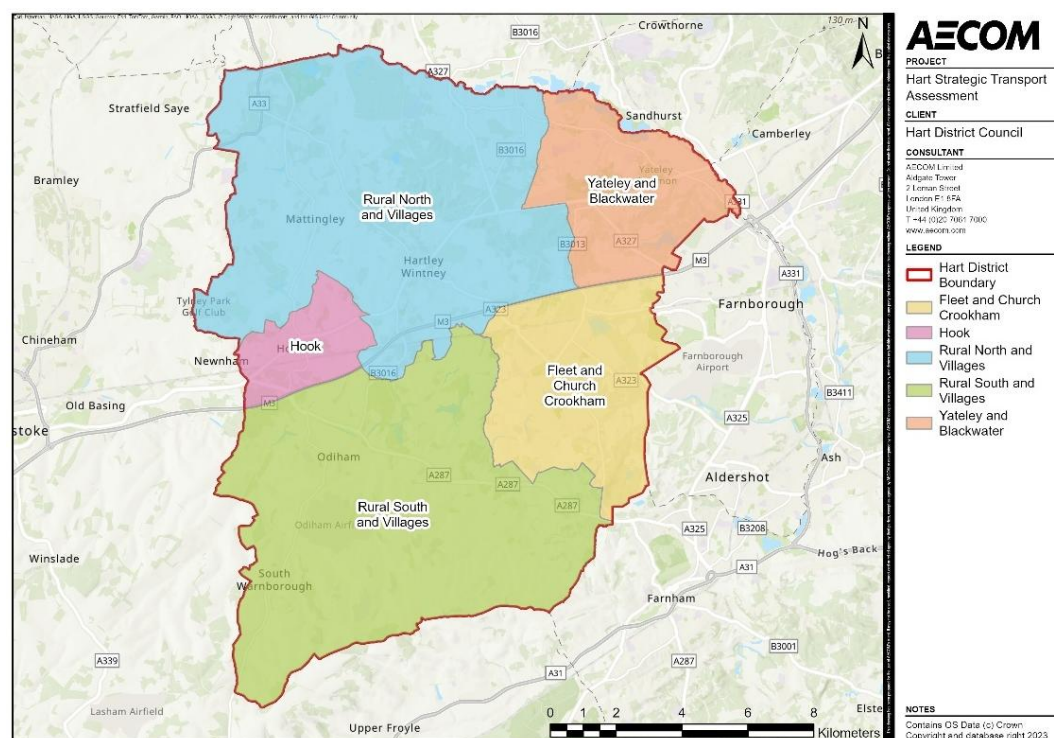
- 1.2.1 This report sets out the initial Strategic Transport Assessment for the Draft Local Plan, which has been developed in line with national, regional and local level policy.
- 1.2.2 The purpose of this Strategic Transport Assessment is to set out the evidence base for assessing the estimated impacts of planned housing and economic growth on the transport network, from an authority-wide, cumulative perspective as well as at a site-specific level.
- 1.2.3 This initial Strategic Transport Assessment will establish the baseline evidence base for Hart District by reviewing available data from Hart District Council, Hampshire County Council and other open sources. It will collate and present an overview of the existing multi-modal transport network, including walking, cycling, public transport, and highway networks, alongside EV charging provision and car parking facilities, and will highlight known network performance issues, committed schemes, and accessibility patterns. The assessment will also set out the relevant policy context at local, regional and national levels, and summarise key transport challenges for the district, providing a structured framework to inform future stages of the assessment.
- 1.2.4 Further stages of the assessment, including site-specific transport appraisals, will be undertaken and reported in a subsequent update. These will be informed by updates to the North Hampshire Transport Model (NHTM) and the associated scenario testing, which will provide the evidence base for understanding the impacts of planned growth, and the potential effects of mitigation measures.
- 1.2.5 These later stages will include a review of the planned growth in relation to the existing and planned multi-modal transport network as well as considering site-specific transport impacts through a structured review of key evidence for development sites. This will include consideration of site location and its relationship to local trip attractors, access to the highway network, availability and quality of public transport provision, and walking and cycling connectivity. It will also incorporate estimates of likely trip generation and an assessment of sustainable transport accessibility, alongside identification of potential high-level mitigation opportunities.

- 1.2.6 In addition, the assessment will be informed by the objectives and priorities of the Hampshire Local Transport Plan (LTP4) adopted in 2024, which provides the strategic framework for the planning, management and delivery of transport across the county. The Local Transport Plan establishes a series of core objectives focused on supporting sustainable economic growth, enabling healthy and active travel, improving safety, reducing transport-related carbon emissions, enhancing connectivity and accessibility, and creating more resilient transport networks. These objectives will be used to inform the assessment of development sites and the identification of transport opportunities and mitigation measures, helping to ensure that the Draft Local Plan supports the delivery of a safe, sustainable and integrated transport system.

1.3 Study Area

- 1.3.1 Hart district is located in north-east Hampshire and forms part of the wider Blackwater Valley area, bordering both Surrey and Berkshire. The district had a resident population of approximately 99,400 people at the time of the 2021 Census, representing an increase of 9.2% from around 91,000 residents in 2011, a growth rate higher than both the South East regional average (7.5%) and the England average (6.6%). As of 2026, the Hampshire County Council Small Area Population Forecast estimates that Hart's population is 102,573, showing an approximate increase of 4%. This 4% increase is plausible due to a combination of continued housing delivery, net inward migration within the South East commuter belt, and updated post-Census population estimation methods that refine baseline figures.
- 1.3.2 The district is largely rural in character, and its population is primarily concentrated in its main settlements of Fleet (approx. 39,000), Yateley and Blackwater (combined Blackwater Valley settlements approx. 20,000), Hook (approx. 8,000) and smaller rural villages such as Winchfield (under 1,000).
- 1.3.3 Hart is bordered by various larger urban areas, including Basingstoke, which lies approximately 8km west of the district boundary, Reading which is located 10km to the north and Camberley, Frimley, Farnborough and Aldershot on the District's eastern boundary. The district is well connected via the M3 motorway, which runs east-west through the centre of the district, and the South Western Main Line railway, providing direct rail services towards London Waterloo, Basingstoke, and Southampton.
- 1.3.4 Figure 1-1 depicts the sub-areas adopted for this Strategic Transport Assessment. These sub-areas are aligned with those used across the Local Plan evidence base, including the Infrastructure Delivery Plan (IDP) and other supporting documents such as the Housing and Economic Development Needs Assessment (HEDNA), which considers housing and economic needs across different parts of the district. Using a consistent spatial framework helps to ensure alignment between the various evidence base documents and supports a coordinated assessment of infrastructure requirements. Within this Strategic Transport Assessment, the sub-areas are used, where appropriate, as the basis for identifying and presenting existing transport conditions and issues by mode, providing a consistent approach to assessing transport needs across the district.

Figure 1-1: Hart District Sub Areas



1.4 Methodology

1.4.1 This early interim draft report is set out as follows:

- **Section 2** provides an overview of the existing transport (highway, rail, public transport, and active modes) network and committed transport schemes.
- **Section 3** provides an overview of relevant national, regional and local policy to establish the framework for assessing future transport issues in Hart.

1.4.2 An overview and accompanying assessment of the proposed spatial distribution of planned housing and economic growth will be provided at a later stage, as part of the final Strategic Transport Assessment report.

2. Existing Transport Network and Conditions

2.1 Introduction

2.1.1 This section provides an overview of key features of the transport network in the Hart District.

2.2 Overview

2.2.1 Hart is characterised by a number of distinct settlements separated by rural areas, which creates challenges for sustainable travel. Connections between settlements are currently limited, with busy rural roads often unsuitable for cycling and bus services generally operating at low frequencies. As a result, residents remain heavily reliant on private car travel for many journeys.

- 2.2.2 The transport network is currently centred on a series of main roads connecting settlements and neighbouring areas, with retail and employment destinations generally supported by extensive private parking provision. Highway infrastructure remains primarily focused on facilitating vehicle movement, although there is a growing emphasis on active travel.
- 2.2.3 In addition to schemes already underway, the County Council is undertaking further feasibility work on walking and cycling improvements across Fleet, Church Crookham and Hook, supported by existing and secured Section 106 funding contributions. Opportunities to increase walking and cycling have been identified through the Hart Local Cycling and Walking Infrastructure Plan (LCWIP) (undertaken jointly between HDC and HCC), which proposes several priority routes. However, further assessment completed as part of the LCWIP has highlighted significant delivery challenges, particularly for routes crossing the more rural parts of the district.

2.3 Mode Share and Vehicle Type

- 2.3.1 Car ownership in Hart district is high. Table 2-1 shows that in Hart, 92% of households own at least one car, compared to 87% for Hampshire, and 83% for the Southeast region in 2021.

Table 2-1: Car/Van availability by household - 2021 Census

Location	No Cars	1 Car or van	2 cars or vans	3 cars or vans	4 or more cars or vans
Hart	8%	35%	40%	11%	6%
Hampshire	13%	39%	34%	9%	4%
Southeast	17%	41%	31%	8%	4%

- 2.3.2 According to the 2021 Census, only 0.5% of Hart's residents travelled to work by bus, minibus or coach, significantly below the national average of 4.3%, while 46% travelled by car or van. This reflects the Districts relatively dispersed settlement pattern, with many residents living in smaller towns and rural areas where public transport services are less frequent and journey opportunities are more limited than in larger urban centres.
- 2.3.3 Recently published Department for Transport (DfT) data¹ indicates that approximately 1.8% of licensed vehicles in Hart in 2025 are either electric or hybrid. This represents one of the highest rates of ultra-low emission vehicle adoption within Hampshire, ranking third across the county behind Portsmouth and Rushmoor. Within the North Hampshire area, Hart has the second-highest proportion of electric and hybrid cars, second to Rushmoor. This comparatively high figure may reflect a combination of factors, such as local demographic characteristics, access to charging infrastructure, commuting patterns, or a greater propensity among residents to adopt newer vehicle technologies.

2.4 EV Charging Facilities

- 2.4.1 Hart District Council has installed electric vehicle (EV) charge points at a number of council-owned car parks across the district. These include Church Road and Victoria Road car parks in Fleet, Crossways Manor and The Bury car parks in Hook, and Deer Park View car park in Odiham.

¹ VEH0105: 2025 Licensed vehicles at the end of the Q4 by body type, fuel type

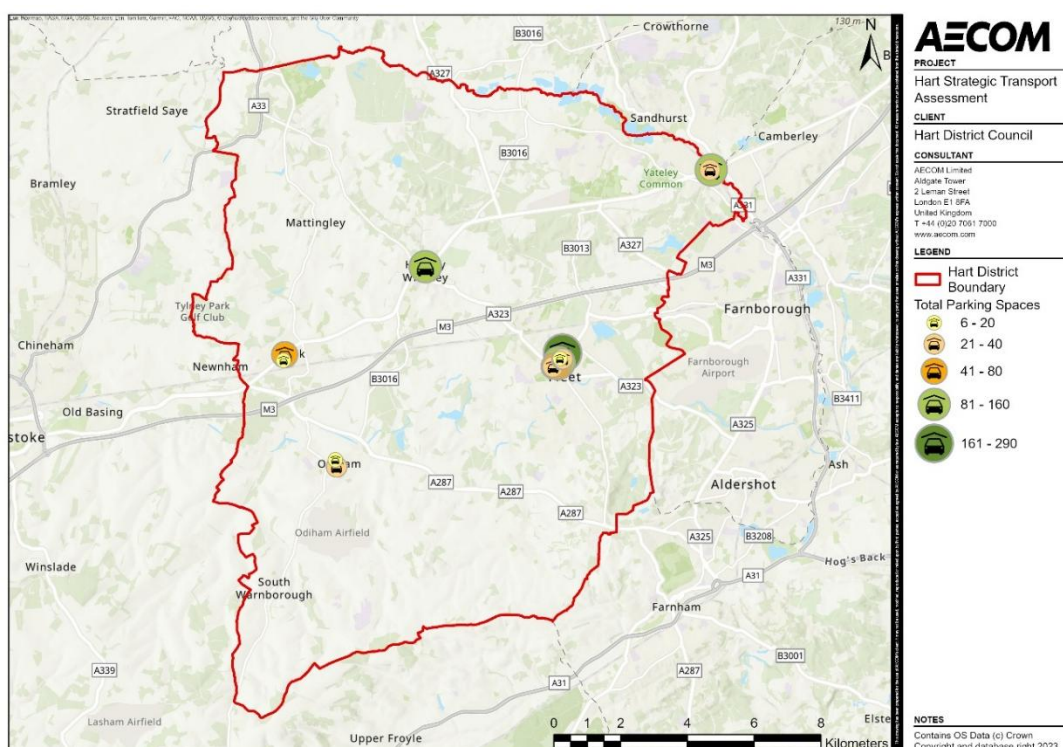
2.4.2 Additional charge points are located at the Civic Centre car park in Fleet. These facilities support the charging of the Council's vehicle fleet, including council vans, while also providing charging infrastructure for residents and visitors.

2.4.3 At present, there is no on-street electric vehicle charging provision within Hart District. All publicly available EV charge points provided by the Council are located within off-street car parks and are operated by private companies, including Mer UK.

2.5 Car Parking Facilities

2.5.1 Hart District Council has provided information on council-owned publicly accessible car parks, which are illustrated in Figure 2-1 with the full dataset provided in Appendix B. In total, there are 15 car parks with capacities ranging from 6 – 290 spaces. As shown in the figure below, all car parks are located within the main towns and village centres. The majority of car parks (8) are located within Fleet, with a further two in Odiham, two in Blackwater, two in Hook and one in Harley Wintney.

Figure 2-1: Car Parking Provision



Source: Hart District Council

2.5.2 Privately operated parking provision within Hart is primarily associated with key retail destinations, supermarkets and railway stations. The largest privately operated parking facilities are located at Hart Shopping Centre (approximately 450 spaces), Fleet railway station (approximately 410 spaces), Tesco in Hook (approximately 300 spaces), and Sainsbury's in Fleet (approximately 250 spaces). Additional parking capacity is provided at other retail and transport locations, including Hook Sainsbury's, Hook railway station, Winchfield railway station and Blackwater railway station.

2.5.3 A number of larger retail destinations located outside Hart also provide significant parking capacity and may influence retail travel patterns within the district. These include The Meadows in Camberley, Princes Mead and Farnborough Gate in

Farnborough, The Lexicon in Bracknell, and Festival Place in Basingstoke, which provides over 2,500 parking spaces.

- 2.5.4 Hart's *Cycle and Car Parking in New Development* strategy (adopted December 2023), sets out an ambition to encourage changes in how people travel within communities. The strategy promotes a shift away from private car use towards more sustainable modes of transport to support environmental objectives while encouraging healthier lifestyles.
- 2.5.5 The strategy establishes car parking standards that vary according to dwelling size, as shown in **Error! Reference source not found.**. These standards aim to ensure that sufficient parking provision is made, while avoiding displaced parking on streets in the surrounding area. This is because the strategy highlights that parking displacement can discourage walking and cycling and make local environments less safe and pleasant for pedestrians and cyclists.

Table 2-2: Car Parking Standards

Number of Bedrooms Within the Home	Allocated Number of Spaces	Unallocated Number of Spaces
One bedroom home	1.0	1.0
Two bedroom home	2.0	0.5
Three bedroom home	2.0 or 3.0	1.0 or 0.5
Four bedroom home	3.0	0.5
Five bedroom home	3.0	1.0

Source: *Cycle and Car Parking in New Development*, Hart District Council, December 2023

- 2.5.6 Allocated parking spaces are those located within the land immediately surrounding a home and are reserved for a specific property. Unallocated spaces include all other forms of parking, such as visitor parking.
- 2.5.7 It must be noted that for 3-bedroom homes, developers can choose between providing more dedicated resident parking spaces or a greater proportion of shared visitor parking, while still complying with the parking standards.
- 2.5.8 In addition to the above, a minimum of 5% of unallocated spaces should be designed to be accessible for use by disabled people.
- 2.5.9 Electric vehicle charging infrastructure shall be provided in accordance with the requirements of Part S (Infrastructure for the Charging of Electric Vehicles) of the Building Regulations. For new residential development, this will generally require the installation of an electric vehicle charge point for each dwelling with associated parking. Where applicable, cable routes and associated infrastructure should also be provided to facilitate the future installation of additional charge points. The requirements of Part S also apply to certain existing buildings undergoing a material change of use to create dwellings, such as the conversion of a barn to residential use.

2.6 Trip Attractors and Generators

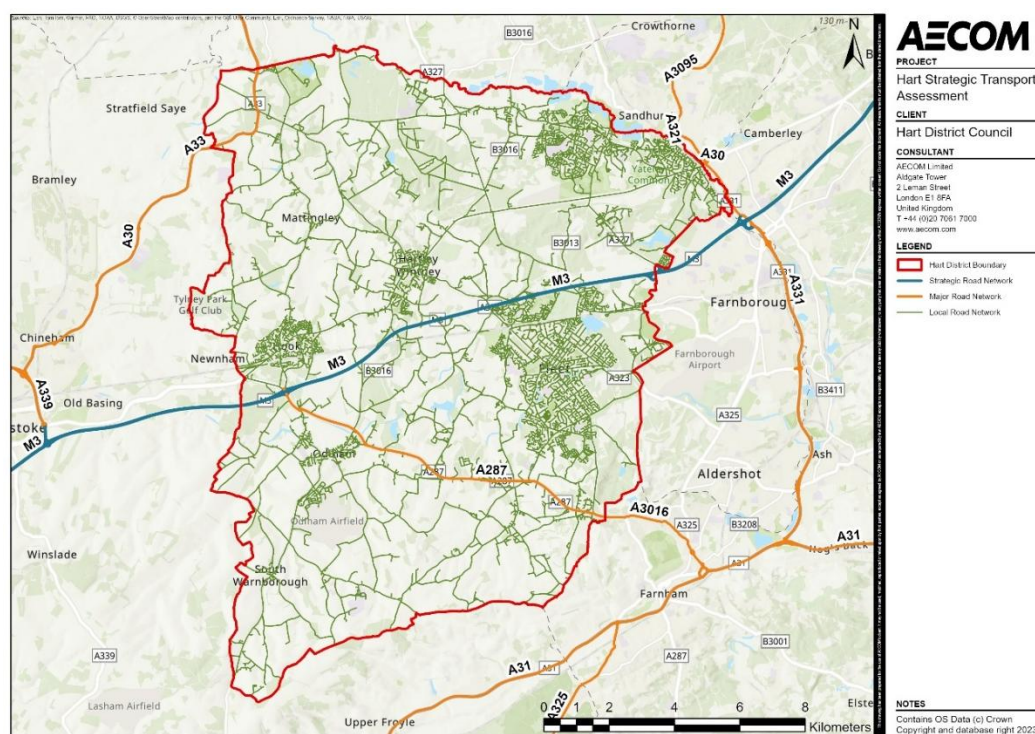
- 2.6.1 The primary trip attractors and generators within the District are concentrated in Fleet and Church Crookham. Fleet town centre, along with Ancells Business Park and Redfields Business Park, functions as a key employment hub, with additional significant employment activity at Bartley Wood Business Park in Hook, and part of the large Code Technology Park, which borders Farnborough Airport in the neighbouring district of Rushmoor.
- 2.6.2 Education also represent important trip generators, particularly the larger schools located in Fleet, Yateley and Hook.

- 2.6.3 Fleet, including Church Crookham and Elvetham Heath, forms the District's principal urban area. Blackwater, Hook and Yateley serve as the main local service centres, while Hartley Wintney, Odiham and North Warnborough are identified as secondary local service centres.

2.7 Highways

- 2.7.1 The M3 motorway, which forms part of the Strategic Road Network (SRN) and managed by National Highways, routes east-west through the centre of Hart District. Eastbound, the M3 provides strategic connectivity towards Camberley and Virginia Water as well as the wider western London area, with onward access to the M25 London Orbital Motorway. Westbound, the M3 provides direct links to Basingstoke, Winchester and onwards to the South Coast, including Southampton.
- 2.7.2 With regard to the Major Road Network (MRN), the A287 provides a north-south corridor through Hart District, facilitating connectivity between settlements including Hook, Odiham and Ewshot.
- 2.7.3 The A33 briefly routes through the north-western corner of the district, near Heckfield, providing an important connection between Reading and Basingstoke. Adjacent to the north-eastern boundary of the district, the A331 provides a further north-south route.
- 2.7.4 The Local Road Network (LRN) within the district comprises various A-class, B-class and unclassified roads. A key LRN route is the A30, which provides an east-west connection between Blackwater and Hook.
- 2.7.5 The remainder of the LRN is predominantly formed of unclassified residential streets and rural lanes, which serve local traffic movements.
- 2.7.6 Within the district area, the MRN and LRN are managed by Hampshire County Council.

Figure 2-2: The Road Hierarchy

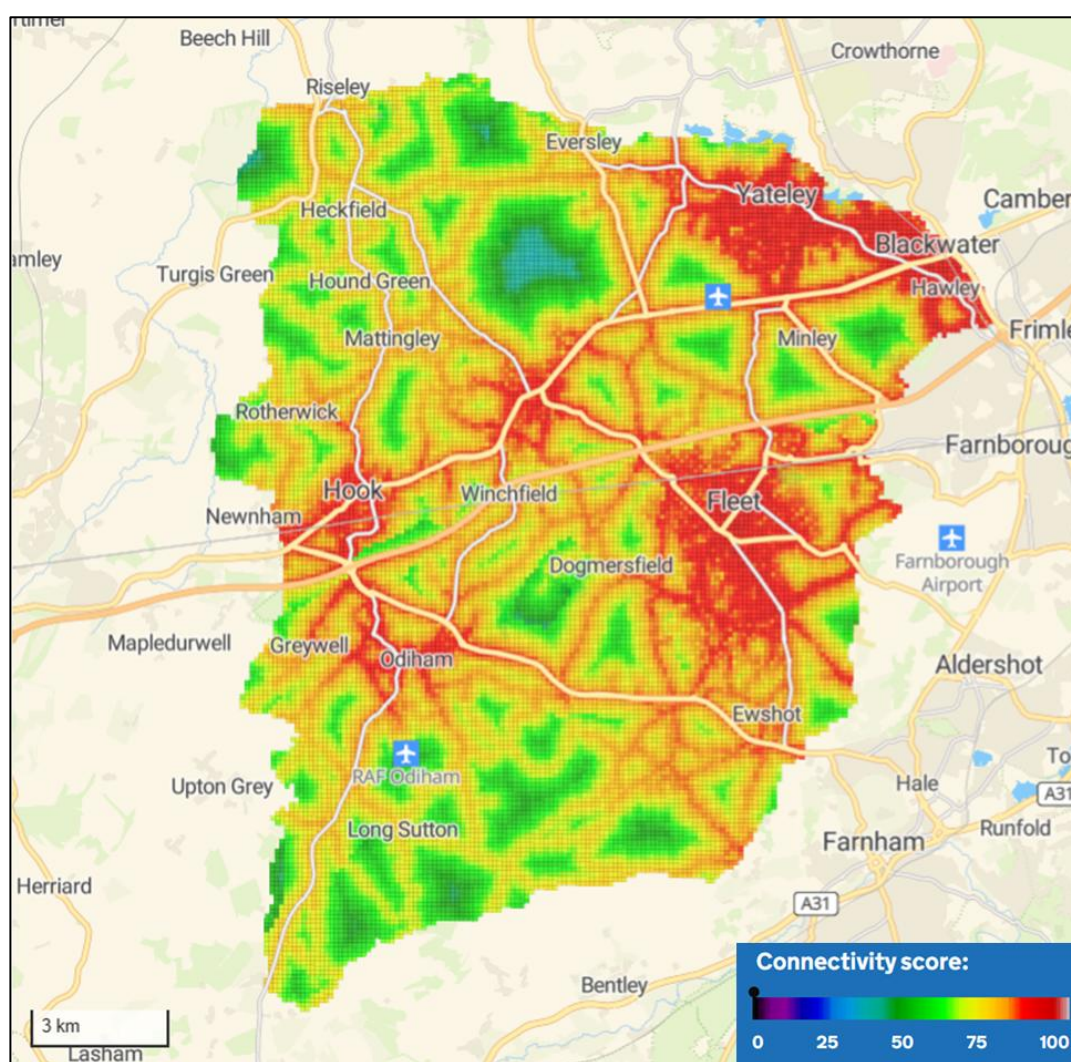


- 2.7.7 Figure 2-3 shows the connectivity score for travelling by car to key destinations, including education, leisure, health and shopping, based on data from the

Department for Transport (DfT) Connectivity Tool. The warmer colours of red and yellow indicate a higher level of connectivity.

- 2.7.8 The DfT Connectivity Tool provides a measure of how well a location is connected to key services, employment centres and the wider transport network. It typically presents accessibility through a composite score, which is derived from estimated journey times by different transport modes (such as public transport, walking, cycling and car) to a range of essential destinations, including jobs, education, healthcare and retail. These journey times are weighted and combined to reflect both the ease of access and the importance of different destination types, producing an overall connectivity score. Higher scores indicate better connectivity and shorter, more convenient access to a broader range of opportunities, while lower scores reflect more limited or less efficient access.
- 2.7.9 As demonstrated, connectivity scores are highest within the district's key towns, notably Yateley, Blackwater, Fleet and Hook, reflecting strong integration with the wider road network. Connectivity gradually decreases with increasing distance from these towns. Low connectivity scores are most evident in the north-western and southern areas of Hart, where locations are generally more remote from key settlements and strategic routes.

Figure 2-3: Connectivity to Key Destinations by Driving



Source: DfT Connectivity Tool²

² [Connectivity Tool - GOV.UK](https://www.gov.uk/government/publications/connectivity-tool)

- 2.7.10 As shown in Table 2-1, 92% of households within Hart have one or more vehicles, which is notably higher than the national average of 76%. In addition, approximately 45% of workers aged 16 or over in Hart predominantly work from home, compared with around 32% across the UK as a whole. Excluding those who predominantly work from home, the majority of workers in Hart (83%) travel to work either as a driver or passenger in a car or van. This is also higher than the national average of 71%.
- 2.7.11 There is a much smaller proportion of trips made by other modes, with approximately 9% of individuals travelling by foot and 2% travelling by train and bike.
- 2.7.12 It should be noted that Census 2021 data is influenced by the COVID-19 pandemic and therefore may present some limitations. However, it still provides a useful indication of overall travel patterns within the district.
- 2.7.13 Overall, these findings demonstrate a strong reliance on private vehicles in Hart. This sentiment is also echoed throughout local and regional policy.
- 2.7.14 To present an overview of the current road conditions within Hart, data relating to delays, volume over capacity (Voc) ratios, which are indicative of congestion and total traffic flow were obtained from the NHTM base year model 2019.

Delay

- 2.7.15 Figure 2-4 and Figure 2-5 highlight sections of the road network where delay is 60 seconds or greater in the AM and PM peaks, respectively.
- 2.7.16 Within the Rural North and Villages sub-area, notable delays are observed during the AM peak within the north-western section, particularly along the A33, B3349 and Welsh Lane. During the PM peak, delays persist within the same area, with impacts more specifically concentrated along the B3349 just south of Riseley.
- 2.7.17 Within the Hook sub-area, delay is highlighted along Old School Road, between Newnham Road and the A30, in both the AM and PM peak periods. During the AM peak, delays are higher, reaching 1 min 36 seconds, compared to 1 minute 20 seconds in the PM peak.
- 2.7.18 Within the Fleet sub-area, more sections of the road network experience notable delay in the PM peak compared to the AM. In the AM peak, an approximately 650m section of Ively Road adjacent to the Hartland Village development experiences delays of 1 minute 22 seconds. In the PM peak, delays on this section are slightly lower at 1 minute 7 seconds. Additionally, during the PM peak, a section of the A323 Reading Road at Reading Road South Bridge experiences delays of 1 minute 22 seconds. This may be attributable to the traffic signals located north of the bridge, at the junction with Aldershot Road.
- 2.7.19 No delays of 60 seconds or greater are observed within the sub-areas Yateley and Blackwater or Rural South and Villages.

Figure 2-4: Delay of 60 Seconds or More (AM)

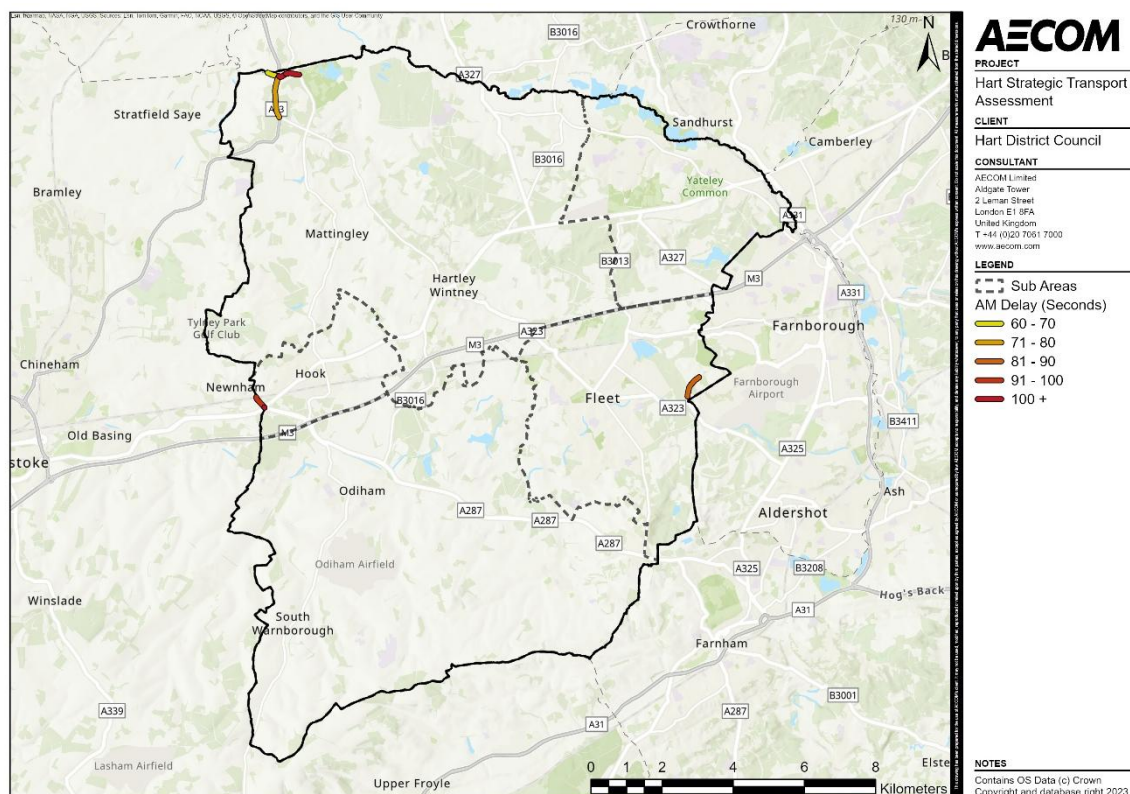
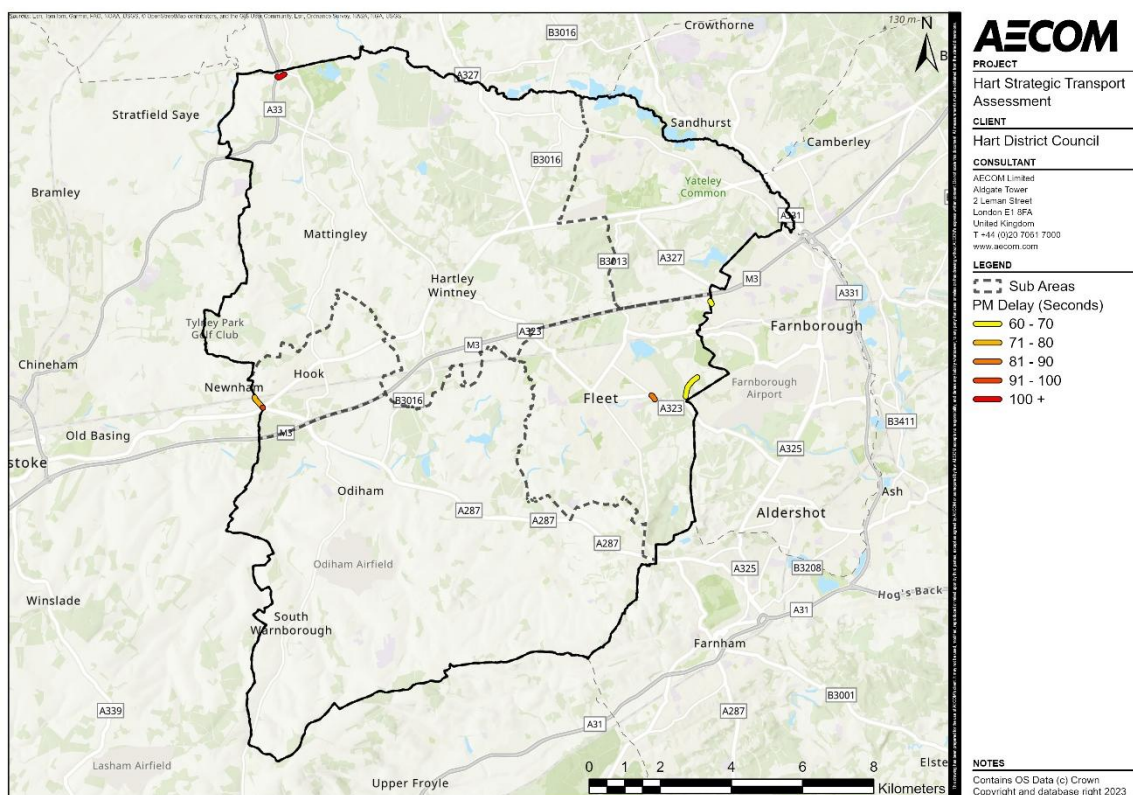


Figure 2-5: Delay of 60 Seconds or More (PM)



Traffic Flow

2.7.20 Figure 2-6 and Figure 2-7 illustrate the combined total vehicle flows (light and heavy vehicles) across the road network.

- 2.7.21 Within the Rural North and Villages sub-area, the highest traffic flows during both the AM and PM peak periods occur along the M3, which forms part of the SRN. Traffic volumes reach approximately 4,400 vehicles eastbound in the AM peak and 3,800 in the PM peak while westbound flows are around 3,500 in the AM peak and 4,400 in the PM peak. Another area of notably high vehicle flow is along the A33, to the north-west of the sub-area, which coincides with the location experiencing notably delays, discussed above. Many other roads within the area experience relatively low traffic volumes, with most accommodating approximately 100 vehicles. This largely reflects their more localised function within the network.
- 2.7.22 Within the Yateley and Blackwater sub-area, the highest traffic flows occur along the M3. Within the centre of the sub-area, the A30 / A327 / Cricket Hill Lane is also observed to have high vehicle flows in both peaks, in comparison to the surrounding network.
- 2.7.23 Within the Hook sub area, the highest traffic flows in the AM and PM peaks also occur along the M3, with variations in flow influenced by the presence of Junction 5. The A and B roads that route to and through Hook centre (the A30 and B3349) also accommodate relatively high traffic volumes. In contrast, surrounding roads experience significantly lower flows, likely reflecting their function in serving nearby residential areas and their more local role within the highway network.
- 2.7.24 Within the Fleet and Church Crookham sub-area, relatively high traffic flows are observed in both the AM and PM peak periods along the A3013 Fleet Road, likely due its proximity to Fleet Rail Station. The majority of the remaining highway network within the sub-area experiences comparatively low traffic volumes, with most roads accommodating less than 400 vehicles.
- 2.7.25 Within the Rural South and Villages sub-area, the highest traffic flows during both the AM and PM peak periods are observed along the A287 and its onward connection to the B3349 towards Odiham town centre. Relatively high traffic flows are also observed at M3 Junction 5 and the A287 / B3349 dumbbell roundabout.

Figure 2-6: Total Actual Flow (AM)

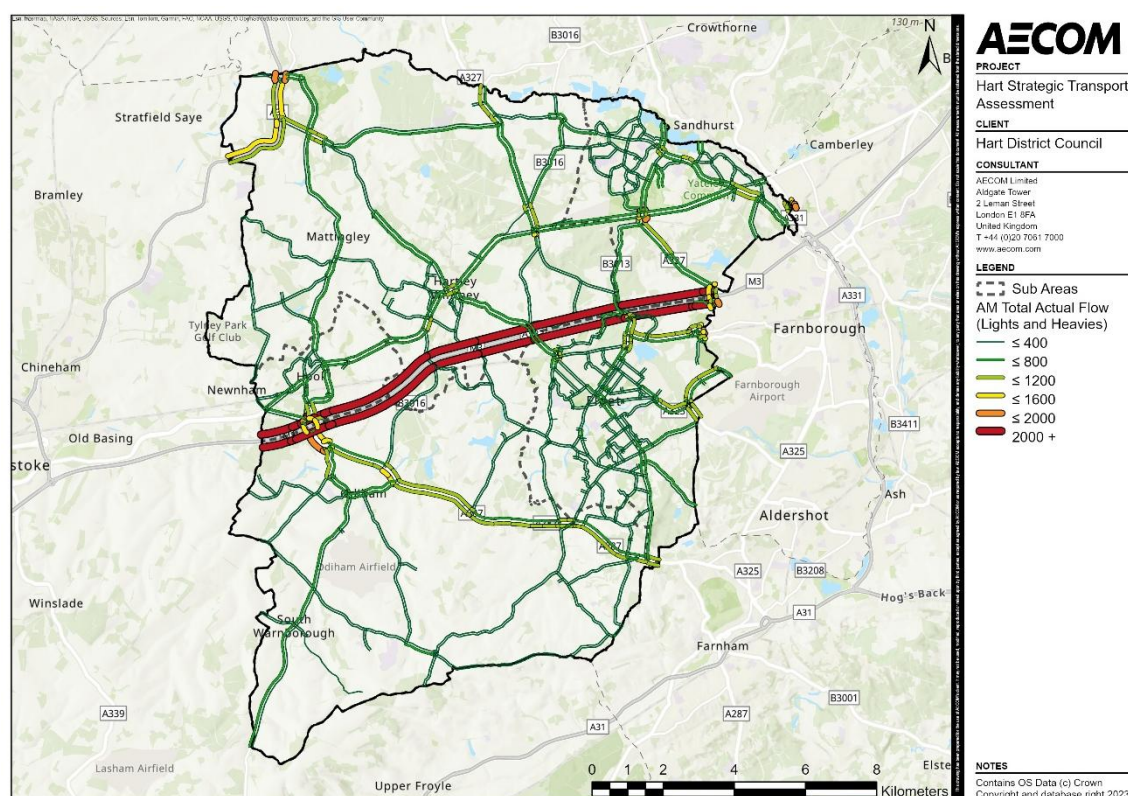
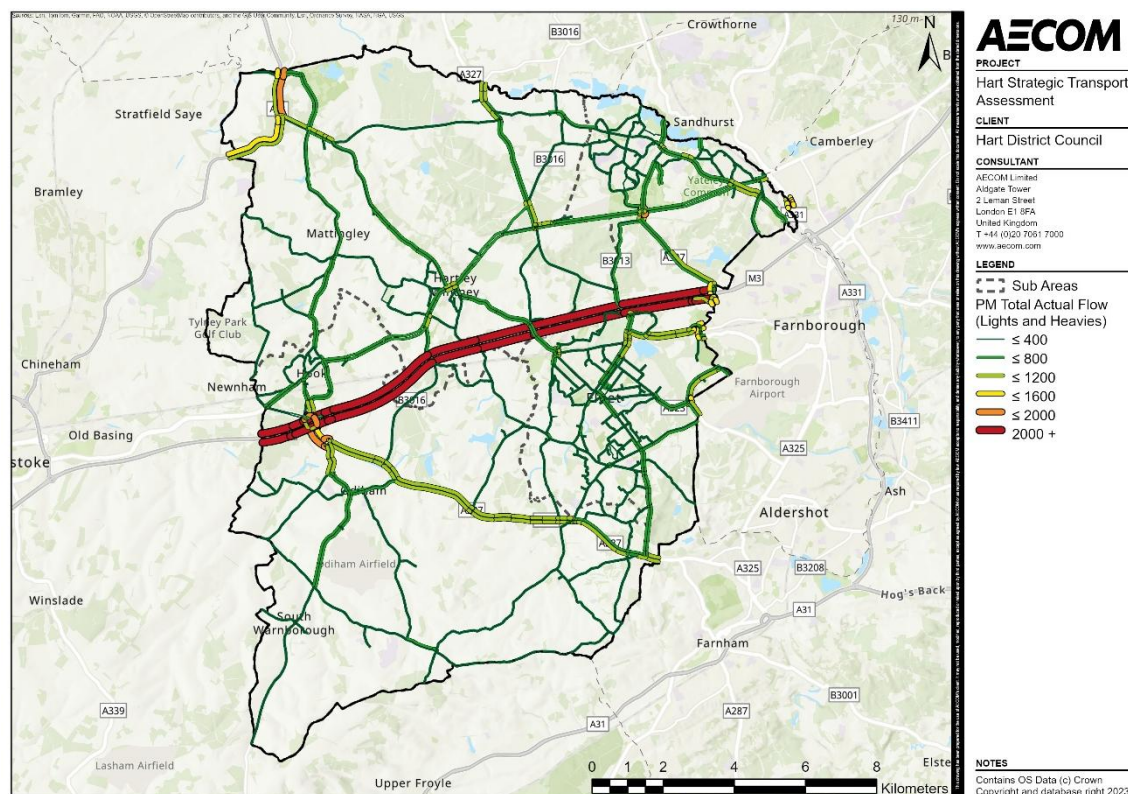


Figure 2-7: Total Actual Flow (PM)



Volume Over Capacity

- 2.7.26 Figure 2-8 and Figure 2-9 present locations where Volume over Capacity (V/C) ratios reach or exceed 80%, indicating areas of increased network stress or a higher likelihood of congestion.
- 2.7.27 Within the Rural North and Villages sub-area, a section of the A33, extending along The Causeway to the Bramshill Road / B3011 junction, is identified as operating with elevated V/C ratios in both the AM and PM peak periods. In the PM peak, this section experiences a higher level of network stress with V/C ratios falling within the 90-100% range along its full extent.
- 2.7.28 An additional section in Eversley Cross, between the B3016 / B3272 junction and the B3272 / Fox Lane junction is also identified as operating with V/C ratios of around 81%.
- 2.7.29 Within the Yateley and Blackwater sub-area, three junction approaches are identified as operating with elevated V/C ratios in both the AM and PM peak periods. These include:
- The western arm to the B3272 / Cricket Hill Lane roundabout
 - The northern arm to the A30 / B3272 roundabout
 - The northern arm to the A30 / Cricket Hill Lane / A327 roundabout
- 2.7.30 Within the Hook sub-area, a section of the B3349 on the approach to the M3 Junction 5 roundabout is identified as operating with elevated V/C ratios. This section experiences slightly higher levels of network stress during the AM peak (90% VOC) compared to the PM peak (88% VOC).
- 2.7.31 Within the Fleet and Church Crookham sub-area, the most notable section identified as operating with elevated V/C levels during both the AM and PM peak periods is Ively Road, on the southbound approach to the roundabout with the

A3223 Norris Hill Road. The southernmost section, closest to the roundabout, experiences the highest levels of network stress, with V/C ratios exceeding 100%.

- 2.7.32 Within the Rural South and Villages sub-area, the B3349, between the A287 / B3349 roundabout and Whitewater Road / B3349 junction, is identified as operating with elevated levels of network stress. During the AM peak period, this stress is predominantly directional, affecting northbound movements. In contrast, during the PM peak period, elevated V/C ratios are observed in both directions, affecting both northbound and southbound traffic flows.
- 2.7.33 Several small sections within the vicinity of Odiham town centre are also identified as experiencing elevated levels of network stress. These appear to be more pronounced during the AM peak period.

Figure 2-8: Volume Over Capacity (VOC) – 80% or more (AM)

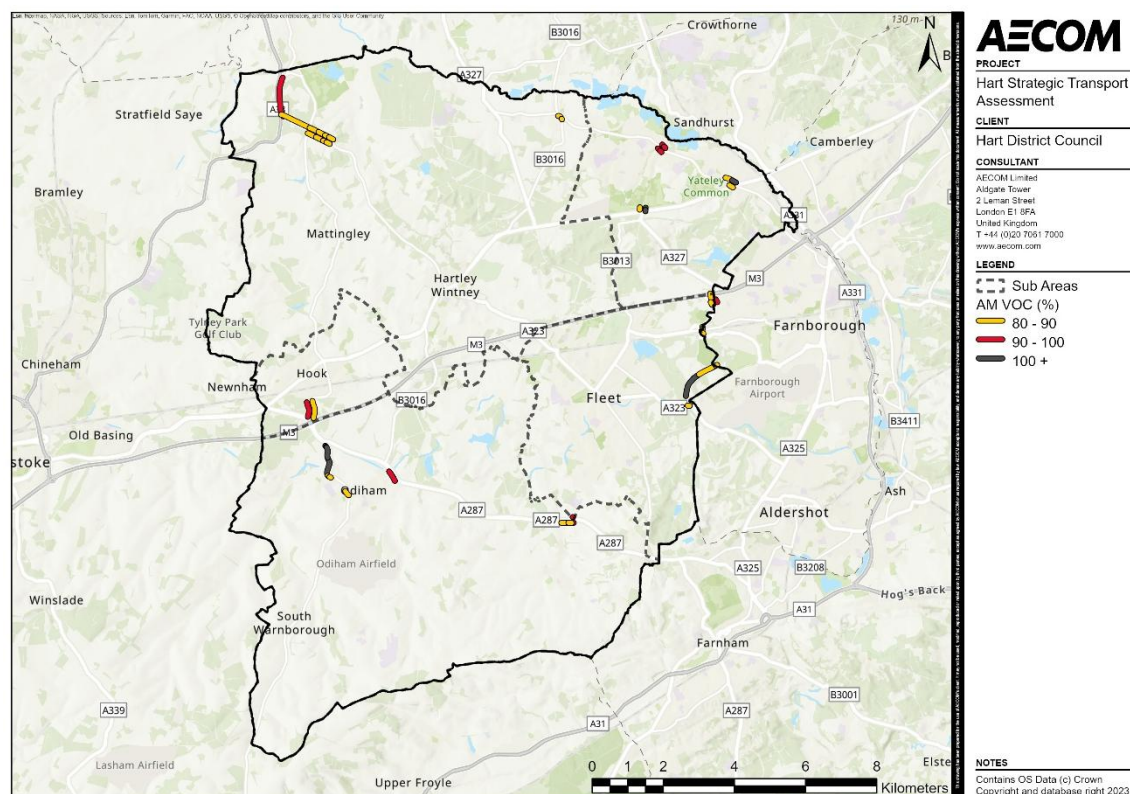
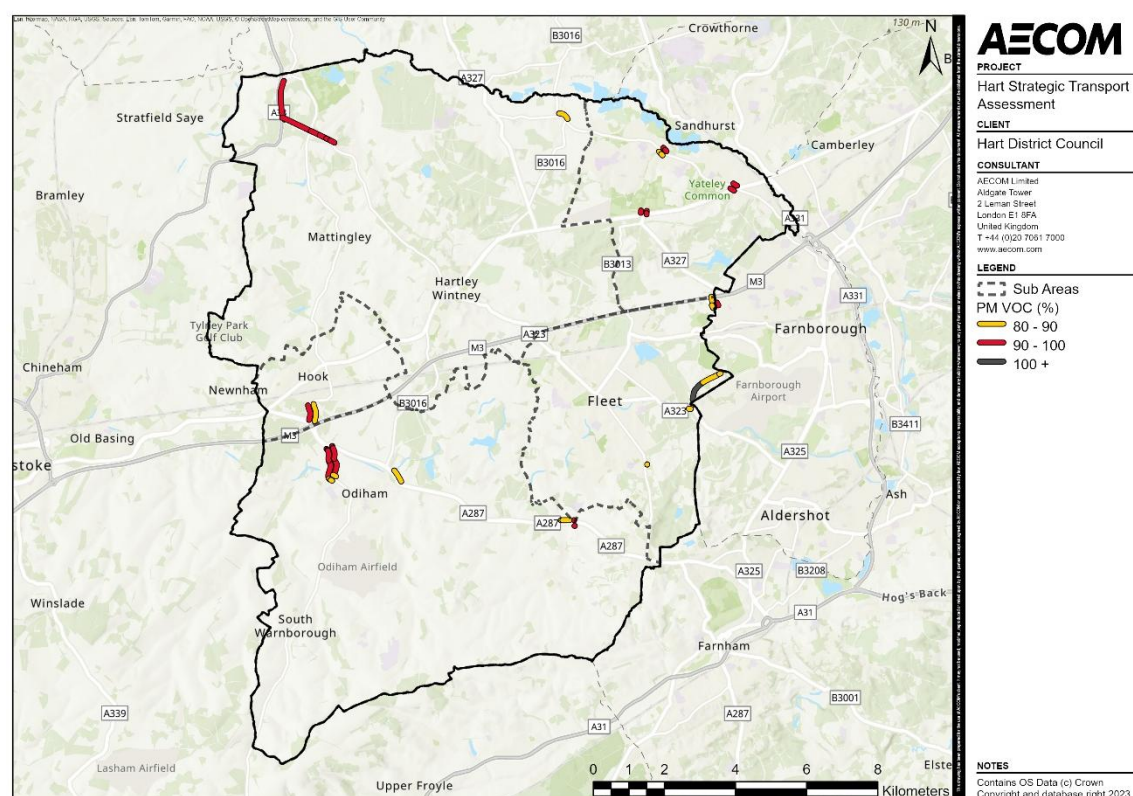
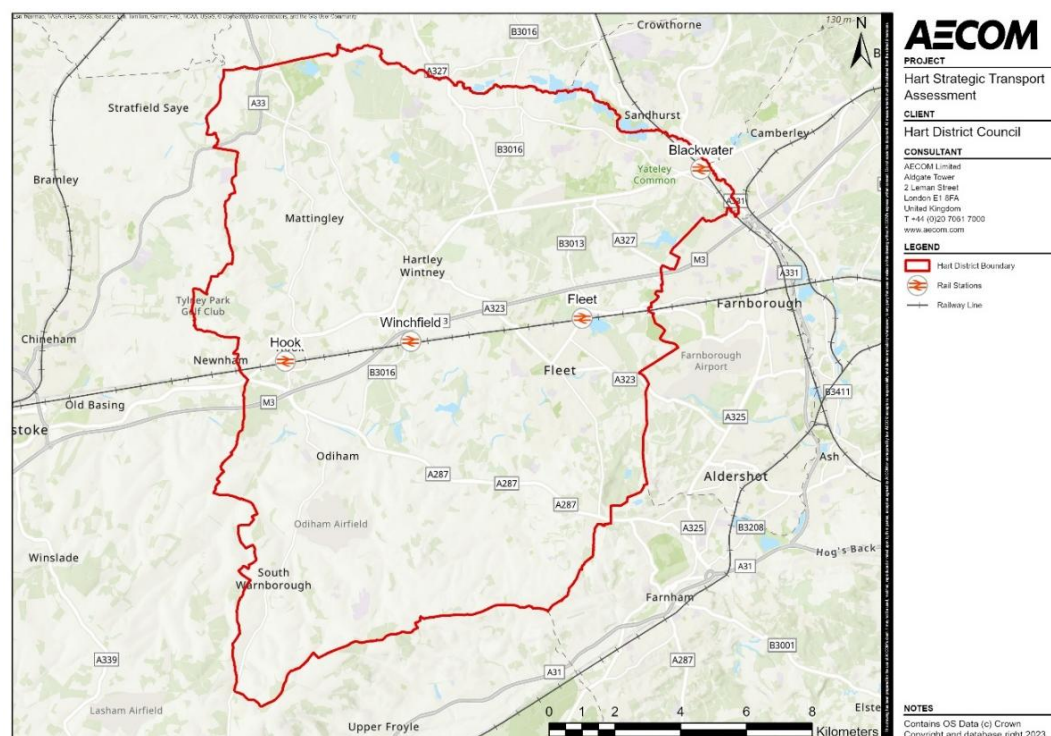


Figure 2-9: Volume Over Capacity (VOC) – 80% or more (PM)



2.8 Rail

- 2.8.1 As shown in Figure 2-10, the South Western Main Line routes east-west through Hart. Hook, Winchester and Fleet railway stations are located on this line within the district. These stations offer direct rail connectivity eastwards to London Waterloo, as well as westward connections to Basingstoke and onwards to Portsmouth. Changing trains at Basingstoke enables passengers to interchange onto services heading towards Exeter and Southampton.
- 2.8.2 Blackwater Railway Station is also located on the north-eastern boundary of the district and is served by Great Western Railway. The line provides direct connections to Reading, Guildford and Redhill. It also facilitates onward connections to services heading to London Paddington and Waterloo stations.
- 2.8.3 Although located just beyond the district boundary, Sandhurst (Berks) railway station provides an additional rail access point for parts of southern Hart. The station is situated on the North Downs Line, with services operating between Reading, Guildford and Gatwick Airport. There are no direct rail services between Sandhurst and stations within Hart District; journeys require an interchange, typically at Reading, Guildford or Blackwater.

Figure 2-10: Rail Stations

- 2.8.4 **Hook Station** is a small-to-medium sized station serving local and commuter movements. It provides a surface car park with approximately 157 spaces and offers step-free access to the platforms. The station is readily accessible by road and caters primarily to local catchment demand.
- 2.8.5 **Fleet Station** is the largest and busiest station in the area, functioning as a key rail hub for commuters. It benefits from extensive parking provision, with several hundred spaces across its main and premium car parks, and offers a wider range of passenger facilities than the smaller local stations.
- 2.8.6 **Winchfield Station** is a rural commuter station with a relatively large car park of approximately 320 spaces, reflecting its role as a park-and-ride facility for a wider catchment. Access by road is straightforward and parking provision is a key feature of the station.
- 2.8.7 **Blackwater Station** is a smaller local station with limited parking and passenger facilities compared with Fleet and Winchfield. It primarily serves local residential areas and provides convenient access for pedestrians and short-distance users.
- 2.8.8 As shown in Table 2-3 below, these stations provide typical commute times of approximately one hour, to major London interchange hubs, demonstrating relatively good rail connectivity.

Table 2-3: Approximate Journey Times from Hart Train Stations to London

Origin Rail Station	Destination Rail Station	Approximate Journey Time
Fleet	London Waterloo	40 mins – 56 mins
Hook	London Waterloo	58 mins – 1 hr 6 mins
Winchfield	London Waterloo	54 mins – 1 hr 7 mins
Blackwater	London Paddington	52 mins – 1hr
Blackwater	London Waterloo	1 hr 5 mins – 1 hr 11 mins

Source: Trainline

- 2.8.9 Table 2-4 presents annual rail demand for the four principal stations in Hart District. The data is sourced from the Office of Rail and Road (ORR) Estimates of Station Usage, which provides official statistics on station entries and exits derived primarily from rail ticketing systems and industry datasets.
- 2.8.10 The table breaks down passenger demand by ticket type (full price, reduced price and season tickets) and shows total station usage alongside the main origin or destination flows. This provides an indication of both overall station activity and dominant travel patterns, including commuting, education, leisure and regional business trips.

Table 2-4: Entries, Exits and Main Origin or Destination Station

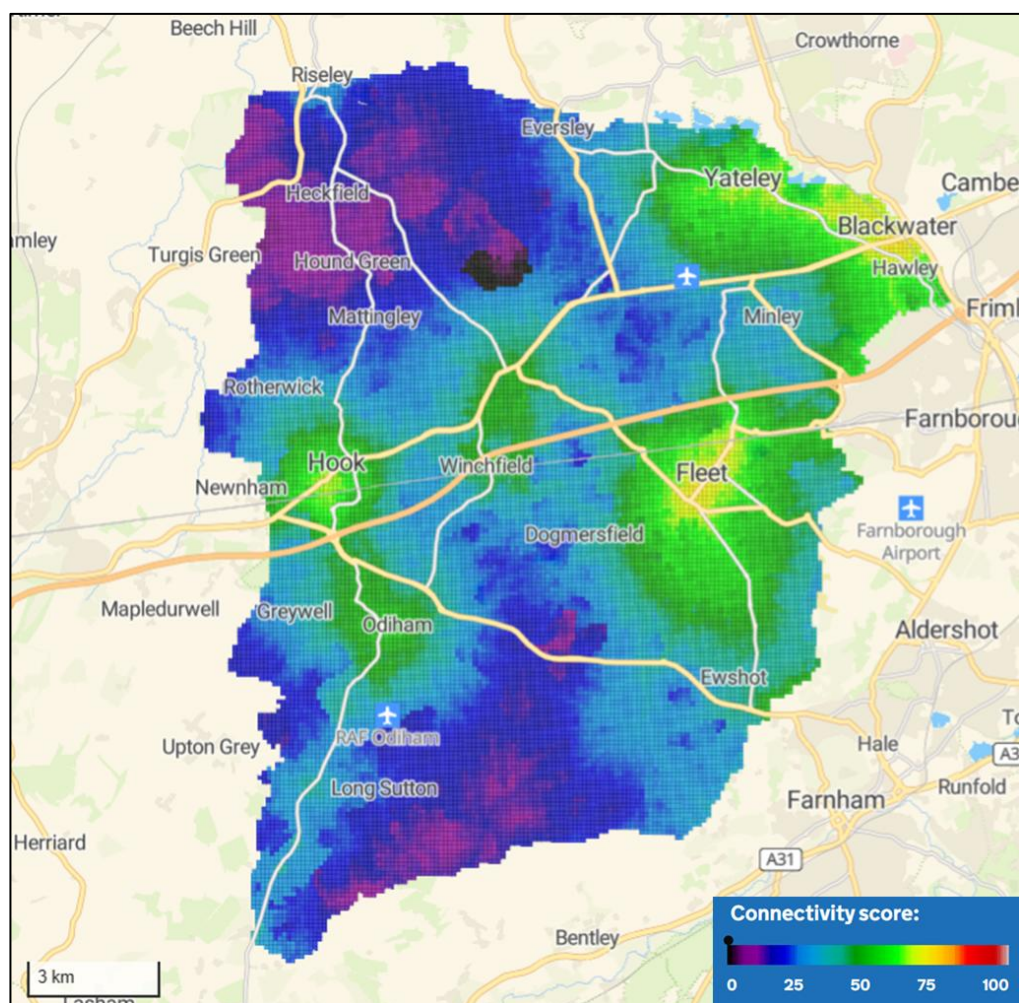
	Entries and exits: (Full price tickets)	Entries and exits: (Reduced price tickets)	Entries and exits: (Season tickets)	Entries and exits: (All tickets)	Main origin or destination station
Blackwater	103,276	244,374	36,198	383,848	Reading
Hook	140,534	237,988	109,206	487,728	London Waterloo
Winchfield	70,948	94,564	63,488	229,000	London Waterloo
Fleet	461,512	667,054	272,114	1,400,680	London Waterloo

Source: Office of Rail and Road

- 2.8.11 The four stations within Hart District serve settlements of varying size and perform different roles within the wider North Hampshire rail network. Fleet, serving the district's largest settlement (approximately 39,000 residents), is the busiest station, recording around 1.4 million annual entries and exits. Hook, serving a population of around 8,200 residents, recorded almost 488,000 annual entries and exits, while Winchfield, serving a much smaller rural population of approximately 700 residents, generated around 229,000 trips annually.
- 2.8.12 The predominance of reduced-price and season ticket travel indicates that regular commuting forms a significant component of rail demand. London Waterloo is the principal destination for passengers using Fleet, Hook and Winchfield, reflecting the importance of commuting to London as well as business and leisure travel. In contrast, Reading is the principal destination for Blackwater passengers, highlighting the station's role in providing access to the Thames Valley employment market and regional services.
- 2.8.13 Compared with the North Hampshire average of approximately 972,000 annual entries and exits, Fleet performs substantially above average, reflecting both its larger population catchment and strategic position on the rail network. While Hook, Winchfield and Blackwater record lower overall passenger volumes, their levels of usage remain strong relative to the size of the communities they serve, demonstrating the importance of rail connectivity across Hart District.

2.9 Public Transport

- 2.9.1 Figure 2-11 shows the connectivity score for travelling by public transport to key destinations, including education, leisure, health and shopping, based on data from the DfT Connectivity Tool.
- 2.9.2 The highest connectivity scores (70) are recorded in Fleet and Blackwater, reflecting strong public transport provision. In contrast, the lowest connectivity score (1) in the district is observed east of Hound Green, near Hazeley village. This is likely attributable to the area's rural and undeveloped nature.

Figure 2-11: Connectivity to Key Destinations by Public Transport

Source: DfT Connectivity Tool³

- 2.9.3 The Hampshire Bus Service Improvement Plan (BSIP), which was adopted in 2024, states that Hart District is characterised by very high levels of car ownership and strong reliance on the private car. As set out in section 2.3 of this report, Hart has the highest car ownership rates in Hampshire, with most households owning at least one car and a significant proportion owning two or more. This level of car availability is a key factor shaping travel behaviour in the district and contributes to comparatively low levels of bus use.
- 2.9.4 Within the Blackwater Valley and Fleet area, the BSIP highlights that commuting patterns further reduce demand for bus services. Bus use for travel to work has declined markedly since 2011, while a substantial share of residents now work from home or travel to dispersed employment locations across the wider sub-region, which would be impractical to cater for by bus services.
- 2.9.5 Key bus corridors serving Hart, particularly the Stagecoach Gold 1 route between Fleet, Farnborough and Aldershot, experience reliability issues due to congestion. Journey times are affected at several major junctions along the A325 corridor, including key roundabouts in Farnborough, which results in reduced service frequency and uneven bus spacing despite partial bus priority measures.
- 2.9.6 To address these issues, the BSIP sets out a series of planned and ongoing improvements focused on the Gold 1 corridor and wider Blackwater Valley network. These include:

³ [Connectivity Tool - GOV.UK](https://www.gov.uk/government/publications/connectivity-tool)

- Junction improvements at the A325 Ham & Blackbird and Clockhouse roundabouts
- Enhanced bus priority through selective vehicle detection at traffic signals
- Upgrades to real-time passenger information at key stops

2.9.7 It must be noted that structural factors in Hart, particularly very high car ownership, dispersed settlement patterns, and relatively low-density development, continue to present significant challenges to improving bus service frequency and encouraging a sustained shift away from car use.

2.10 Public Transport Accessibility

2.10.1 The existing bus network is primarily focused on the district's main towns, including Fleet, Hook and Blackwater, with comparatively limited provision across Hart's rural parishes. As a result, there are notable gaps in public transport accessibility, particularly to Winchfield railway station, which has no direct bus service.

2.10.2 Residents of Odiham and North Warnborough also have no direct access to the rail network and are reliant on Hook or Winchfield stations, neither of which is served by connecting bus services.

2.10.3 Yateley has relatively limited access to the rail network, with Blackwater station providing the nearest rail connection. Similarly, access to Fleet station, one of the district's principal rail gateways, remains largely car-dependent due to limited public transport links from surrounding areas outside of the town. These gaps in bus and rail integration constrain sustainable travel options for a number of communities across the district, particularly in rural areas.

2.10.4 PODARIS has been utilised to assess and illustrate accessibility by bus transit across the following settlements: Church Crookham, Crondall, Fleet, Hartley Wintney, Hook, North Warnborough and Yateley. The outputs of this analysis are presented in Figure 2-12 to Figure 2-18 and discussed further below. To support this analysis, bus frequency and service maps are presented in Figure 2-19 to Figure 2-20.

2.10.5

2.10.6

2.10.7

2.10.8 Figure 2-12 presents bus accessibility for Church Crookham. The map indicates that accessibility is strongest within and around Fleet and west of Aldershot, with more limited coverage to the southeast, north of the A287. This reflects the more rural nature of the area, lack of bus services and opportunities for multi-modal trips.

2.10.9 Figure 2-13 presents bus accessibility for Crondall. This map indicates that accessibility varies across the surrounding area, with stronger accessibility observed northwards towards Fleet and southeast towards Farnham. This is reflective of the presence of several Stagecoach South bus services (services 7, 10 and 65X) within the area, as shown in Figure 2-20. Within the 20-minute isochrone, there is a gap in accessibility, north of the A287.

2.10.10 Figure 2-14 presents bus accessibility for Fleet. Overall, the map indicates generally strong accessibility, with the potential to reach Farnborough within 60 minutes, likely due to the presence of Stagecoach South services 9 and 10, which have a frequency of around 2 services in the AM peak. Accessibility is limited to the east of Fleet, likely reflecting the presence of Farnborough Airport.

- 2.10.11 Figure 2-15 presents bus accessibility for Hartley Wintney. While accessibility varies across the surrounding area, it is generally strong, specifically towards Hook and Fleet. This is likely reflective of service 65X, which connects all three areas. Accessibility is more limited immediately to the north of the settlement, which is likely due to the rural character of this area, the limited availability of bus services or the difficulty of accessing bus stops within an acceptable walking distance.
- 2.10.12 Figure 2-16 presents bus accessibility for Hook. The map indicates that, while accessibility is strong, it varies across the surrounding area. Accessibility is strongest to the south and west, with the possibility of reaching South Warborough and Basingstoke within 60 minutes via Stagecoach South services 13 and 65X. The latter has a high frequency of approximately 3 - 4 services in the AM peak as shown in Figure 2-19. There is, however, a gap in accessibility between Old Basing and Basingstoke, likely reflecting the limited provision of bus stops along the A339 corridor surrounding Basingstoke.
- 2.10.13 Figure 2-17 presents the bus accessibility for North Warborough. The map indicates that accessibility is strong across the surrounding area, with the potential to reach Basingstoke (to the west) and South Warborough (to the south) within 60 minutes via Stagecoach South services 13 and 65X. However, there is a gap in accessibility to the southeast, likely reflecting the presence of Odiham Airfield, a Royal Air Force station. A further gap is evident between Old Basing and Basingstoke, likely reflecting the limited provision of bus stops along the A339 corridor surrounding Basingstoke.
- 2.10.14 Figure 2-18 presents the bus accessibility for Yateley. The map indicates that east-to-west accessibility appears stronger than north-to-south. This mirrors the spatial distribution of bus services within the surrounding area. Within both 40 and 60 minutes, there is potential to reach Camberley to the east via services 3 and F52.

Figure 2-12: Church Crookham Bus Accessibility

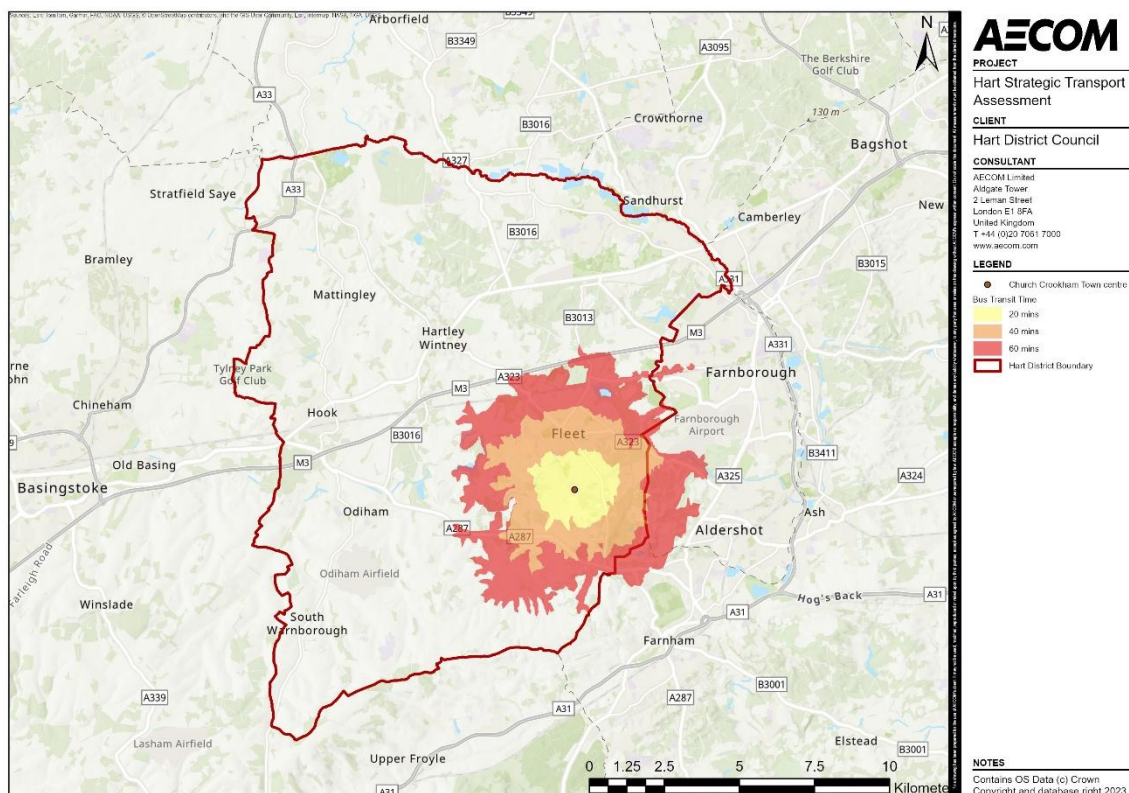


Figure 2-13: Crondall Bus Accessibility

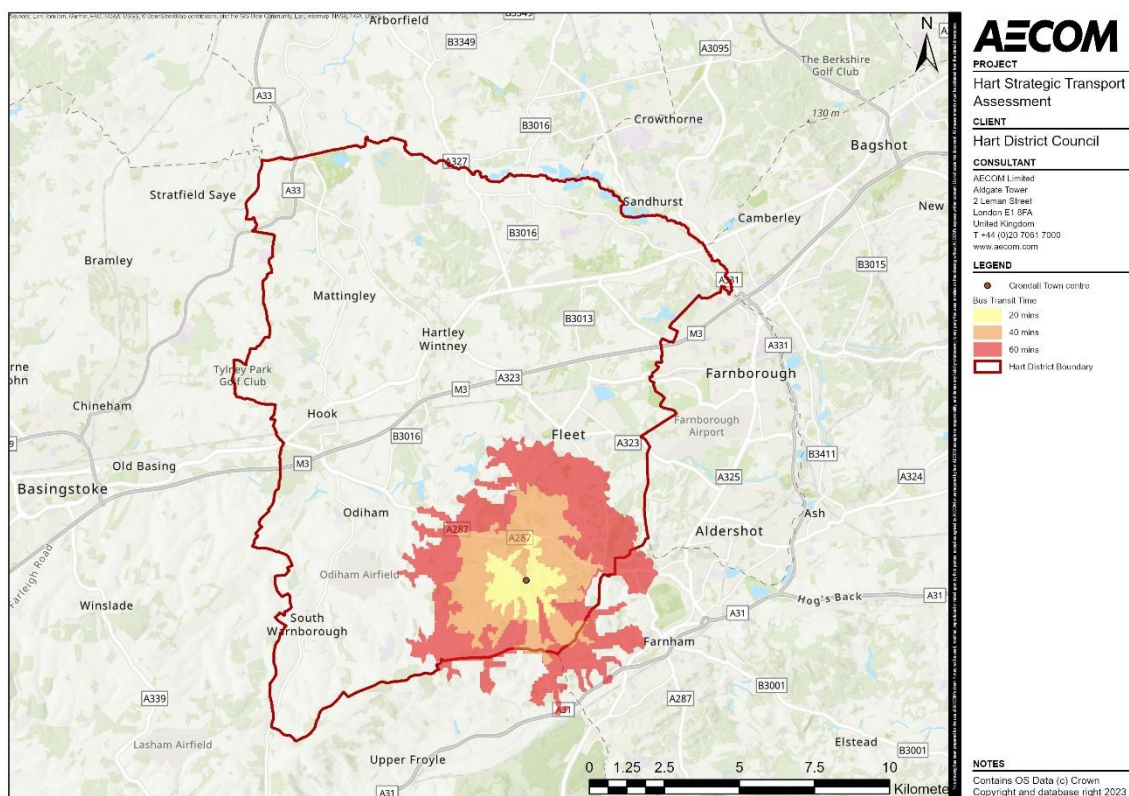


Figure 2-14: Fleet Bus Accessibility

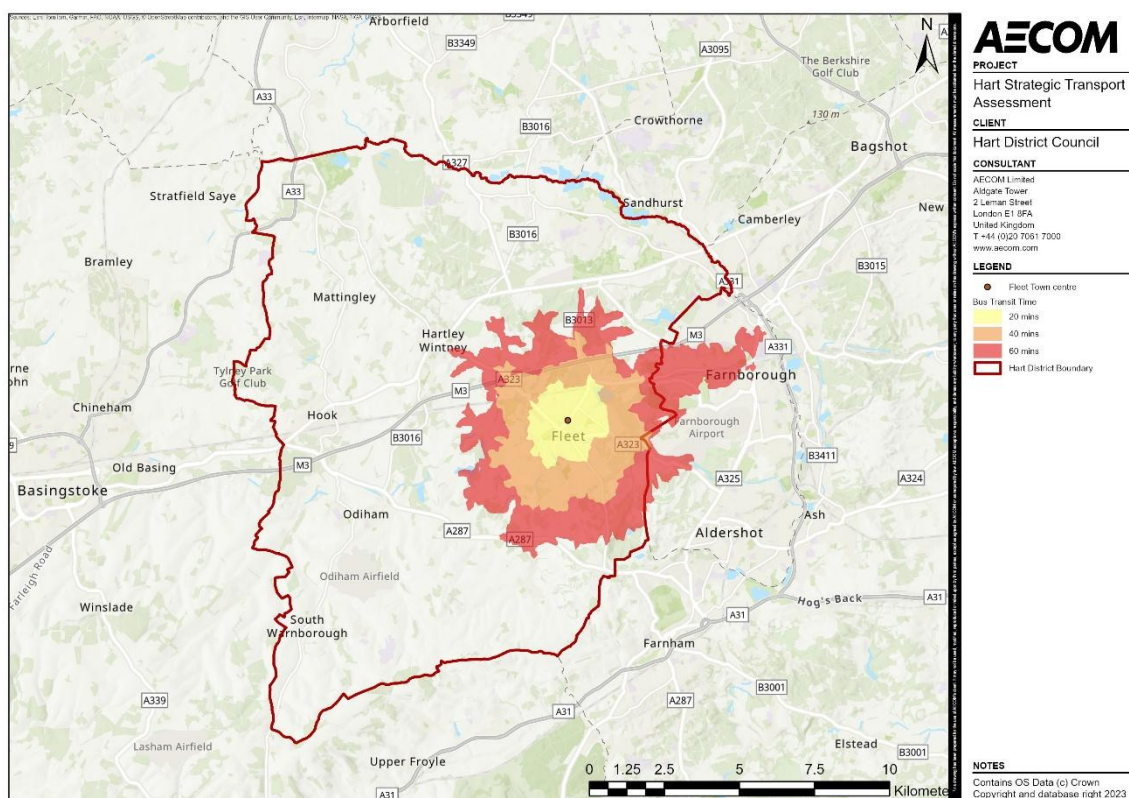


Figure 2-15: Hartley Wintney Bus Accessibility

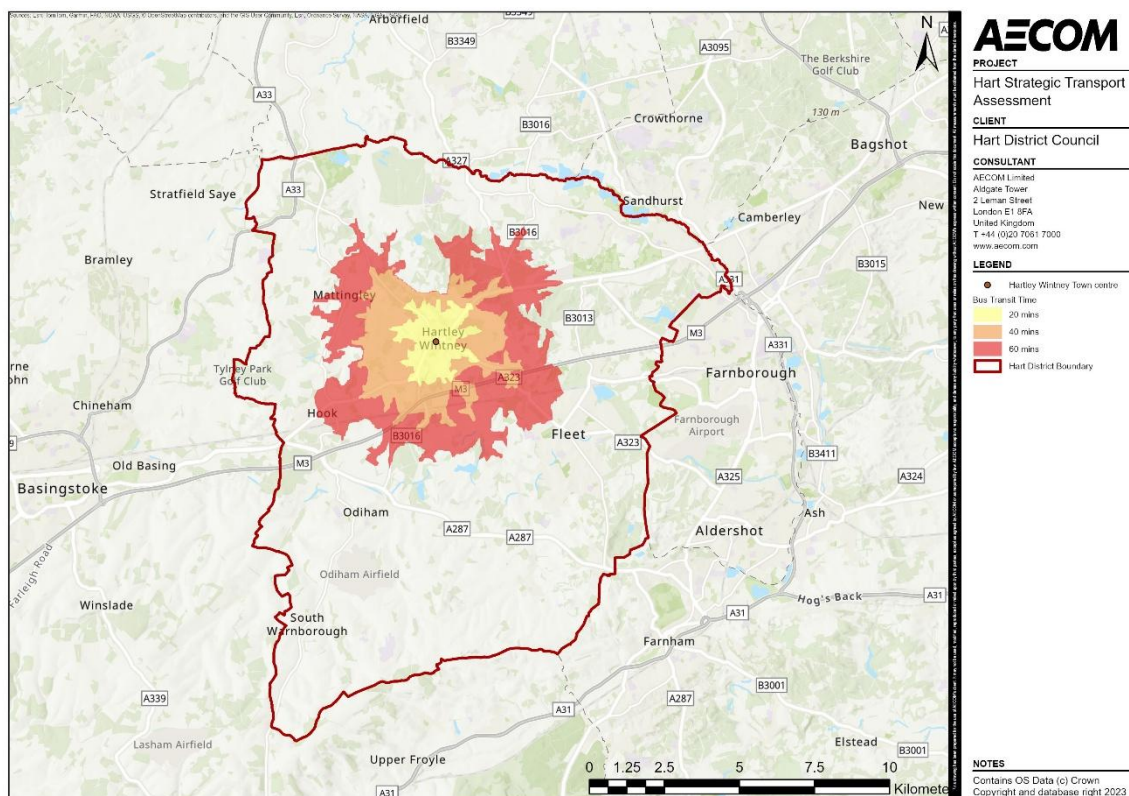


Figure 2-16: Hook Bus Accessibility

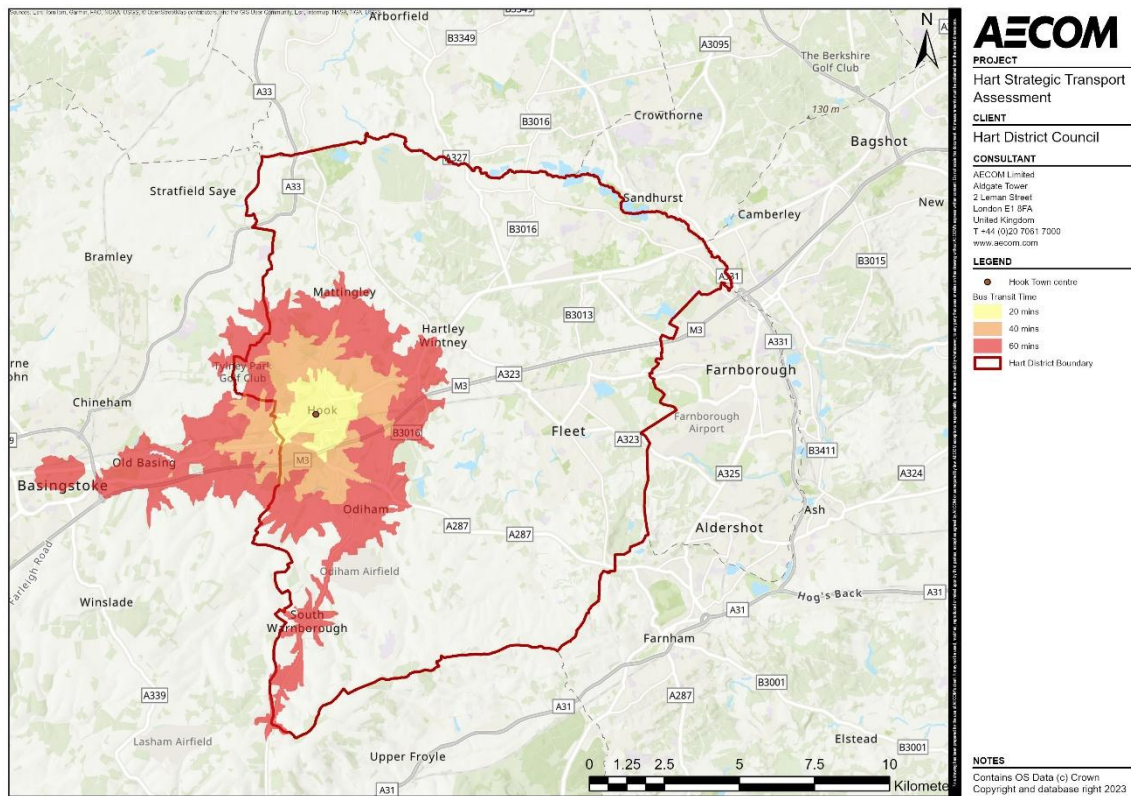


Figure 2-17: North Warnborough Bus Accessibility

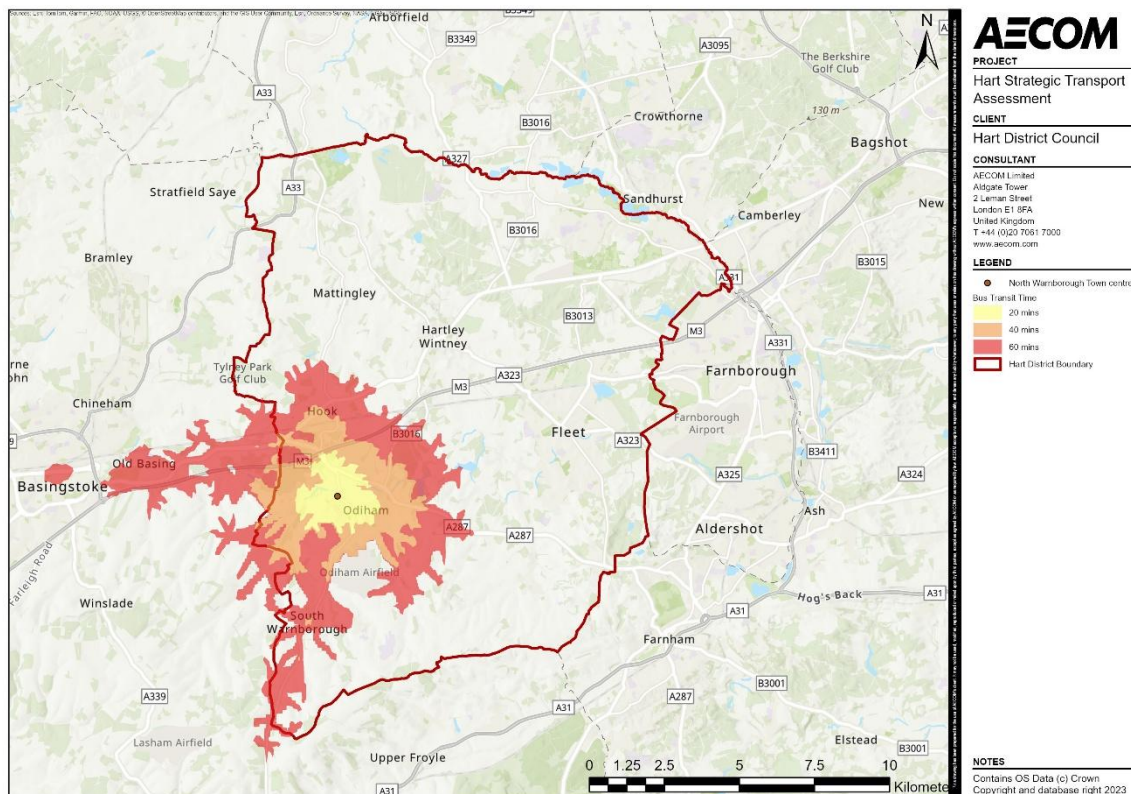


Figure 2-18: Yateley Bus Accessibility

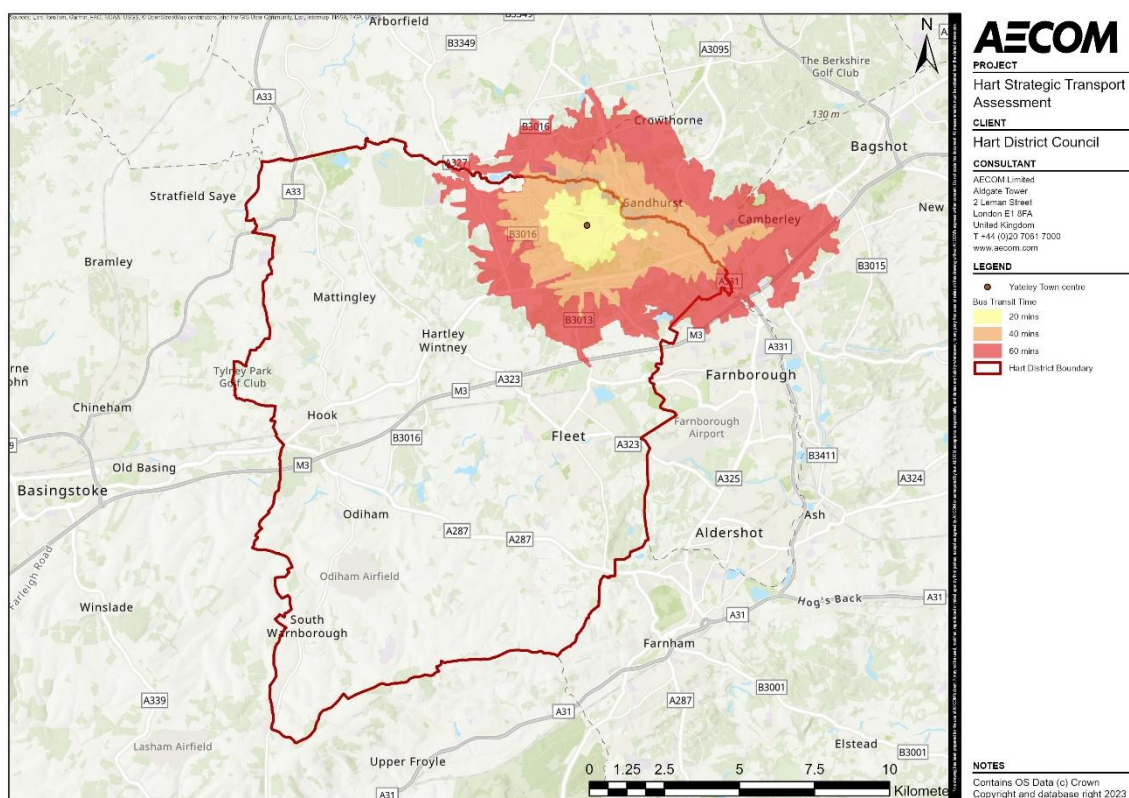


Figure 2-19: AM Bus Frequency

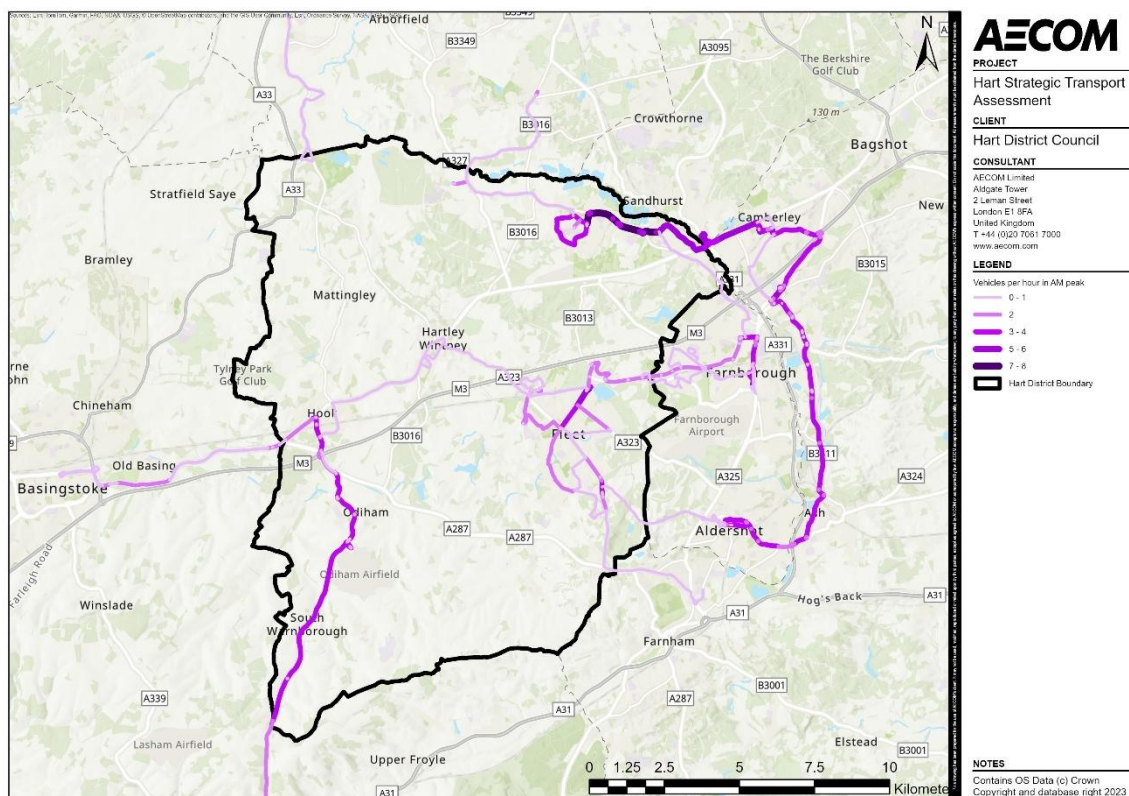
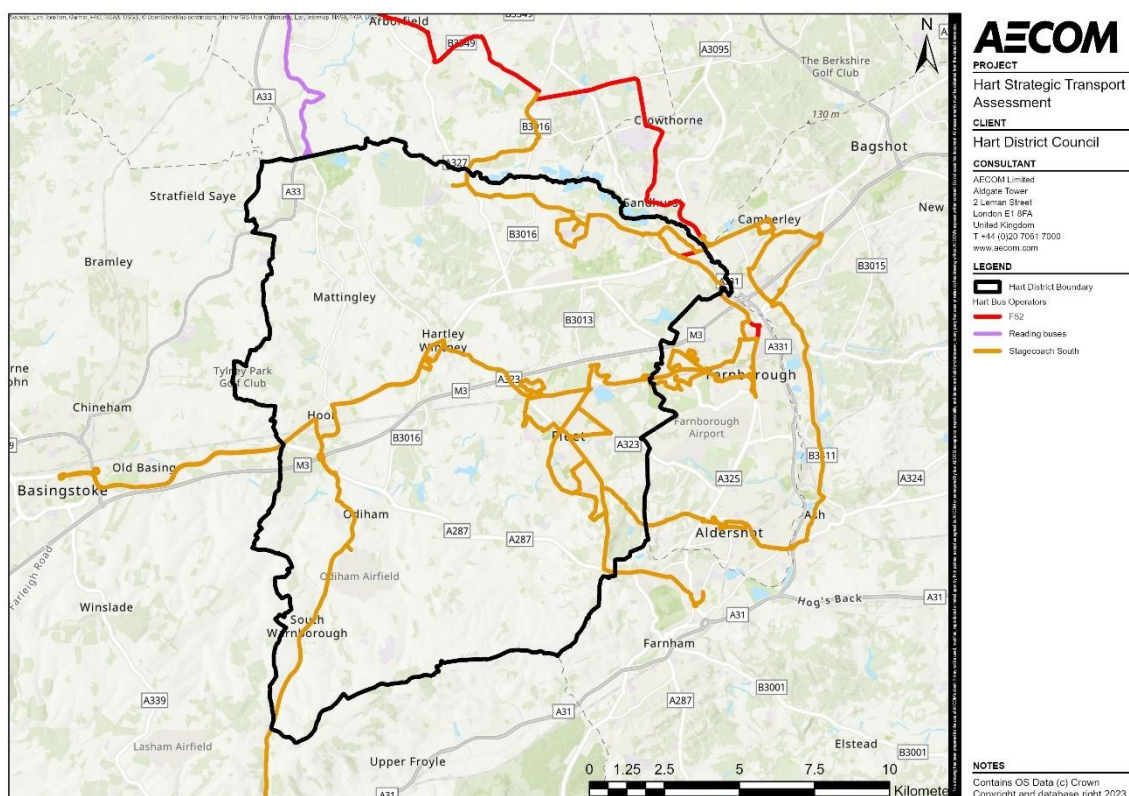


Figure 2-20: Bus Services by Operator

2.11 TaxiShare

- 2.11.1 In addition to the regular bus network serving the larger settlements, many smaller settlements are served by the Hart Taxishare service. This demand-responsive transport service operates in a similar manner to a conventional bus service but must be pre-booked in advance. It provides transport for residents of Crondall, Ewshot, Dogmersfield, Winchfield, Fleet, Odiham, Mattingley, Hook, Well, North Warnborough, Hartley Wintney, Church Crookham, South Warnborough, Greywell, and Long Sutton. Public

2.12 Transport Ticketing

- 2.12.1 Public transport ticketing within Hart District is provided through a combination of operator-specific bus products and integrated bus and rail ticketing. These ticketing arrangements are intended to improve the affordability and convenience of public transport by enabling unlimited travel within defined geographic areas and facilitating seamless interchange between bus and rail services. The principal ticketing products currently available within the district are summarised in Table 2-3.

Table 2-5: Summary of Public Transport Ticketing Options in Hart

Ticket	Summary
Blackwater-Valley 7-day MegaRider	Available for £30.00 when purchased as a mobile ticket. Provides unlimited travel on Stagecoach bus services within the Blackwater Valley ticket zone, including Fleet and the wider Blackwater Valley area.
Gold 7-Day MegaRider	Available for £36.00. Provides unlimited travel on Stagecoach services across Hampshire, Surrey, West Sussex and Brighton, offering a suitable option for longer-distance journeys extending beyond Hart District.
PlusBus	PlusBus is an integrated ticket that can be purchased in conjunction with a rail ticket or rail season ticket, providing unlimited travel on participating local

	bus services within the destination travel zone. PlusBus is available at Fleet and Winchfield railway stations, enabling passengers to combine rail and local bus travel using a single ticket and supporting onward connectivity to local destinations.
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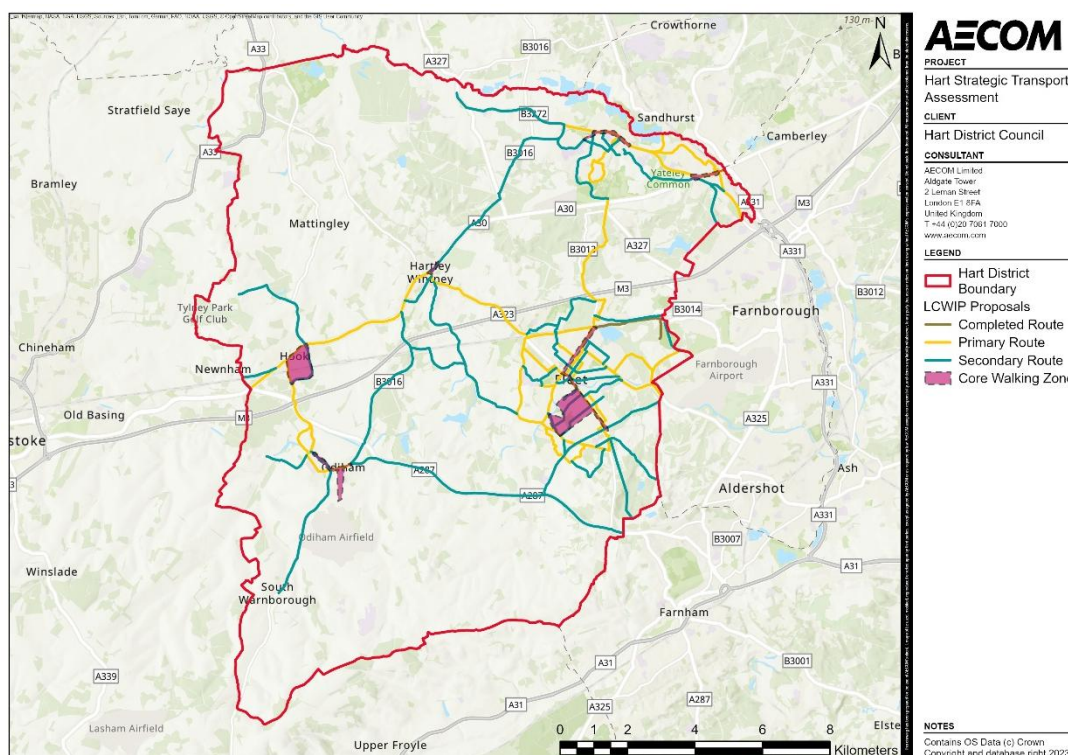
- 2.12.2 The availability of integrated and multi-day ticketing products supports the use of sustainable transport by simplifying ticket purchase and reducing the cost of regular travel. Integrated bus and rail ticketing is available through the PlusBus scheme at Fleet and Winchfield railway stations only, enabling passengers to purchase local bus travel in conjunction with a rail ticket or season ticket.

2.13 Active Modes

- 2.13.1 Walking and cycling provision across the district is currently limited and discontinuous. While there are some localised areas of better-quality infrastructure, overall provision is constrained by severance caused by major roads, barriers to movement between settlements, and a lack of continuous routes suitable for everyday journeys.
- 2.13.2 Cycle provision within the district is generally limited and fragmented. The most coherent network is found within Elvetham Heath (Fleet), where a connected system of off-carriageway routes provides a higher-quality cycling environment. However, outside of this area, provision is intermittent, with few continuous or joined-up routes, which limits the practicality and attractiveness of cycling for everyday journeys across the wider district.
- 2.13.3 The district is also served by an extensive Public Rights of Way (PROW) network, which provides routes for pedestrians, cyclists and equestrian users. While this network offers valuable opportunities for active travel and provides useful local links between nearby communities, it is similarly fragmented in nature. As a result, although the PROW network contributes positively to accessibility and recreational travel, its discontinuous layout limits its effectiveness as an integrated active travel network.
- 2.13.4 To the east of the district, movements between Hart and Rushmoor are constrained by the presence of Ministry of Defence (MoD) land and Farnborough Airport, both of which limit opportunities for direct walking and cycling connections. To the west, journeys between Hook and Basingstoke are similarly constrained by the absence of dedicated walking and cycling provision along the A30 corridor, restricting safe and direct active travel connectivity between the settlements.
- 2.13.5 Within the district, several key roads, including A30, A287, B3013 and B3272, create severance between settlements. These high-speed carriageways lack dedicated cycling or walking provision.
- 2.13.6 It is also important to note that no sections of the National Cycle Network route through the district.
- 2.13.7 In addition to walking and cycling infrastructure, there are currently no publicly available e-scooter rental schemes operating within Hart District. While e-scooters have been introduced on a trial basis in a number of local authority areas across the UK as an alternative mode for short local trips, residents and visitors in Hart do not currently have access to such a service. It is illegal to ride an e-scooter on public roads in the UK, except those available as part of government-supported trials.

- 2.13.8 The Hart District Local Cycling and Walking Infrastructure Plan (LCWIP)⁴ was adopted by Hart District in March 2024 and Hampshire County Council in June 2024.
- 2.13.9 Within the LCWIP, various primary (bus, direct and main routes) and secondary (medium usage, local routes) are proposed, as well as a variety of walking zones. These are displayed below in Figure 2-21 below for reference. Predominantly, these proposals sit in the northeast and eastern sections of the district, surrounding Fleet and Yateley.

Figure 2-21: Hart District LCWIP Proposals



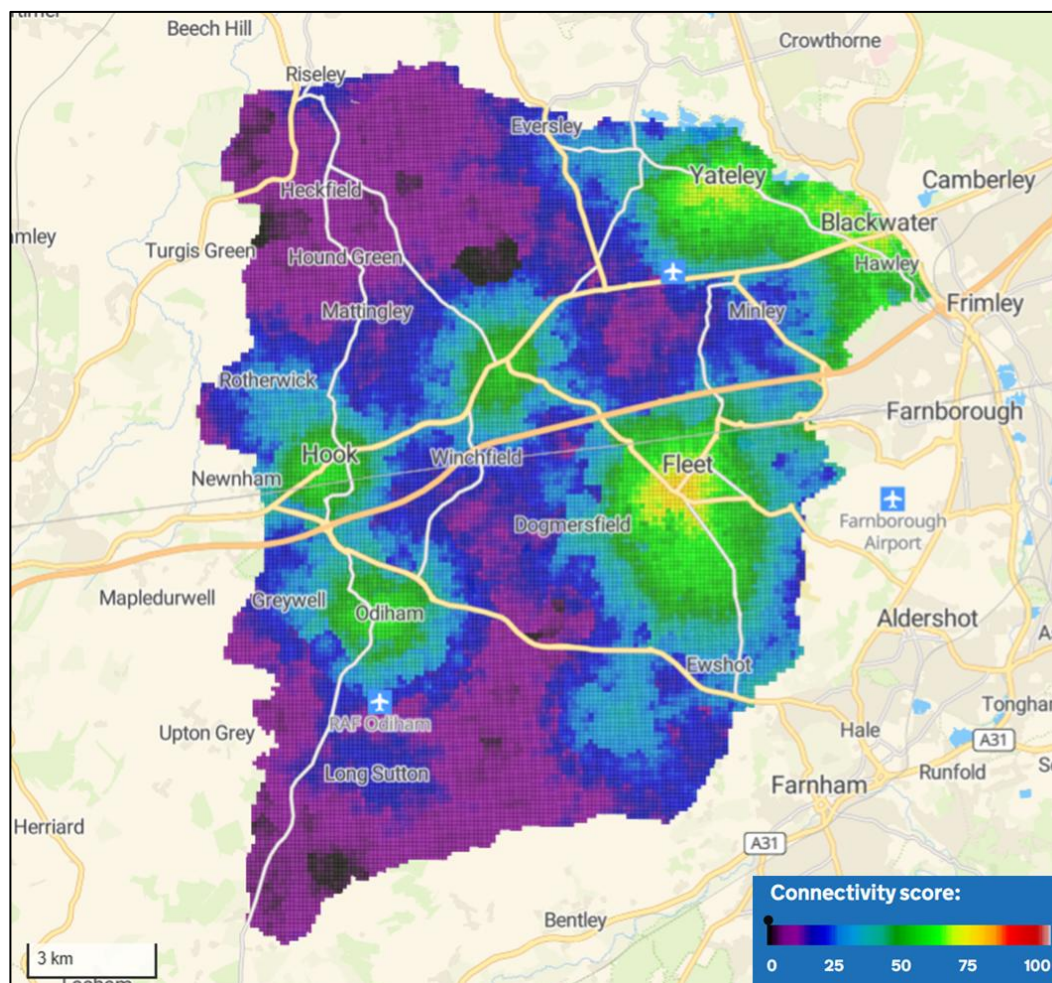
Source: Hart District Council

Walking:

- 2.13.10 Figure 2-22 shows the connectivity score for travelling by walking to key destinations, including education, leisure, health and shopping, based on data from the DfT Connectivity Tool.
- 2.13.11 The connectivity score is strongest in Fleet, which records the highest connectivity score of approximately 76. This reflects the concentration of amenities accessible within a relatively short walking distance. In contrast, the connectivity score is low outside of the district's main towns, with extensive areas, particularly rural locations, recording scores of around 20 or lower.

⁴ Local Cycling and Walking Infrastructure Plan | Hart District Council

Figure 2-22: Connectivity to Key Destinations by Walking



Source: DfT Connectivity Tool⁵

- 2.13.12 Across Hart, a number of barriers to walking are evident, including narrow footways, large junctions and roundabouts with limited or no pedestrian crossing provision and a general lack of pedestrian priority at side roads, as identified within the LCWIP. The following sections outline the issues and opportunities across the sub-areas, depicted in Figure 1-1.
- 2.13.13 Podaris has been utilised to assess and illustrate accessibility by walking across the following settlements: Church Crookham, Crondall, Fleet, Hartley Wintney, Hook, North Warnborough and Yateley. The outputs of this analysis are presented in Appendix A.

2.1.1 Blackwater and Yateley

- 2.13.14 Walking audits undertaken in Yateley as part of the LCWIP identified several barriers to walking, specifically along the B3272 Reading Road and Old School Lane. Key issues include:
- Wide junction mouths at side roads, which increase crossing distances for pedestrians and enable higher vehicle turning speeds
 - Lack of safe crossing facilities at key junctions
 - Lack of safe crossing facilities along Reading Road
 - Lack of rest points

⁵ [Connectivity Tool - GOV.UK](https://www.gov.uk/government/tools/connectivity-tool)

2.13.15 In order to address the barriers outlined above, the LCWIP identified a range of interventions that could be implemented:

- Tighten kerb radii to reduce vehicle speeds
- Public realm improvements, including additional seating
- Installing zebra or signalised crossings
- Installing additional footways to ensure continuity

2.13.16 Walking audits undertaken in Blackwater as part of the LCWIP identified several barriers to walking, specifically along the A30 London Road. Key issues include:

- Wide junction mouths at side roads, which increase crossing distances for pedestrians and enable higher vehicle turning speeds
- Lack of safe crossing facilities at key junctions i.e. B3272 / A30 roundabout and Rosemary Lane / A30 crossroads
- Lack of safe crossing facilities along the A30

2.13.17 In order to address the barriers outlined above, the LCWIP identified a range of interventions that could be implemented:

- Tighten kerb radii to reduce vehicle speeds
- Introduce controlled crossings on all arms of the B3272 / A30 roundabout
- Upgrading existing uncontrolled crossings to signalised crossings
- Install pedestrian crossings with timers on all arms of the A30 / Rosemary Lane and the A30 / Vicarage road junctions

2.1.2 Fleet and Church Crookham

2.13.18 Walking audits undertaken in Fleet as part of the LCWIP identified several barriers to walking, specifically within the core town centre, including Fleet Road, High Street, Crookham Road and Lea Wood Road. Key issues include:

- Wide junction mouths at side roads, which increase crossing distances for pedestrians and enable higher vehicle turning speeds
- Lack of safe crossing facilities at key junctions i.e. Fleet Road roundabout near the railway station
- Lack of safe crossing facilities along the length of Fleet Road
- Lack of rest points

2.13.19 In order to address the barriers outlined above, the LCWIP identified a range of interventions that could be implemented:

- Redesigning Fleet Road roundabout, near the railway station, to provide controlled crossing facilities on all arms
- Improve Fleet Road / Bramshott Place junction to include crossing facilities
- Tighten kerb radii at junctions to reduce vehicle speeds
- Install safe and secure cycle parking, rest points and wayfinding,
- Install additional footways to ensure continuity

2.13.20 Walking audits undertaken in Church Crookham as part of the LCWIP identified several barriers to walking within an area extending from Reading Road South in the east, Coxheath Road in the west, Court Moor School in the north and Award Road in the south. Key issues include:

- Wide junction mouths at side roads, which increase crossing distances for pedestrians and enable higher vehicle turning speeds
- Lack of safe crossing facilities at key junctions i.e. Aldershot Road / Beacon Hill Road roundabout
- Lack of footways on the western side of Coxheath Road from Copse Lane to Basingstoke Canal Bridge
- Pavement parking in some locations, such as Spring Woods and Castle Street, limits visibility and safety for non-motorised users.

2.13.21 In order to address the barriers outlined above, the LCWIP identified a range of interventions that could be implemented:

- Tighten kerb radii at junctions to reduce vehicle speeds
- Install additional footways to ensure continuity
- Consider the implementation of a school zone near Court Moor School
- Install zebra crossings and controlled crossings.

2.1.3 Hook

2.13.22 Walking audits undertaken in Hook as part of the LCWIP identified several barriers to walking within an area extending from London Road in the north, Griffin Way South in both the east and south and Station Road to the west. Key issues include:

- Wide junction mouths at side roads, which increase crossing distances for pedestrians and enable higher vehicle turning speeds
- Lack of safe crossing facilities at key junctions i.e. Griffin Way South B3349 / London Road A30, Griffin Way South / Bartley Way, Griffin Way South / Station Road and Elms Road / Station Road roundabouts.
- Lack of safe crossings on primary roads
- Lack of rest points
- Poor lighting on key routes

2.13.23 In order to address the barriers outlined above, the LCWIP identified a range of interventions that could be implemented:

- Tighten kerb radii at junctions to reduce vehicle speeds
- Widen footways along Griffin Way South B3349, Station Road and A30 London Road
- Install rest points
- Upgrade existing crossing facilities that prioritise pedestrian movements and install new zebra crossings.

2.1.4 Rural North and Villages

2.13.24 Walking audits undertaken in Hartley Wintney as part of the LCWIP identified several barriers to walking, specifically along the A30 High Street. Key issues include:

- Wide junction mouths at side roads, which increase crossing distances for pedestrians and enable higher vehicle turning speeds
- Lack of public realm facilities and footway widths, reducing the appeal for non-motorised users.

2.13.25 In order to address the barriers outlined above, the LCWIP identified a range of interventions that could be implemented:

- Widen the existing footway along A30 London Road, specifically near Park Corner Road
- Provide rest points
- Increase pedestrian priority across junction mouths

2.1.5 Rural South and Villages

2.13.26 Walking audits undertaken in Odiham as part of the LCWIP identified several barriers to walking, specifically along the high street and Dunleys Hill:

- Wide junction mouths at side roads, which increase crossing distances for pedestrians and enable higher vehicle turning speeds
- Lack of safe and convenient crossing facilities, particularly on Dunleys Hill and at crossing points around the mini roundabout
- Limited seating and public realm features, reducing opportunities for rest and affecting the attractiveness of walking routes

2.13.27 In order to address the barriers outlined above, the LCWIP identified a range of interventions that could be implemented:

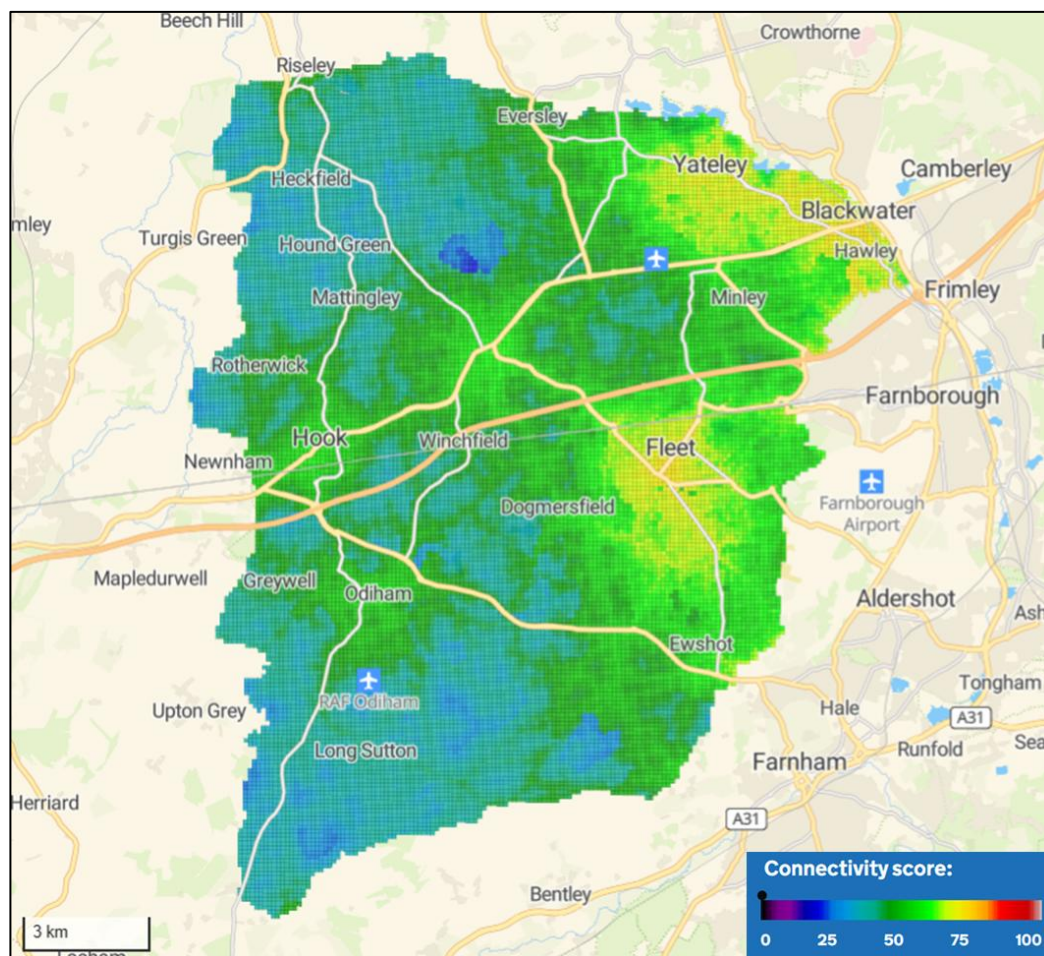
- Improve pedestrian safety at side road junctions through measures such as tightening kerb radii and introducing raised tables or continuous footways where appropriate
- Upgrade existing uncontrolled crossings at key locations, including Dunleys Hill and around the mini roundabout, subject to further assessment of traffic conditions
- Provide additional seating and resting points at key locations throughout the village
- Enhance the public realm through the introduction of seating and planting in areas of public space, particularly around the King Street/High Street junction and near London Road
- Investigate opportunities to improve existing walking infrastructure, including upgrades to paths connecting residential areas with local destinations such as RAF Odiham

Cycling:

2.13.28 Figure 2-23 shows the connectivity score for travelling by cycling to key destinations, including education, leisure, health and shopping, based on data from the DfT Connectivity Tool.

2.13.29 In general, the Connectivity Tool indicates that cycling connectivity within Hart is generally lower than England's most connected areas, which are typically large cities. Within Hart, connectivity to destinations by cycling is strongest within Fleet, Blackwater and Yateley. Large parts of the district possess lower connectivity scores of approximately 40 and lower, reflecting a limited cycling network.

Figure 2-23: Connectivity to Key Destinations by Cycling



Source: DfT Connectivity Tool⁶

- 2.13.30 Podaris has been utilised to assess and illustrate accessibility by cycling across the following settlements: Church Crookham, Crondall, Fleet, Hartley Wintney, Hook, North Warnborough and Yateley. The outputs of this analysis are presented in Appendix A.
- 2.13.31 Across Hart, a number of common barriers to cycling have been highlighted in the LCWIP, including discontinuous or absent cycling infrastructure, high traffic volumes and vehicle speeds, and constrained conditions within existing highway corridors. In addition, issues are frequently associated with junction complexity, including large roundabouts and signalised junctions that are difficult to navigate by cycle, as well as limited provision for safe crossing movements along key desire lines.
- 2.13.32 Further constraints include sections where cyclists are required to share space with motor traffic or pedestrians, resulting in potential user conflict and reduced comfort, as well as physical and spatial limitations within the highway network, which restrict opportunities for delivering segregated or enhanced cycle facilities. In some locations, route legibility and continuity are also limited, reducing the attractiveness and directness of active travel routes.
- 2.13.33 The following sections outline the issues and opportunities across the sub-areas, as depicted in Figure 1-1.

⁶ [Connectivity Tool - GOV.UK](https://www.gov.uk/government/tools/connectivity-tool)

2.1.6 Blackwater and Yateley

2.13.34 Cycling audits undertaken in Blackwater and Yateley as part of the LCWIP highlight a range of recurring barriers to safe, attractive and direct cycle movement, including:

Route 100 – Blackwater to Yateley:

2.13.35 Active travel assessments identified several barriers to walking and cycling along the B3272, A30, Rosemary Lane and Darby Green Lane/Swan Lane corridor. Key issues include:

- High traffic volumes on both the B3272 Reading Road and A30, creating challenging conditions for pedestrians and cyclists and reducing the attractiveness of active travel.
- The A30 bridge over the North Downs Line represents a significant pinch point, with narrow footways and no dedicated cycling provision, acting as a major barrier to movement between Hart District and Surrey Heath (two vehicle lanes are however provided in each direction).
- The B3272/A30 roundabout presents difficulties for pedestrians and cyclists due to its scale, traffic volumes and limited active travel infrastructure.

2.13.36 To address the barriers outlined above, the LCWIP identified a range of potential interventions:

- Provide a segregated cycle track along the full length of the B3272 and A30 corridor. In locations where carriageway width permits, surplus road space could be reallocated to accommodate dedicated cycling infrastructure.
- Introduce one-way segregated cycle lanes on Rosemary Lane to provide a safer and more attractive route for cyclists.
- Facilitate cycling in mixed traffic on Darby Green Lane/Swan Lane, subject to traffic volumes remaining below 2,000 vehicles per day and further assessment confirming the suitability of this approach.

Route 230 – Yateley to Fleet Railway Station:

2.13.37 Active travel assessments identified several barriers to walking and cycling along the Cricket Hill Lane–Fleet corridor. Key issues include:

- Lack of dedicated walking and cycling infrastructure along the majority of the route, resulting in cyclists and pedestrians sharing space with motor traffic.
- The A30 and Minley Road roundabouts present significant barriers to active travel, with challenging crossing conditions and limited provision for non-motorised users.
- The existing A3013 bridge over the South Western Main Line provides footways only and lacks sufficient width to accommodate dedicated cycling facilities.

2.13.38 To address the barriers outlined above, the LCWIP identified a range of potential interventions:

- Provide a segregated cycle track along Cricket Hill Lane within the built-up area of Yateley.

- Undertake a feasibility study to assess the provision of a shared-use path on the eastern side of Cricket Hill Lane, extending through the A30 and Minley Road roundabouts and potentially utilising Ministry of Defence land further south.
- Reallocate surplus carriageway space on the bridge over the M3 to accommodate a segregated cycling facility.
- Improve cycling connectivity between the M3 and Fleet railway station through the use of existing paths within the Ancells Farm area, alongside investigating the feasibility of a segregated cycle track on the western side of the B3013.

Route 240 – Blackwater to Hawley:

2.13.39 Active travel assessments identified several barriers to walking and cycling along the Vicarage Road and B3272/Hawley Road corridor. Key issues include:

- High traffic volumes on both Vicarage Road and the B3272/Hawley Road, creating an unattractive and potentially unsafe environment for walking and cycling.
- Limited highway space on Vicarage Road, constraining opportunities for the provision of dedicated active travel infrastructure.

2.13.40 To address the barriers outlined above, the LCWIP identified a range of potential interventions:

- Undertake a detailed traffic study on Vicarage Road to assess the feasibility of traffic reduction measures, including a modal filter, to create a low-speed environment suitable for mixed traffic cycling.
- Provide a segregated cycle facility along the B3272/Hawley Road corridor, with potential to utilise the existing verge on the western side of the carriageway.
- Explore opportunities to incorporate a cycle route through the proposed Hawley Park Farm development, subject to further design refinement and coordination with approved site plans.

2.1.7 Fleet and Church Crookham

2.13.41 Cycling audits undertaken in Fleet as part of the LCWIP identified several barriers to walking, specifically within the core town centre, including Fleet Road, High Street, Crookham Road and Lea Wood Road. Key issues include:

Route 140 Fleet to Farnborough:

2.13.42 Active travel assessments identified several barriers to walking and cycling along the Kings Road, Norris Hill Road and Guildford Road corridor. Key issues include:

- High traffic volumes on Ively Road, previously recorded at up to 15,000 vehicles per day, creating challenging conditions for cyclists and pedestrians.
- Poor crossing facilities along the route, particularly at major roundabouts, which can hinder safe and convenient active travel movements.
- Opportunities to provide or enhance cycling infrastructure may be constrained by land ownership requirements and ecological considerations adjacent to the route.

2.13.43 To address the barriers outlined above, the LCWIP identified a range of potential interventions:

- Investigate the feasibility of providing a segregated cycle track and shared-use path along Kings Road.
- Deliver a 3m-wide shared-use path along Norris Hill Road between the A323/Kings Road junction and the Aldershot Road/A323 junction, incorporating a minimum 2m separation from the carriageway. Shared-use facilities could also be considered on sections approaching the Ively Road/Kennels Lane junction.
- Facilitate cycling in mixed traffic along Guildford Road, subject to a 20 mph speed limit and traffic volumes remaining below 2,000 vehicles per day.

Route 150 – Fleet to Church Crookham:

2.13.44 Active travel assessments identified several barriers to walking and cycling along the Reading Road South, Fitzroy Road, Tavistock Road and Beacon Hill Road corridor. Key issues include:

- High traffic volumes on Reading Road South, creating an environment that is less attractive and more challenging for walking and cycling.
- A lack of adequate cycling infrastructure along the entire route, resulting in limited provision for active travel users.

2.13.45 To address the barriers outlined above, the LCWIP identified a range of potential interventions:

- Facilitate cycling in mixed traffic on Fitzroy Road and Tavistock Road, subject to low traffic volumes and a 20 mph speed limit.
- Investigate the provision of a shared-use path along Reading Road South where carriageway constraints limit opportunities for dedicated cycling infrastructure.
- Widen the existing footway along Beacon Hill Road to a minimum width of 3m, either through the reallocation of surplus carriageway space or by utilising the existing verge, to improve conditions for pedestrians and cyclists.

Route 220 – Fleet Station to Crookham Village:

2.13.46 Active travel assessments identified several barriers to walking and cycling along the Fleet Road (A3013), Albert Road and Lea Wood Road corridor. Key issues include:

- High traffic volumes on Fleet Road (A3013), previously recorded at over 12,000 vehicles per day, creating challenging conditions for cyclists and reducing the attractiveness of the route for active travel.
- Poor pedestrian crossing facilities at key junctions, including missing pedestrian countdown timers and crossing push buttons on some arms of the Fleet Road/Reading Road South junction.

2.13.47 To address the barriers outlined above, the LCWIP identified a range of potential interventions:

- Provide a segregated cycle facility along Fleet Road as far as the B3010, before transitioning to mixed traffic cycling provision on Albert Road.
- Introduce mixed traffic cycling provision south of Reading Road, supported by traffic calming measures and, where appropriate, modal filters to create a safer cycling environment.
- Facilitate mixed traffic cycling on Lea Wood Road (including the spur serving All Saints Church of England Aided Junior School), subject to low traffic volumes and the implementation of a 20 mph speed limit.

Route 210 – Fleet to Crookham Village:

2.13.48 Active travel assessments identified several barriers to walking and cycling along the Elvetham Road and Hitches Lane corridor. Key issues include:

- Traffic volumes on Elvetham Road have previously been recorded at over 5,000 vehicles per day, while Hitches Lane has experienced average traffic flows exceeding 7,900 vehicles per day, creating less favourable conditions for active travel.
- A lack of controlled crossing facilities along the route, particularly at the Elvetham Road/Hitches Lane roundabout, reduces pedestrian and cyclist connectivity.
- Physical constraints on the bridge near Elvetham Road, including a narrow footway close to the A323 roundabout, limit opportunities for safe and comfortable active travel.
- The existing shared-use path along Hitches Lane is narrow in places and does not provide sufficient capacity or separation for different users.

2.13.49 To address the barriers outlined above, the LCWIP identified a range of potential interventions:

- Widen the existing shared-use path along Hitches Lane and investigate opportunities to convert sections to a segregated cycle facility, subject to land ownership constraints and further feasibility assessment.
- Provide a shared-use path along Elvetham Road to improve walking and cycling connectivity where limited highway width restricts the provision of dedicated facilities.
- Consider enhancements to crossing facilities at key locations, including the Elvetham Road/Hitches Lane roundabout, to improve safety and accessibility for pedestrians and cyclists.

2.1.8 Hook

2.13.50 Cycling audits undertaken in Hook as part of the LCWIP identified several barriers to walking within an area extending from London Road in the north, Griffin Way South in both the east and south and Station Road to the west. Key issues include:

Route 120 – Hook to Hartley Wintney:

2.13.51 Active travel assessments identified several barriers to walking and cycling along the London Road (A30) corridor, particularly between Fleet and Hook. Key issues include:

- High traffic levels on London Road, with recorded daily flows exceeding 11,500 vehicles, creating a high-speed and vehicle-dominated environment.
- Poor crossing infrastructure along the route, including the absence of controlled crossing facilities at key junctions such as Fleet Road/High Street and London Road/Griffin Way South (B3349) roundabouts.
- Localised constraints such as on-street parking near the Fleet Road/High Street junction, which further reduces space and safety for active travel users.

2.13.52 To address the barriers outlined above, the LCWIP identified a range of potential interventions:

- Explore the creation of a segregated cycle route across Oak Common between Fleet Road and West Green Road, subject to a detailed feasibility study considering land ownership and land use constraints.
- Provide a segregated cycle track on the north side of London Road up to approximately Dilly Lane, requiring carriageway reallocation and potentially the use of private land.
- Undertake a feasibility study for a high-quality cycleway between Phoenix Green and Murrell Green Business Park, including a minimum 3m cycleway, 2m footway, and 1.5m separation from the carriageway, in response to the 50mph speed environment.
- Upgrade the existing shared-use path between Murrell Green Business Park and Rookswood Close to a minimum 3m cycleway and 2m footway.
- Extend shared-use provision towards the Elms Road/London Road roundabout through upgrading existing paths and reallocation of space from adjacent land uses, including parts of Hook Village Garden and cemetery frontage where necessary.

Route 130 - A30 to Hook:

2.13.53 Active travel assessments identified several barriers to walking and cycling along the A30/London Road corridor. Key issues include:

- The A30/London Road functions as a high-speed traffic corridor, creating an environment that is unattractive and challenging for pedestrians and cyclists.
- The route lacks dedicated cycling infrastructure and provides limited footway provision, restricting opportunities for safe and convenient active travel.

2.13.54 To address the barriers outlined above, the LCWIP identified a potential intervention:

- Undertake a feasibility study to assess whether a two-way segregated cycle track can be accommodated along the length of the A30/London Road corridor, improving connectivity and safety for cyclists while enhancing the overall active travel network.

Route 160 - Crookham Village and Sandy Lane:

2.13.55 Active travel assessments identified several barriers to walking and cycling along the Aldershot Road, Gally Hill Road and The Street corridor. Key issues include:

- High traffic levels on Aldershot Road, with flows reaching up to approximately 8,900 vehicles per day, creating an environment that is less conducive to walking and cycling.
- A lack of controlled pedestrian crossing facilities along the route, reducing safety and connectivity for active travel users.
- No dedicated cycling infrastructure on Gally Hill Road and The Street, limiting safe provision for cyclists.

2.13.56 To address the barriers outlined above, the LCWIP identified a range of potential interventions:

- Introduce mixed traffic cycling conditions between the Crondall Road/The Street junction and Gally Hill Road/Sandy Lane, supported by traffic reduction measures such as modal filters where necessary to achieve suitable flow levels.
- Alternatively, consider routing cyclists via Brandon Road, where mixed traffic cycling may be appropriate, subject to the implementation of a 20 mph speed limit.

Route 200 - Hook to Odiham:

2.13.57 Active travel assessments identified several barriers to walking and cycling along the Hook–North Warnborough corridor. Key issues include:

- The Hook interchange over the M3 represents the most significant barrier on the route, requiring substantial upgrades to safely accommodate both pedestrians and cyclists.
- High vehicle speeds and traffic flows on the B3349 in North Warnborough create challenging conditions for active travel and reduce perceived safety.

2.13.58 To address the barriers outlined above, the LCWIP identified a range of potential interventions:

- Provide segregated cycle infrastructure along Station Road in Hook, improving safety and continuity for cyclists in the built-up area.
- Introduce a shared-use path as the route transitions into a more rural environment to maintain continuity of provision where full segregation may not be feasible.
- At the M3 interchange, deliver a dedicated shared-use path supported by signalised crossings to improve safety and connectivity across this major barrier.
- In North Warnborough, two potential options are identified: (1) investigate segregated cycle provision along the B3349, or (2) utilise quieter routes via Mill Lane and Tunnel Lane to connect to North Warnborough Street.
- In Odiham, continue the route as a segregated cycle facility along the High Street to maintain safe and consistent provision through the settlement.

2.1.9 Rural North and Villages

2.13.59 Cycling audits undertaken in Hartley Wintney as part of the LCWIP identified several barriers to walking, specifically along the A30 High Street. Key issues include:

Route 110 - Hartley Wintney to Elvetham Heath:

2.13.60 Active travel assessments identified several barriers to walking and cycling along Fleet Road (A323). Key issues include:

- A relatively high speed environment, with speed limits of up to 50mph along sections of Fleet Road, reducing perceived and actual safety for pedestrians and cyclists.
- High traffic volumes on Fleet Road, recorded at over 8,000 vehicles per day, contributing to a vehicle-dominated corridor.
- A lack of dedicated cycling infrastructure along Fleet Road (A323), limiting safe and continuous provision for active travel users.

2.13.61 To address the barriers outlined above, the LCWIP identified a potential intervention:

- Utilise the existing verge along Fleet Road to provide a shared-use path with a minimum width of 3m and a 1.5m horizontal separation from the carriageway, subject to ecological constraints and land ownership agreements.

3. Committed Infrastructure

3.1 Summary

3.1.1 The following table summarises committed transport and active travel infrastructure schemes identified by Hampshire County Council within, or directly serving, Hart District. The programme includes a range of measures designed to improve conditions for walking and cycling, enhance pedestrian crossing facilities, improve road safety, and upgrade key highway junctions.

While the majority of the schemes are located within Hart District, the A30/A327 Cricket Hill Lane Roundabout Improvements are situated on the district boundary near Blackwater and Hawley. Despite its boundary location, the junction serves movements to and from Hart District and is therefore considered relevant to the area's transport network and future connectivity.

Table 3-1: Committed Infrastructure

Scheme Name	Intervention Type	Description
Hitches Lane Walking Improvements	Active Travel – Shared pedestrian and cycle route improvements	The scheme forms part of a wider active travel corridor linking Elvetham Heath, Calthorpe Park School, Hart Leisure Centre and Church Crookham. Phase 1 proposes a 3-metre-wide shared pedestrian and cycle route along Hitches Lane between Fleet Road/Elvetham Road roundabout and Dukes Mead, improving safety, comfort and accessibility for both pedestrians and cyclists. A future Phase 2 would extend the route towards Church Crookham and Crookham Park, including improved crossing facilities and enhanced pedestrian priority at side roads. (Hampshire County Council)
A30/A327 Cricket Hill Lane Roundabout Improvements	Highways – Highway capacity, safety and junction operation improvements	The scheme focuses on improving safety on the northbound approach to the A30/A327 Cricket Hill Roundabout. Proposed works are intended to reduce vehicle over-running of the verge, improve lane discipline and enhance the operation of the roundabout approaches. Ground investigations and highway surveys have been completed to inform the detailed design and future implementation of the improvements. (Hampshire County Council)
Hart Green Grid – Cove Road	Active Travel – New footways, pedestrian crossing facilities and walking/cycling connectivity improvements	This project forms part of the wider Hart Green Grid initiative, which aims to improve walking and cycling connections between Fleet Pond, Hartland Country Park and Bramshot Country Park. The scheme provides a new uncontrolled pedestrian crossing on the A3013 Cove Road, approximately 25 metres east of Southwood Lane, together with new footways linking Southwood Lane to an existing public right of way. Additional works include widened pavements, tactile paving, resurfacing, signage improvements and a reduced speed limit to improve pedestrian safety. (Hampshire County Council)
Reading Road South, Hart	Active Travel – Pedestrian crossing and walking route enhancements	The scheme improves pedestrian connectivity and safety along Reading Road South through the installation of two new zebra crossings near Velmead Road and Florence Road. Additional upgrades include improved dropped-kerb crossing points at side roads, tactile paving and resurfaced footways. The improvements provide safer access to schools, bus stops and residential areas while supporting east-west movement across Fleet. One crossing has also been designed to allow future upgrade to a parallel crossing suitable for cyclists as part of the Hart LCWIP network. (Hampshire County Council)
NE Hook Footpath	Active Travel – New pedestrian infrastructure and connectivity improvements	The scheme will create a dedicated pedestrian link between emerging residential development areas in North Hook, providing direct access to local services, shops and community facilities. The route is intended to reduce the need for short car trips, improve connectivity for new residents and support sustainable travel within the settlement.

Upper Street Junctions, Fleet	Highways / Road Safety – Traffic calming, speed reduction and vehicle movement management measures	The scheme introduces a package of traffic-calming and road safety measures aimed at reducing through traffic and vehicle speeds within the residential streets around Upper Street. Measures include raised junction tables, turning restrictions and changes to junction layouts designed to create a safer environment for pedestrians and cyclists while discouraging unnecessary vehicle movements through the neighbourhood.
Tweseldown Road and Beacon Hill Road Junction Improvements	Active Travel – Improved pedestrian and cycle crossing facilities at a highway junction	The scheme seeks to improve safety and accessibility at this key junction through upgraded pedestrian crossing facilities and measures to support cyclists. The improvements are intended to make it easier to reach nearby bus stops, local shops and community facilities, while reducing barriers to walking and cycling created by traffic volumes and road layout.
Sandy Lane Crossing, Church Crookham	Active Travel – New pedestrian crossing to improve walking access and safety	The scheme delivers a formal crossing facility on Sandy Lane to improve safety for children and families travelling to and from nearby schools. The crossing provides a safer point to cross a busy road, helping to encourage walking for school journeys while reducing reliance on car drop-offs. The scheme also improves accessibility for other pedestrians using the route throughout the day.

4. Policy Context and Strategic Framework

- 4.1.1 This section sets out the existing and future transport and development policy documents relevant to Hart, across national, regional and local levels. These documents shape development growth within the borough and as such it is important to reflect upon the visions and objectives these set out. The section will also take account of relevant transport-related issues, opportunities and evidence raised by stakeholders in response to consultation on the emerging Local Plan, where these are material to the development of the transport evidence base.

Table 4-1: National, Regional and Local Policy Context

Policy Document	Summary of Document
National Level	
National Policy Planning Framework – MHCLG, December 2024	The National Planning Policy Framework sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans can provide for housing and other development in a sustainable manner. Preparing and maintaining up-to-date plans should be seen as a priority in meeting this objective. The framework states that transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve: a) making transport considerations an important part of early engagement with local communities; b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high-quality places; c) understanding and addressing the potential impacts of development on transport networks; d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example, in relation to the scale, location or density of development that can be accommodated; e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains The framework strongly advocates a vision-led approach to transport planning based on setting outcomes for a development based on achieving well-designed, sustainable and popular places, and providing the transport solutions to deliver those outcomes as opposed to predicting future demand to provide capacity (often referred to as 'predict and provide'). The NPPF will help to shape where future developments are located and how these can be linked into sustainable corridors such as bus routes, cycleways or rights of way. The development of Hart's Local Plan will be strongly linked back

	to the NPPF, but the framework has significance across all aspects of planning and strategy, including the development of the Hart Transport Strategy. The Government has consulted on proposed revisions to the National Planning Policy Framework in December 2025.
Net Zero Strategy: Build Back Greener – Department for Energy Security and Net Zero and Department for Business, Energy & Industrial Strategy, October 2021	The Net Zero Strategy: Build Back Greener was published in 2021 by the previous Government. It sets out policies, proposals and supporting evidence to achieve net zero, including a delivery pathway showing indicative emissions reductions across different sectors, including domestic transport. The Net Zero Strategy forms a background to policies, legislation and proposals put forward by both the previous and current Government, including the ban of sales of new petrol and diesel cars from 2035 and support towards the transition to electric vehicles, including ChargePoint infrastructure and the Electric Car Grant in the form of discounts on the price of a new electric vehicle. The policies and overarching sentiment of the Net Zero Strategy have been translated at a Hart District level through local policies and proposals.
Better Connected: A Strategy for Integrated Transport – Department for Transport, April 2026	This document sets out a vision for a more joined-up user-focussed transport system, with a strong emphasis on improving end-to-end journeys across rail, bus, road and active travel. Key priorities include better coordination between modes, simpler and more consistent fares and expanded contactless ticketing to make journeys more seamless, reliable and easier to use. The strategy also highlights the importance of reliable infrastructure, integration with spatial planning and sustainability. Investment in roads and rail reform is intended to improve network performance, while transport is positioned as a tool to unlock housing and support economic growth. The principles and vision of this policy have been integrated into the proposals presented at the Hart District level.
Regional Level	
Local Transport Plan 4 (LTP4) 2024 – 2050 – Hampshire County Council, February 2024	The LTP, published in 2024, outlines the transport vision for the wider county up to 2050, highlighting the key transport outcomes and guiding principles. The document sets out the transport policies and presents the roadmap to prioritising, funding, delivering and monitoring progress. The plan aims to <i>“develop a carbon neutral, resilient and inclusive transport system designed around and with people which supports health, wellbeing and quality of life for all.”</i> The two guiding principles are: Principle 1: Give people a choice of high-quality travel options Principle 2: Provide a transport system that promotes high-quality, prosperous places and puts people first. To achieve the vision, the plan sets out a phased approach to delivery across the short (to 2025), medium (to 2030) and longer term (beyond 2030). Within the short term, the focus was on shifting away from planning for vehicles and towards the vision and validate approach to emphasise modal shift, rather than just supplying extra capacity. In the medium term, the emphasis is on embedding this approach by delivering improvements to sustainable transport networks, including the public transport and walking and cycling networks, to achieve traffic reduction. In the longer term, the plan aims to realise a fully integrated low-carbon transport system that supports sustainable growth, accessibility and resilience.

	With regards to the Hart Local Plan, the vision of the LTP will be considered within the identification of transport interventions required to support proposed development. The LTP also recognises the importance of applying a modal hierarchy when planning, designing and managing the transport network. This approach works alongside the Movement and Place Framework, which helps determine the relative priority of different transport modes depending on the function and character of a particular route or location. For example, the needs of pedestrians and cyclists are likely to take greater precedence in town centres and high streets, whereas strategic routes have different movement requirements and may give greater priority to motorised traffic. The framework reflects the principles of the updated Highway Code, which incorporates a hierarchy of road users, placing greater responsibility on those whose vehicles have the potential to cause the most harm. This ensures that transport decisions are made with due consideration for the safety, accessibility and needs of all users, particularly the most vulnerable.
Station Interchange Improvement Plan – Hampshire County Council, October 2024	This document sets out a county-wide strategy to improve accessibility, connectivity and overall passenger experience across 48 rail stations in Hampshire, by identifying tailored enhancements. Within the Hart District, the plan focuses on improvements at key stations including Fleet, Hook, Winchfield and Blackwater. At Fleet, one of the busier stations, there is an emphasis on enhancing interchange facilities, such as better pedestrian access, cycle parking and links to local bus services to support its role as a major commuter hub. Hook station is similarly identified for improvements to accessibility and integration, ensuring safer and more convenient movement between rail, walking, cycling and drop off areas. For Winchfield and Blackwater, the plan highlights the need for proportionate upgrades, such as improved access, signage and interchange facilities, while recognising their lower passenger numbers.
Highway Authority Engagement on Local Plan Making: Guidance for Local Planning Authorities – Hampshire County Council, March 2026	This guidance sets out how Local Planning Authorities (LPAs) should work with the Local Highway Authority (LHA), Hampshire County Council, when preparing Local Plans. The aim is to ensure early and effective engagement with the LHA, promote vision-led transport planning through alignment with the Local Transport Plan 4 and establish expectations for transport modelling, assessment and mitigation strategies. The objective is to support the preparation of robust and deliverable Local Plans. A vision-led and evidence-based approach, aligned with policies noted in the County's Local Transport Plan 4, is promoted. The document highlights the importance of identifying deliverable mitigation measures, with highway capacity improvements considered as a last resort. Mitigation measures that reduce the need for travel, relate to active travel or public transport or demand management should instead be prioritised. The Hart Local Plan will align with this guidance, ensuring that all modes of transport, specifically sustainable modes, are considered within the design and delivery of transport schemes.
Hampshire's Bus Service Improvement Plan (BSIP) – Hampshire County Council, June 2024	This document sets out a high-level vision for improving the Local Transport Authority (LTA) area of Hampshire County Council's bus network, including journey time and reliability targets and the strategy and plans to deliver them. Hart District is covered by Hampshire's BSIP; however, the document does not identify specific schemes within the district. Instead, it adopts a county-wide approach that prioritises investment based on route type and network importance. As a result, improvements within Hart are likely to be delivered

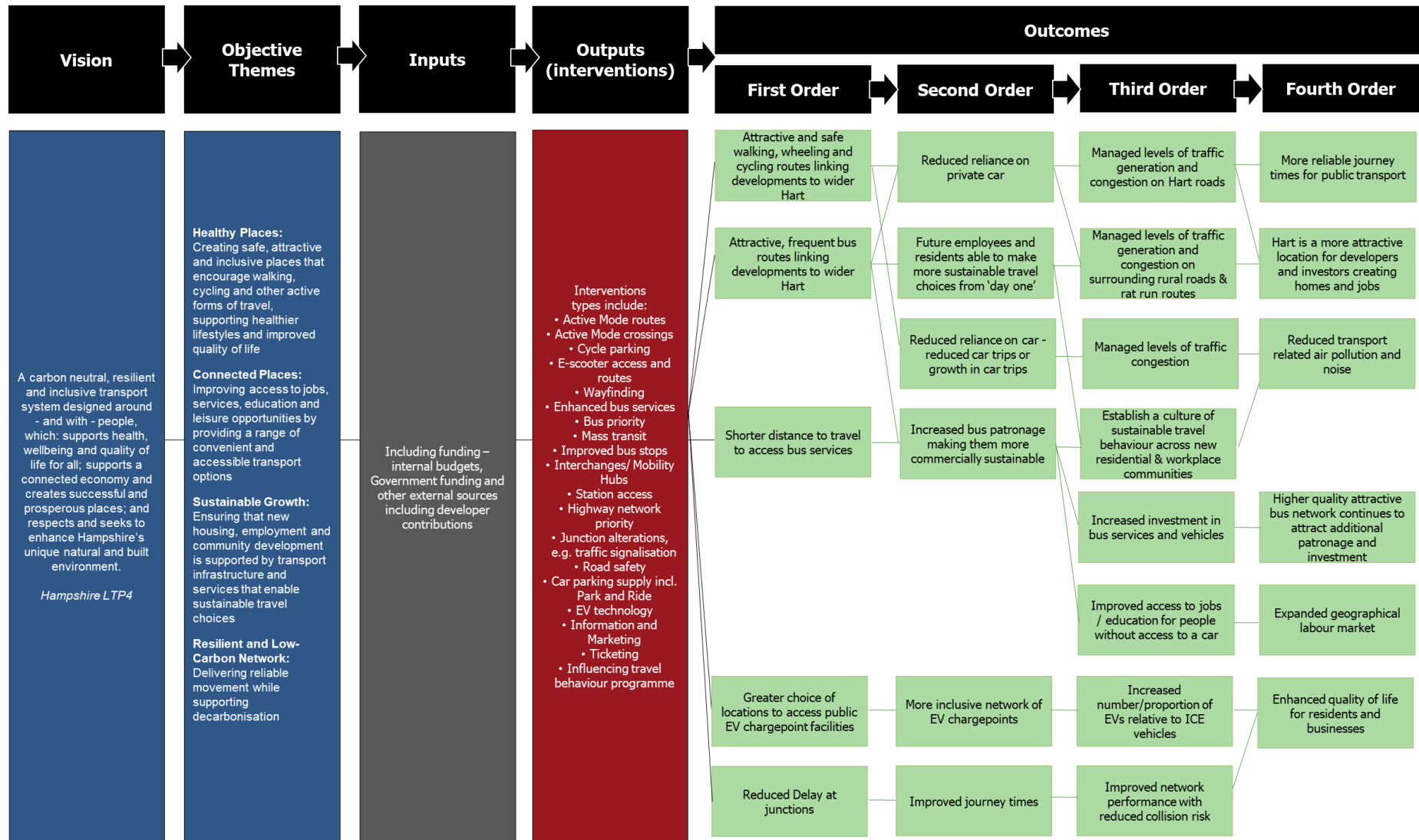
	through enhancing inter-urban corridors and supporting rural and less commercially viable services. The plan highlights six urban bus markets that account for the majority of bus journeys by residents of Hampshire, one of which is the Blackwater Valley and Fleet area. The Hart Local Plan will align with the BSIP by ensuring that the bus network is fully considered and embedded within the design and delivery of transport schemes.
Local Level	
Hart District Local Cycling and Walking Infrastructure Plan – Hart District Council & Hampshire County Council, July 2024	The LCWIP was produced by Hampshire County Council and adopted in March 2024. The plan indicates improvements needed to walking and cycling infrastructure and will help with securing improvements to the network where developer contributions are required. The LCWIP identified 7 core walking zones, located in Fleet, Hook, Yateley and Odiham, and various cycle routes across the district, connecting to key towns. Hart Local Plan will strongly align with the LCWIP, ensuring that walking and cycling are fully considered and embedded within the design and delivery of transport schemes.
Cycle and Car Parking in New Development – Hart District Council, December 2023	This document provides guidance to ensure that new developments in Hart deliver appropriate, well-designed parking for both cars and bikes. The guidance aims to balance under-provision (which can lead to congestion) and over-provision (which can encourage unnecessary car use). The document recognises Hart's relatively high levels of car ownership and emphasises that parking provision should reflect local context, accessibility and opportunities for sustainable travel. Overall, the document promotes a designed approach to parking, ensuring it is secure, well-integrated into developments and supports wider objectives around sustainability, health and placemaking.
Neighbourhood Plans	There are various Neighbourhood Plans covering areas within Hart, allowing these communities to set localised visions and policies to guide development in their neighbourhood. These Plans currently cover the following areas: - Crondall - Dogmersfield - Fleet - Hartley Wintney - Hook - Odiham and North Warnborough - Rotherwick - Winchfield - Yateley, Darby Green, Frogmore In September 2025, the Parish of Eversley was also designated as a Neighbourhood Area and thus is progressing an emerging Neighbourhood Plan.
Natural England Response to consultation	Natural England advises that the Local Plan should fully consider the implications of air quality on the natural environment, with particular attention to the effects of increased traffic associated with new development. Additional vehicle movements can increase nitrogen oxide emissions and nitrogen deposition, which may adversely affect designated nature conservation sites, including European sites and Sites of Special Scientific Interest (SSSIs). Consequently, the Sustainability Appraisal (SA) and Habitats Regulations Assessment (HRA) should assess the potential for air quality impacts arising from planned growth and identify appropriate avoidance or mitigation measures where significant effects may occur.

	For Hart, this should include consideration of designated habitats located within 200 metres of roads expected to experience increased traffic as a result of development, as these are most susceptible to nitrogen deposition and acidification. Where screening identifies potential impacts, further assessment through traffic projections and detailed air quality modelling may be required in line with Natural England's guidance on assessing road traffic emissions under the Habitats Regulations (NEA001). The assessment should also draw on available evidence, including the Air Pollution Information System (APIS), to determine the sensitivity of affected habitats and ensure that any adverse effects on the integrity of designated sites can be avoided or appropriately mitigated.
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5. Theory of Change Logic Map - informing a transport vision for Hart District

- 5.1.1 A Theory of Change Logic Map has been developed to provide a structured framework for identifying and addressing the transport challenges associated with the proposed development. The approach has been informed by the core themes and objectives set out within the latest Hampshire Local Transport Plan (LTP4), ensuring that the assessment aligns with the wider strategic transport priorities for the county. The Logic Map establishes a clear relationship between the transport issues and challenges identified within the study area, the desired outcomes that the development seeks to support, the types of interventions that may be required to achieve these outcomes, and linking these back to the overarching LTP vision and objectives.
- 5.1.2 The Logic Map draws upon a range of evidence sources, including baseline transport conditions, objectives and themes from the LTP4, LCWIP and other local and national policies, transport modelling outputs, accessibility assessments, and site-specific transport analysis. These inputs provide the evidence base for understanding existing and future transport conditions and help to identify where intervention may be necessary to address constraints, improve connectivity, support sustainable travel choices, and accommodate future growth.
- 5.1.3 At this stage of the assessment, the Logic Map is intentionally high-level and strategic in nature. The menu of intervention categories identified within the framework represent broad themes and potential approaches rather than specific schemes or projects. They are intended to demonstrate the types of measures that may be considered in response to the transport challenges identified and to provide a clear line of sight between strategic objectives and future interventions.
- 5.1.4 As the Strategic Transport Assessment progresses beyond this initial draft, the findings of the transport modelling, site assessments, and wider technical work will be used to refine the understanding of local transport issues and opportunities. This evidence will inform the development of a more detailed package of transport measures, enabling specific interventions to be identified and tested. The Logic Map will therefore act as an evolving framework that guides the selection of appropriate transport solutions and ensures that proposed measures are proportionate, evidence-led, and aligned with the desired transport outcomes for the area.
- 5.1.5 It will also be used to consider the potential negative outcomes that could be derived from certain interventions, for example junction improvements that address additional delays resulting from a planned development could induce traffic and reduce the attractiveness of sustainable modes of transport.

Figure 5-1: Theory of Change Logic Map



Appendix A – Walking and Cycling Accessibility (Podaris)

Figure A1: Church Crookham Walking Accessibility

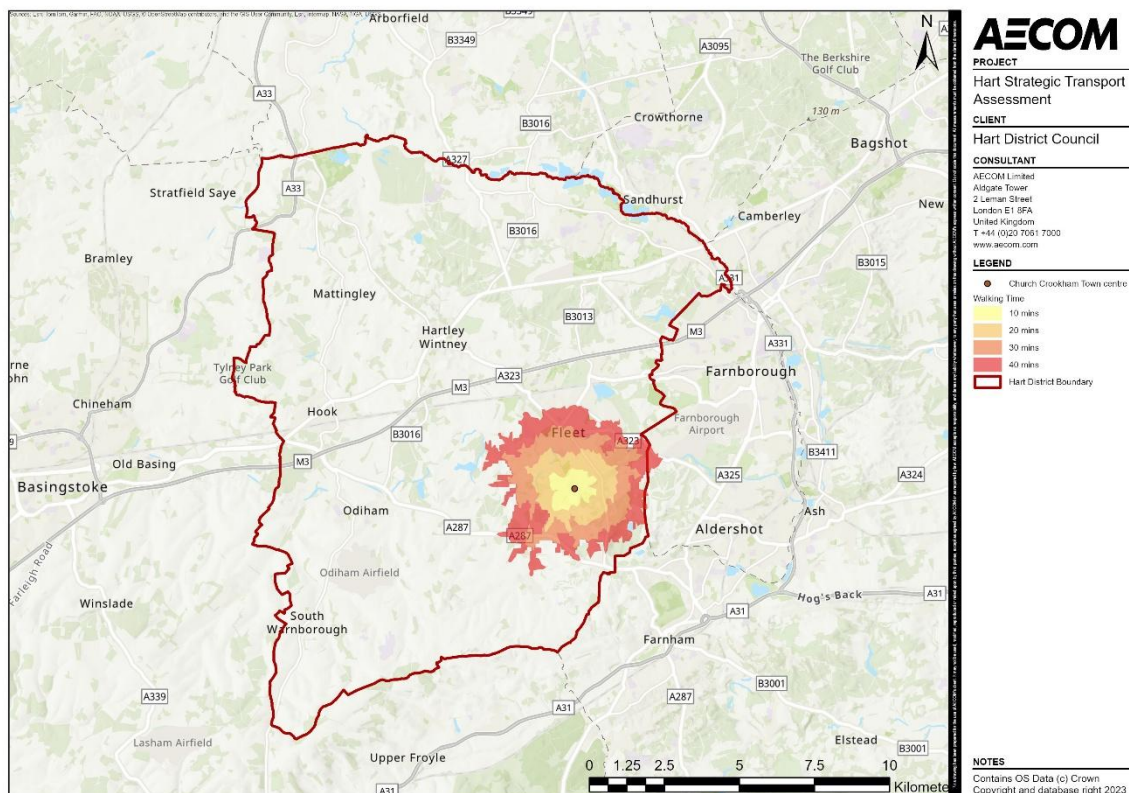


Figure A2: Crondall Walking Accessibility

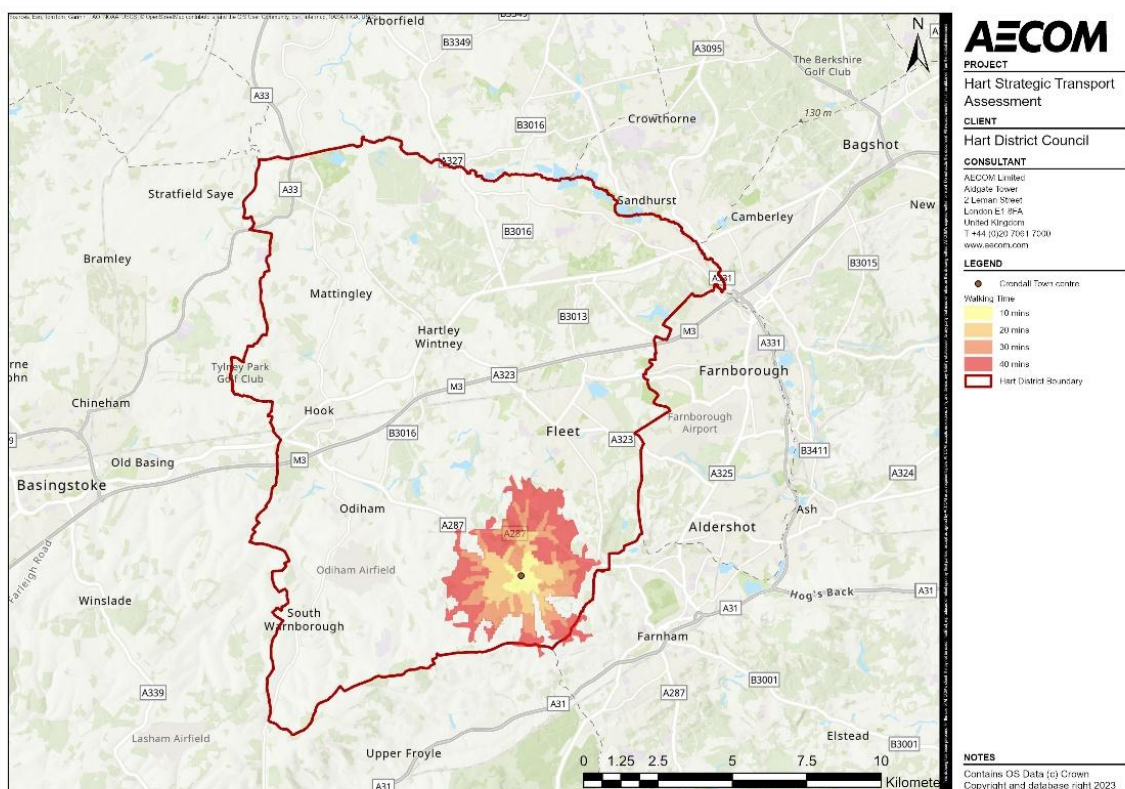


Figure A3: Fleet Walking Accessibility

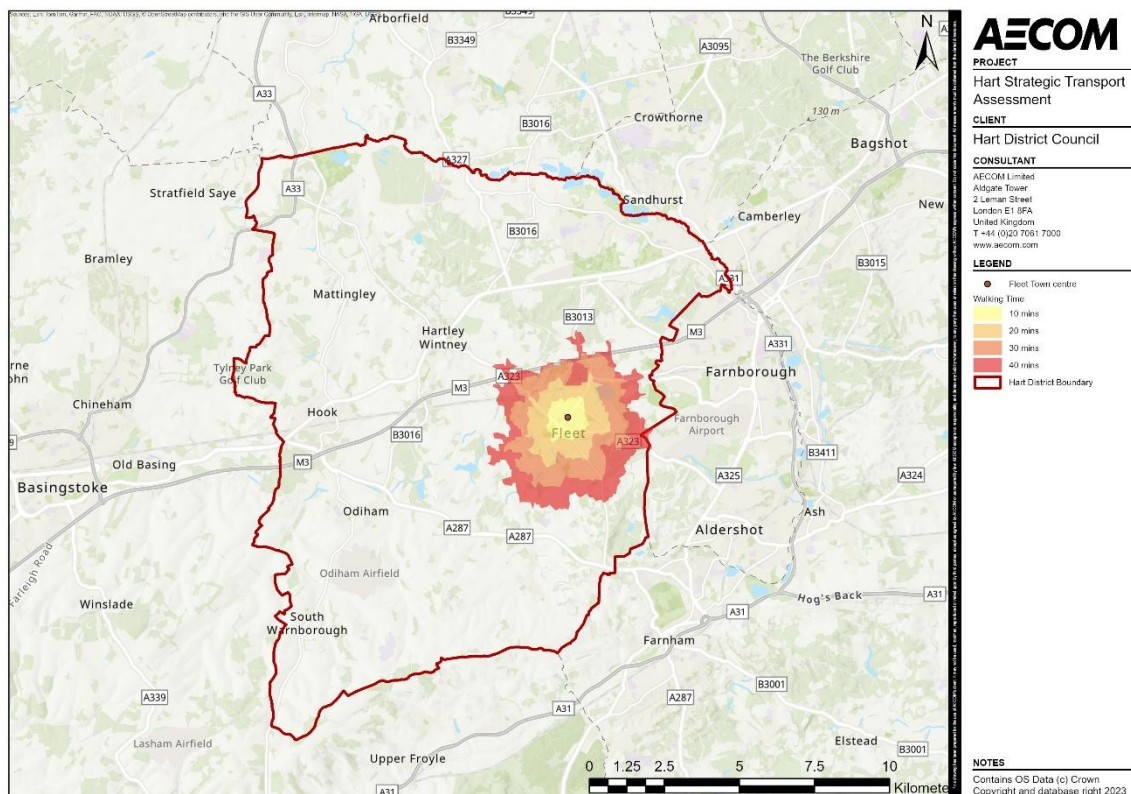


Figure A4: Hartley Wintney Walking Accessibility

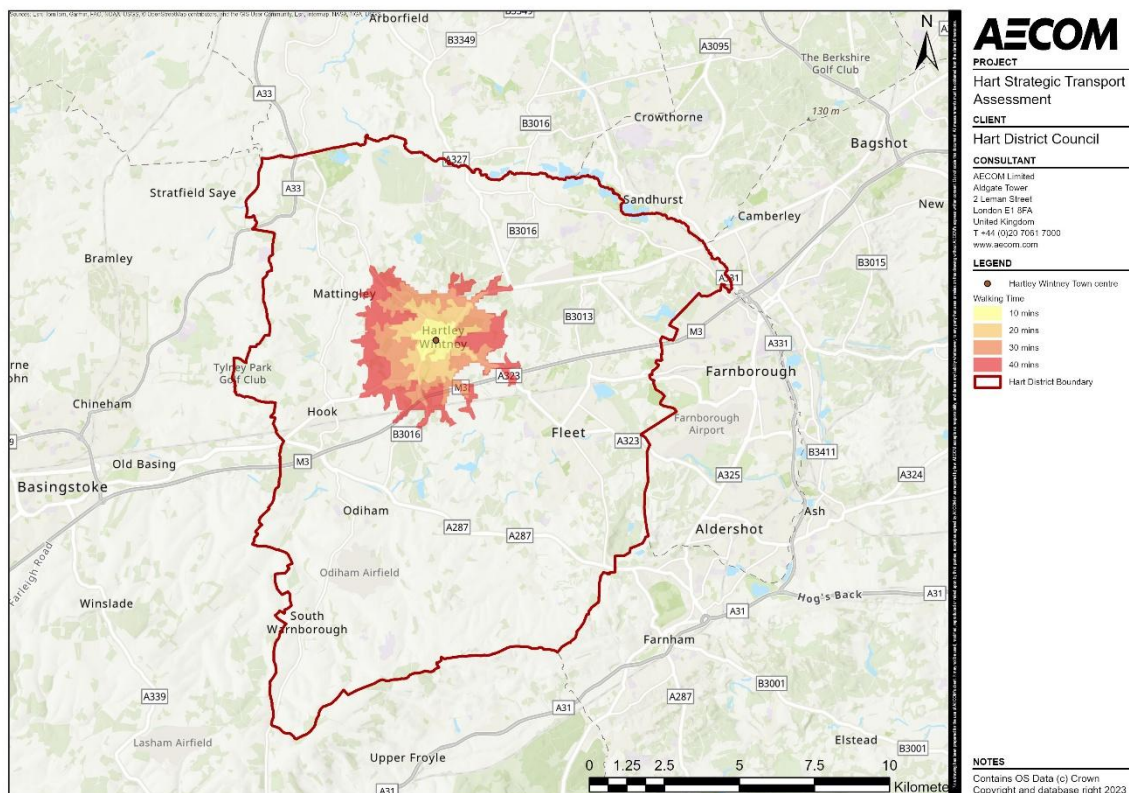


Figure A5: Hook Walking Accessibility

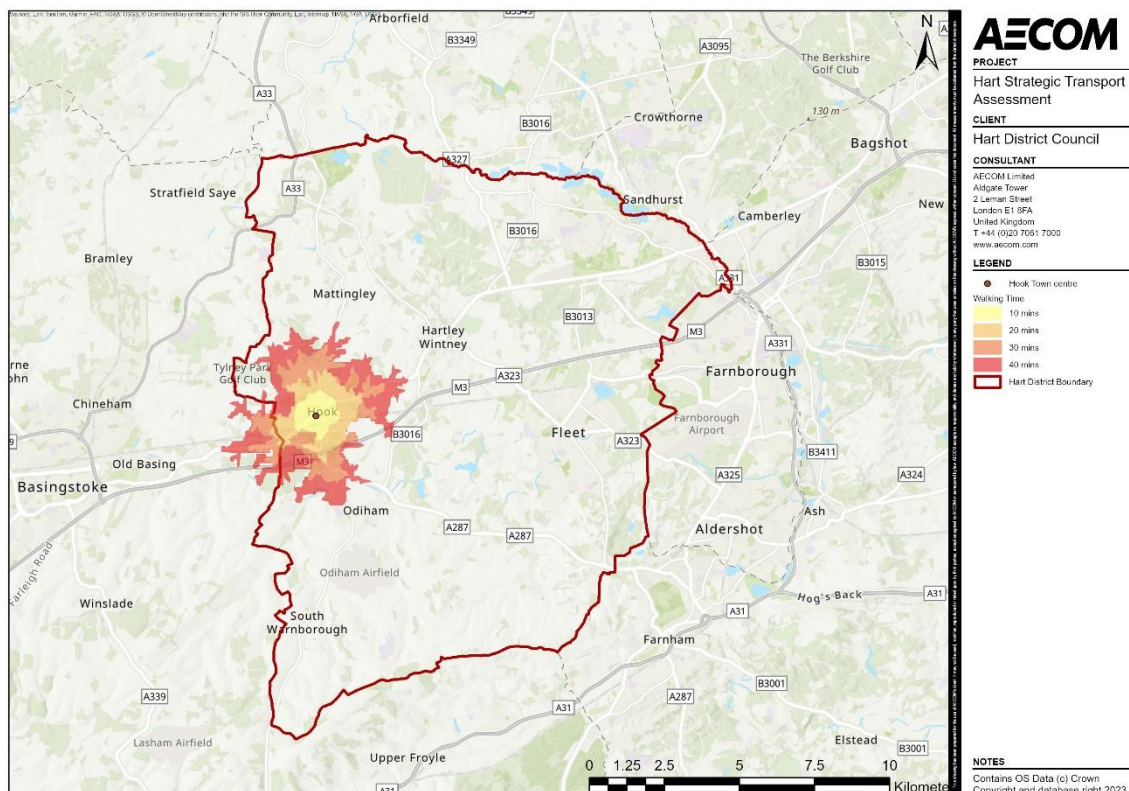


Figure A6: North Warnborough Walking Accessibility

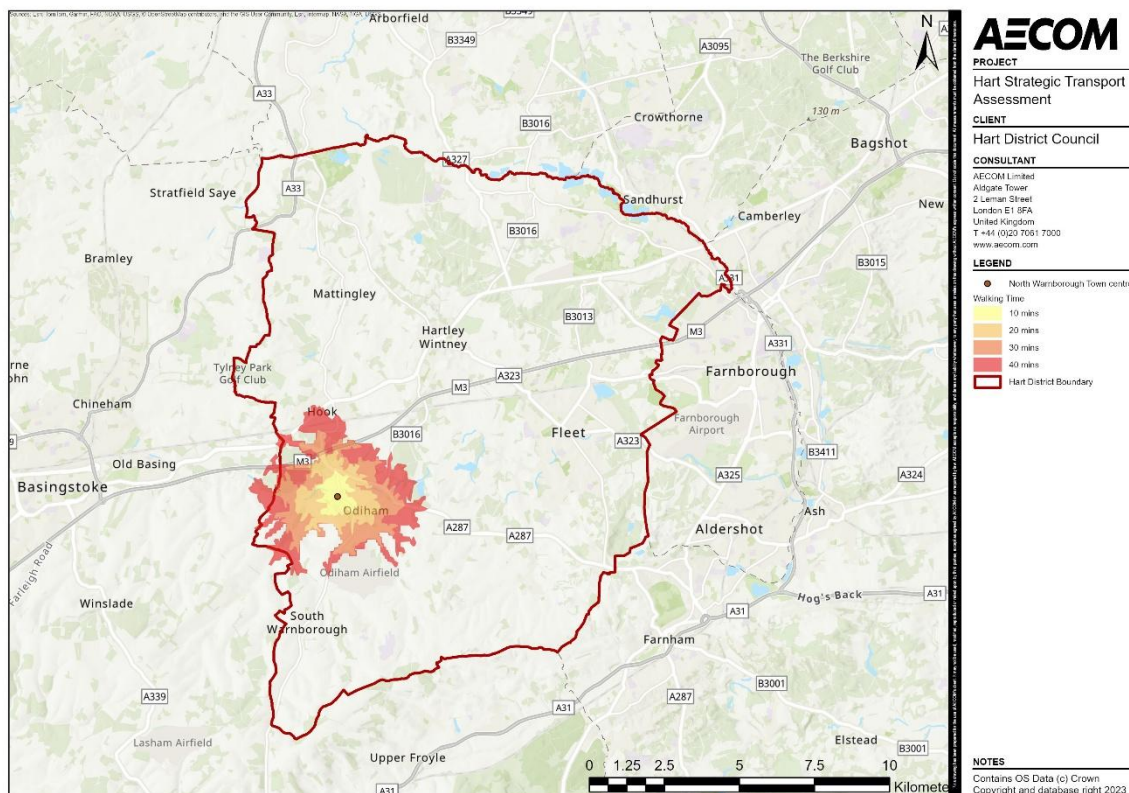


Figure A7: Yateley Walking Accessibility

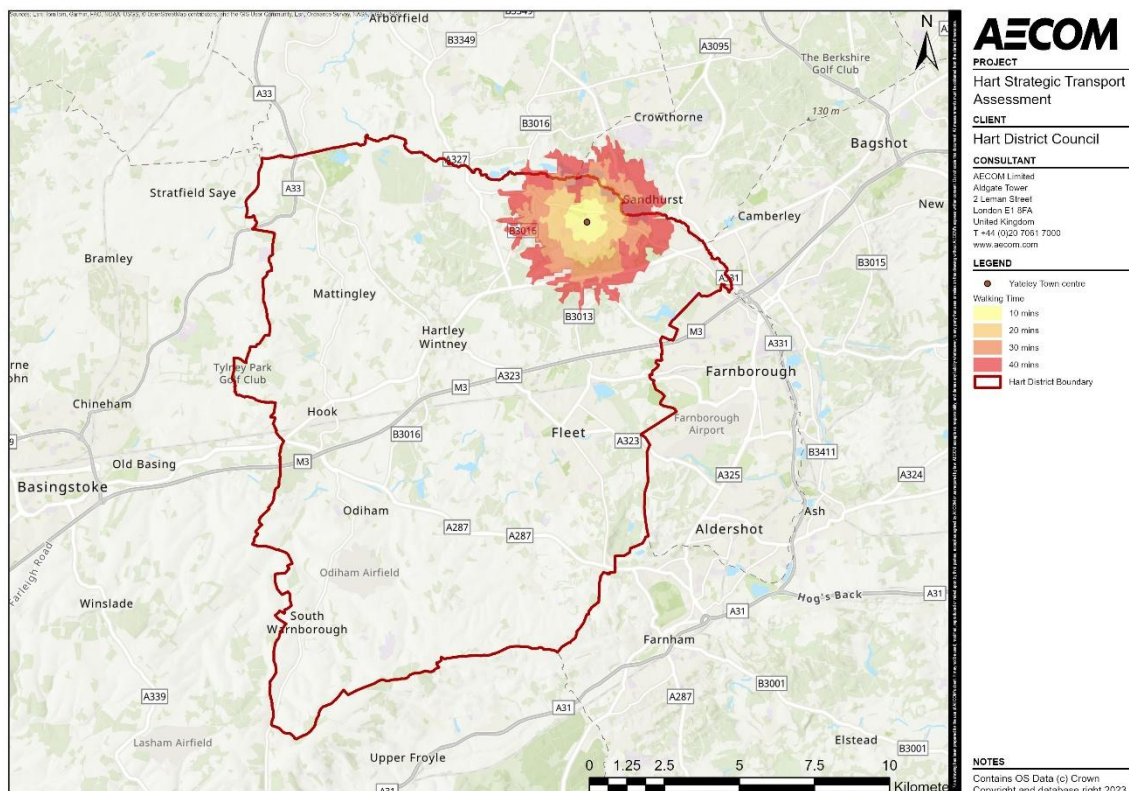


Figure A8: Church Crookham Cycling Accessibility

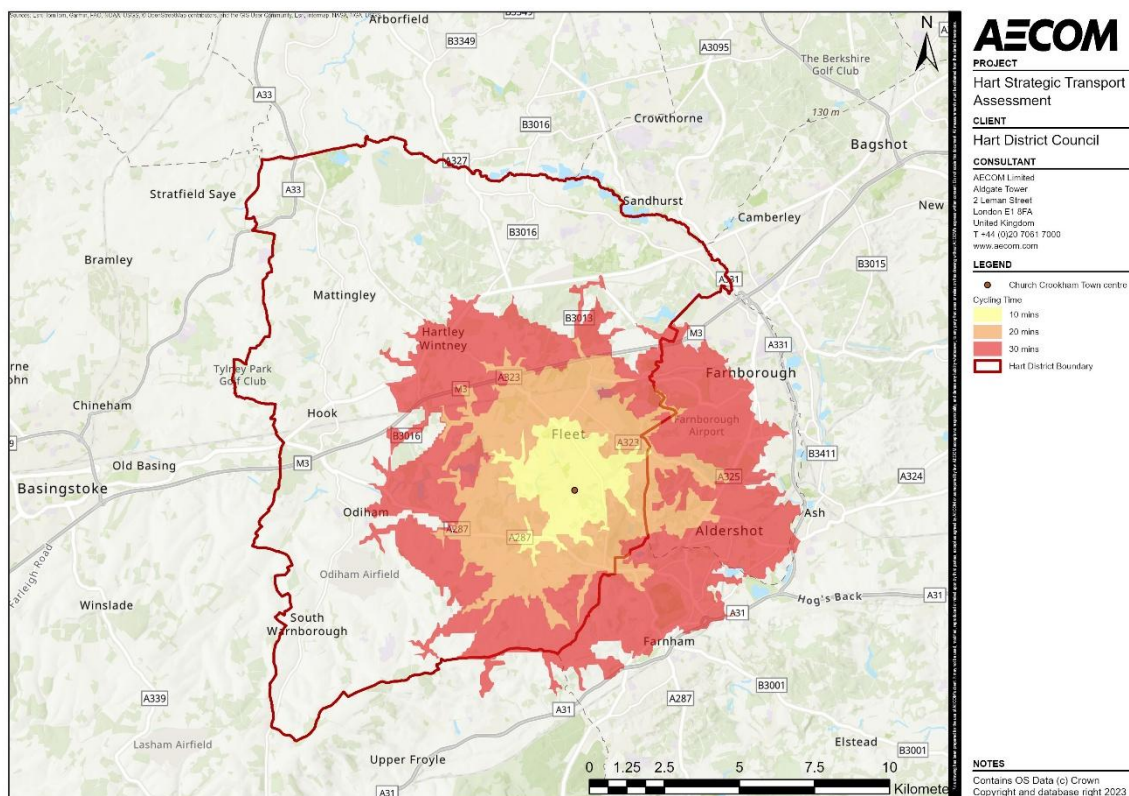


Figure A9: Crondall Cycling Accessibility

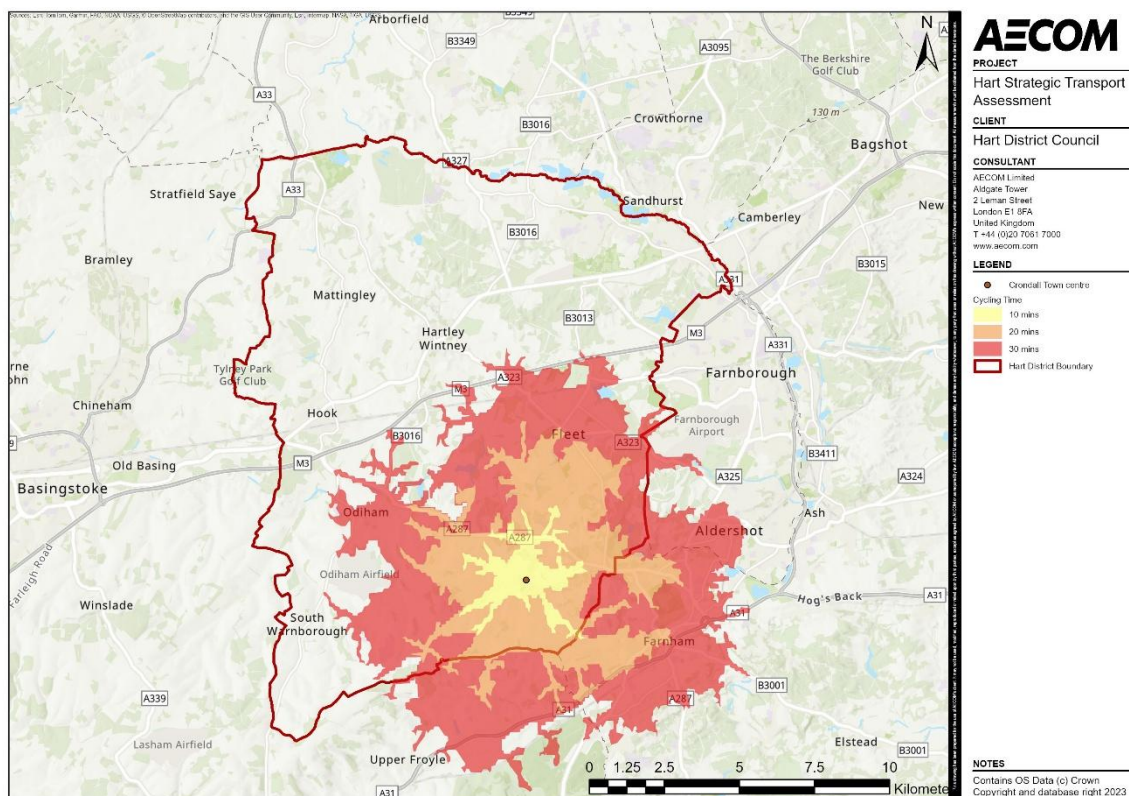


Figure A10: Fleet Cycling Accessibility

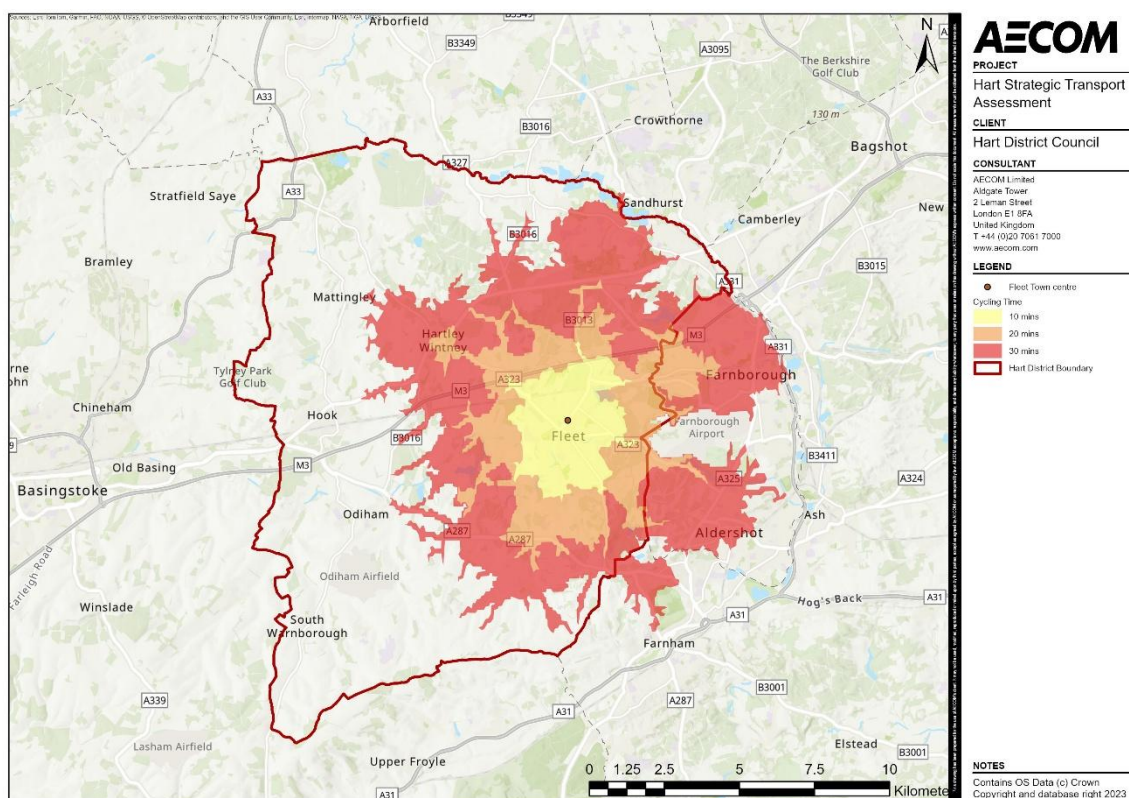


Figure A11: Hartley Wintney Cycling Accessibility

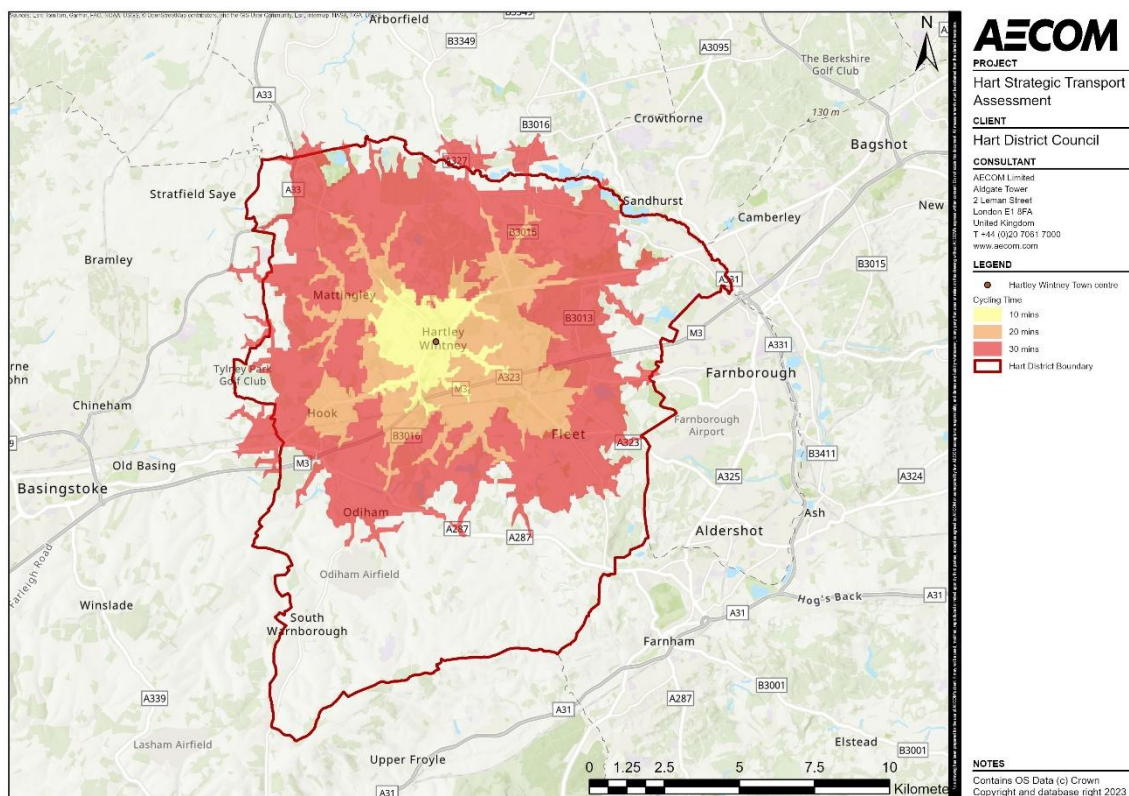


Figure A12: Hook Cycling Accessibility

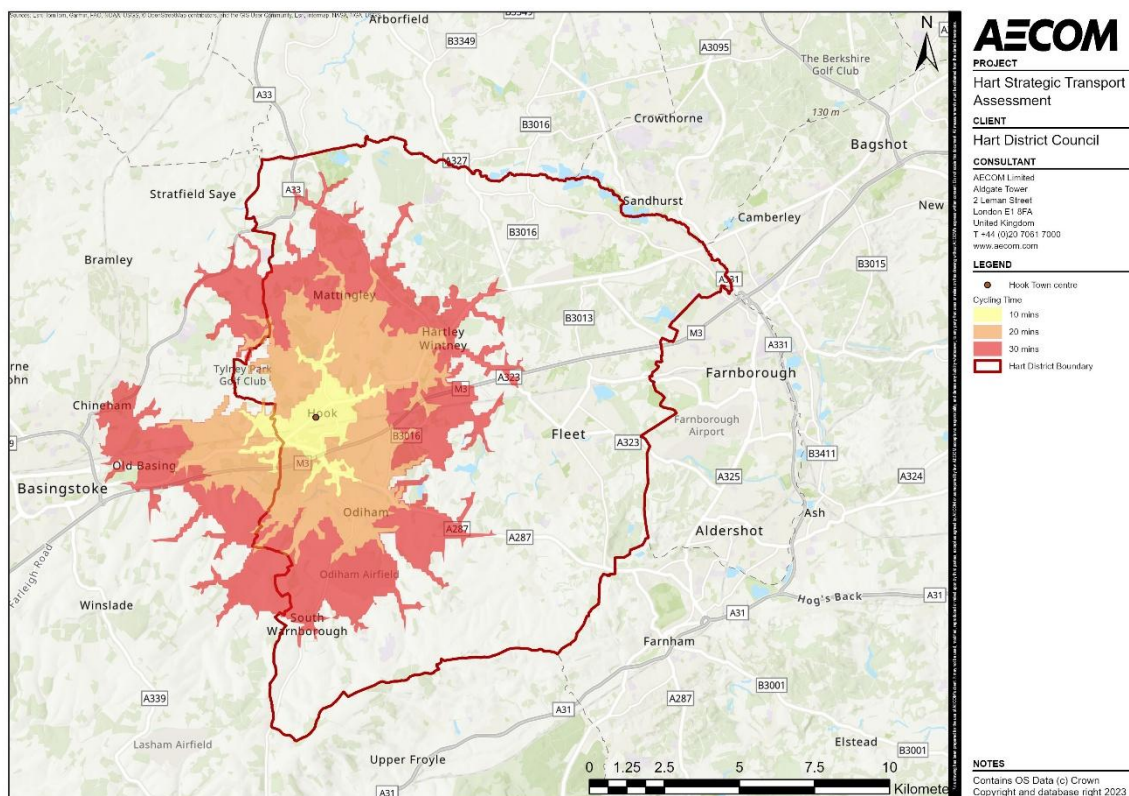
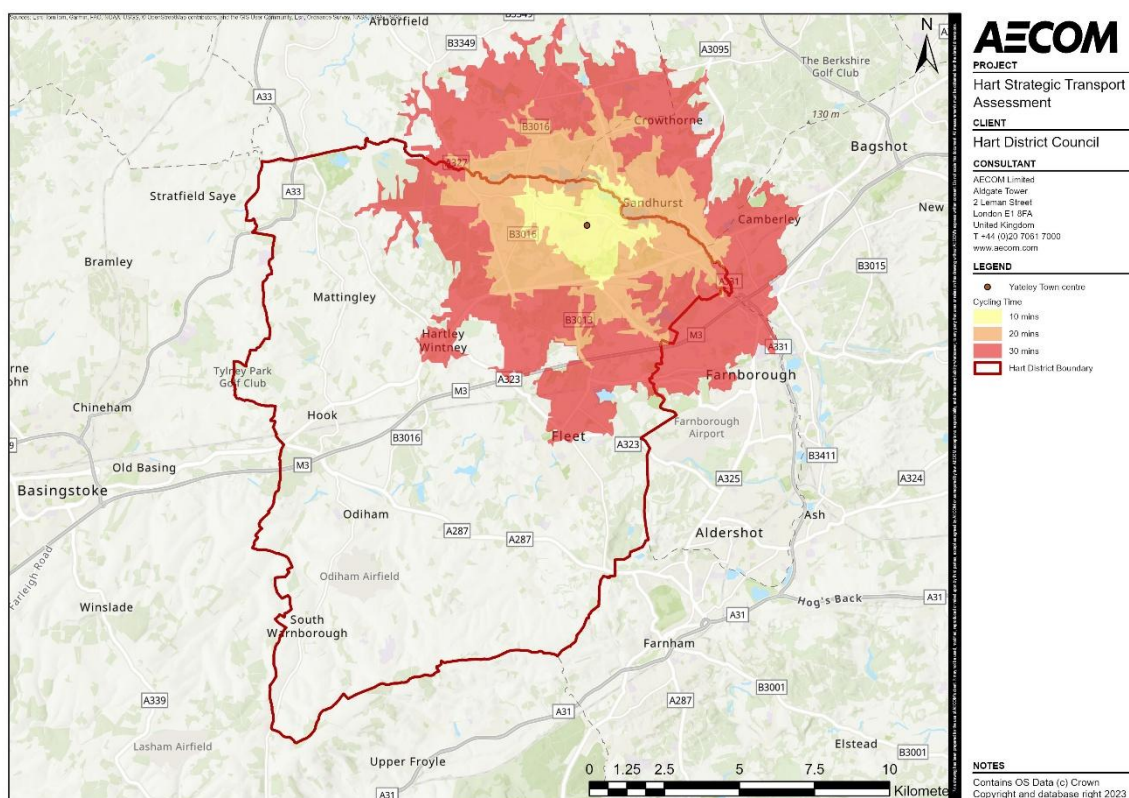


Figure A14: Yateley Cycling Accessibility



Appendix B – Car Park Facilities

Town	Car Park Address	Postcode	Type of Car Park	Chargeable Spaces	Disabled	Taxi	Electric	Motorcycle	Doctors Surgery	Police	Total Spaces	Number of P&D Machines
Fleet	Ghurka Square Car Park, Fleet Road, Fleet,	GU51 3JU	Surface	50	2			4			56	2
Fleet	Church Road Car Park, Fleet, Hampshire,	GU51 4ND	Surface	270	12		3	5			290	6
Fleet	Victoria Road Car Park, Victoria Road	GU51 4YY	Surface	129	9		8	2			148	3
Fleet	Birchayes Car Park, Branksome wood Road, Fleet,	GU51 4BE	Surface	18	2			1			21	2
Fleet	Central Courtyard Car Park Fleet	GU51 4AE	Surface	31	2			0		3	36	1
Fleet	Civic Office Car Park Fleet (Staff)	GU51 4AE	Surface	48	2		4	1			55	1
Fleet	Admiral House Car Park Fleet (Saturday only)	GU51 4BB	Surface	18	0						18	1

Fleet	Flagship House Car Park Fleet (Saturday only)	GU51 4WP	Surface	39	1						40	1
Odiham	Deer Park View Car Park,, Odiham,	RG29 1JY	Surface	33	2			1			36	1
Odiham	The Bury Car Park, , Odiham	RG25 1LT	Surface	10	1		1	1			13	1
Hartley Wintney	Monachus Lane Car Park, High Street, Hartley Wintney	RG27 8NN	Surface	136	2				7		145	2
Blackwater	Station Approach Car Park , London Road, Blackwater	GU17 9AD	Surface	121	2	2		1			126	2
Blackwater	Community Centre Car Park London Road, Blackwater	GU17 9AA	Surface	20	1						21	1
Hook	Crossways Manor Car Park, Reading Road, Hook	RG27 9DU	Surface	59	3		2	1			65	1
Hook	Station Road Hook	RG27 9HB	Surface	5	1						6	0

