

Proposed way forward on a pump track at West Liss Recreation Ground

1. Purpose

This paper seeks a decision from Council as to whether to install a pump track at West Liss Recreation Ground. It follows the recent community consultation in which there was support for this from nine out of ten respondents (89.4% in favour, 6.7% against and 3.9% unsure).

2. Actions since October Council meeting

Following Council's discussion at its October meeting, the West Liss working group investigated possible designs with our preferred supplier. This identified two main designs, plus two variants, which would fit within the proposed site without interfering with the football pitch. A drop-in event was held at the Pavilion on Saturday 21 January at which residents could view the four possible designs and discuss the pros and cons of these with the supplier. Photographs of pump tracks were shown and residents could view a video of the hired track being used at the Jubilee weekend. Residents were also able to explore any concerns with working group members, Crossover representatives and the supplier.

The drop-in event kicked off a two-week survey of residents' views in which they were given a further opportunity to say whether or not they supported the installation of a pump track at West Liss, as well as inviting their views on the designs. The drop-in event, accompanying survey and answers to FAQs (frequently asked questions) were extensively publicised via posters, social media, Cllr Smith's Shine Radio interview and flyers through the doors of 120 adjacent households. At the same time, the Crossover held discussions with their members to gauge their support and seek ideas for the design and accompanying facilities.

3. Main survey results

421 responses were received in total, 45% more than the 290 responses received at and following the Jubilee weekend and without the accompanying excitement of the temporary Jubilee track. 89.4% (345) of respondents were in favour, 6.7% (26) were against and 3.9% (15) were unsure. Although there were 45% more respondents than in the previous survey, the number against was virtually the same: 26 respondents as against the previous 25. A full report of the results is at Annex 1 and we propose to publish this, as we did last time, following the 20 February Council meeting.

4. Nature of the support

The feedback suggests that a pump track would be well used, with 323 respondents (80.5%) stating that they or someone in their household would use one. This is in line with the earlier survey when 78% said they, or a family member, had used the temporary track at the Jubilee weekend. The feedback also suggests that, just from the households which responded, over 600 people would use a track at West Liss. 47% (198) of respondents said that they or someone in their household would use it at least once a week.

While the track appealed especially to the under 17s (49.8%), respondents of all ages stated that they would use the track. The under 17s were divided evenly between 7-11s and 12s-17s. The track would

appeal mainly to bike users (86.9%), with scooter users at 36%, skateboarders at 25.3% and roller skaters at 14.6% (some expecting to use more than one kind of wheels).

5. Reasons for support

79 respondents mentioned enjoyment, need and providing something else to do in the village. 17 mentioned a track's role in providing an outdoors activity and its positive effect on physical and mental health and wellbeing. 6 respondents mentioned social interaction and bringing the community together, with 20 saying that a track would appeal to people of all age groups. 8 respondents said that a track would provide somewhere to practice and improve cycling skills and build confidence. 7 respondents mentioned specifically that a track would reduce anti-social behaviour.

The Crossover have previously advised that they were unable to suggest any other facilities that would provide more benefit to young people and that pump-tracks are 'proven to increase health, well-being, community cohesion whilst reducing social exclusion and anti-social behaviour'. They have now reported lots of excitement and support from their member discussions, together with realistic expectations about the kind of track we have in mind i.e. a steel/compound modular track, rather than a more permanent "industrial" style concrete or asphalt track such as the one recently installed at Alton.

6. Evidence of potential benefits

From the Crossover staff's own experience, inclusive, multi-age leisure facilities increase community cohesion whilst reducing social exclusion and anti-social behaviour, which is often the result of boredom and frustration. In their judgement, a pump track at West Liss would alleviate anti-social tendencies and call outs to emergency services by encouraging social bonding, healthy standards, opportunities for involvement, and social and learning skills.

Following the installation of a pump track in North Lanarkshire, Police Scotland reported a dramatic reduction in anti-social activity; Scottish Fire and Rescue said callouts had been minimised; and a neighbouring golf club reported a reduction in vandalism on its site. A track in South Wales, which nearly halved the number of anti-social behaviour incidents, was voted one of the best crime prevention initiatives in Europe. On exercise more generally, a 2003 Australian Sports Commission study found that physical activity encourages social development and reduces anti-social behaviour; UK Active have reported that 7 out of 10 parents and their teenagers say that antisocial behaviour is linked directly to boredom; and a very recent University of Hong Kong study found that physical activity is a "remarkable medicine" for young people with depression.

7. Nature of opposition to a pump track at West Liss

As in the previous survey, the main concerns related to location, noise and anti-social behaviour. 17 respondents considered that a pump track could lead to an increase in anti-social behaviour (compared with 15 respondents in the previous survey). 13 comments related to noise, either from the track itself or those using it (11 respondents commented on this in the previous survey). 16 respondents commented on the location of the track (as compared with 24 previously), with references to the space available and interference with current facilities, proximity to residents and/or installing it on a green space.

Although the total number of respondents was 45% greater than in the previous survey, the number of respondents concerned about noise and anti-social behaviour have only increased by 2 in each case, with a reduction of 8 in the number concerned about the location. This suggests that our displays of the possible designs and explanations about the low profile, colour and landscaping of the proposed designs have reassured some people about the location, while the mitigations we have explained in relation to noise and anti-social behaviour have not overcome the concerns of some residents. These issues and mitigations are therefore described below for Council's consideration.

8. Issues and mitigations

(a) Location

The proposed site for the pump track would be at the back of the recreation ground (where the temporary one was for the Jubilee Weekend). Instead of being freestanding like the temporary one, it would be contoured with earth and grass to minimise the noise and visual impact. The proposed track would be green in colour and landscaped accordingly to ensure that it was in keeping with the natural environment and aesthetically pleasing (see illustration below). The only realistic alternative location would be at Newman Collard Playing Fields. However, the Newman Collard Trust, which is working closely with the Parish Council on the village recreation strategy, sees an all-weather Multi Use Games Area (MUGA), rather than a pump track, as their further contribution to meeting the needs of the whole community, including children and young people.



(b) Noise

The West Liss group has been working with the installers to ensure there will be minimal noise from the track. Technical studies quoted by the manufacturer show that the steel framed composite model which is being proposed is quieter than the high-pitched noise from concrete pump tracks. The track would create less noise and resonance than the one used at the Liss Jubilee celebrations because of the earth and grass contouring and landscaping which would be put in place to mitigate against this, in addition to the steel frame and rubber shock absorbers. Locating the track centrally at the rear of the recreation ground would further minimise noise disturbance to surrounding properties.

(c) Anti-social behaviour

The Crossover has been closely involved in the planning stage. They have now involved young people in the design stage, which will help get their buy-in, and they have committed to actively monitoring and engaging with young people at the pump track as part of their outreach work (alongside our extending the existing CCTV at West Liss Pavilion to cover the pump track site). As recorded above, from the Crossover's own experience, inclusive, multi-age leisure facilities increase community cohesion while reducing social exclusion and anti-social behaviour, which is often the result of boredom and frustration. In their judgement, a pump track at West Liss would alleviate anti-social tendencies and call outs to emergency services by encouraging social bonding, healthy standards, opportunities for involvement, and social and learning skills. Evidence from elsewhere supports this.

9. Type of track and choice of supplier

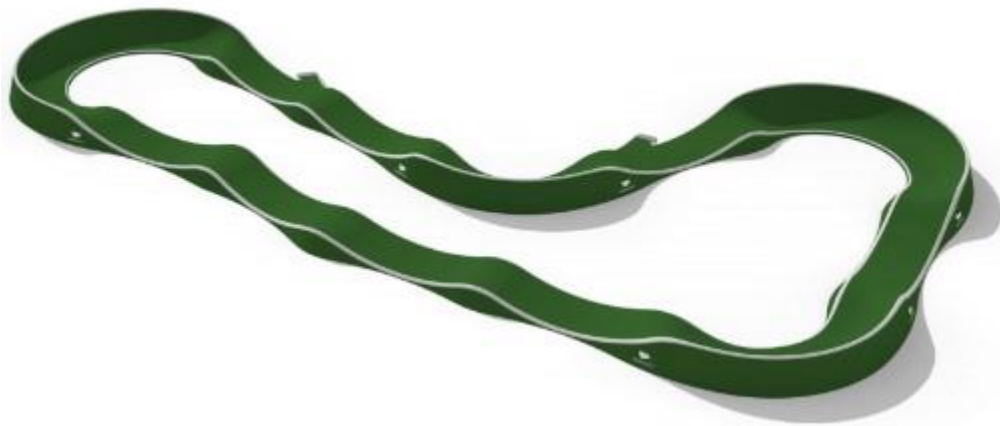
The only other issue raised by similar numbers of respondents related to the type of track and choice of supplier. The specifications of the track were mentioned by 6.9% (29) respondents, with comments relating to design/layout, surface material (tarmac) and examples of other UK pump tracks which were considered to be preferable. Suggestions that other suppliers should be considered were made by 16 respondents, two thirds of whom were in the 25-34 age category and we have reason to believe are linked to a cycle shop in Haslemere who had been lobbying for a similar facility there.

These respondents seemed to think that a permanent concrete or asphalt track like those at Alton, Basingstoke or Hilsea might be on the cards. That was never the case. Because the track would be on what is a designated village green, and because of previous extreme hostility to the idea of a skate bowl, Council decided early on that a good compromise would be the latest design of a reasonably compact, steel/compound, semi-permanent modular track. That is what we consulted about and have said we would make a decision on - not an "industrial"-style, permanent concrete or asphalt track. As previously noted, the kind of track we are proposing would be best aesthetically and in terms of noise suppression. It is also easily removable and we know from the manufacturers that it should have a significant resale value.

At the drop-in event, we were also asked by some of the adult riders why we were not considering the supplier of the recently installed Alton track. At our October meeting, Council resolved that a tender process to obtain quotations from a number of suppliers should not be required owing to the bespoke, specialist nature of the proposed kind of track. This was in line with advice from Finance Committee. The bespoke, specialist nature of the proposed track is that it is steel framed, unlike the version at the Jubilee weekend and the plywood-framed modular tracks available from the other supplier. Our preferred supplier is the sole UK importer of this more advanced model. Because it would be the first such track to be installed in the UK, they have agreed to waive their normal consultancy and installation fees. It has been on the understanding that they were our chosen supplier, following Council's decision, that they agreed to be an integral part of the co-design/consultation process. Any decision to choose another supplier now would therefore be a breach of good faith. We have satisfied ourselves that the proposed design offers value for money - see section 12 below.

10. Choice of design lay-out

The most popular choice of track was the 'World Cup' continuous loop (shown below), favoured by 41.8% of respondents, followed by the World Cup start and finish (22.9%), with the least being the 'Bern' start and finish. The World Cup was therefore by far the most popular choice at 64.7% in total, with a very strong preference for its being a continuous loop. This choice was mirrored in the 12-17 age group, our primary target age range. It was also reflected in comments from Crossover members who were keen to have "many humps and curves to make it more challenging and longer lasting" and be "fun, lots of curvy, up and down bits, lots of turns".



Crossover members were also keen that the track "should have multiple exits and/or standing points so users can let faster ones pass them safely": we plan to discuss this with the supplier if Council gives the go-ahead. In terms of additional features, survey respondents most often mentioned litter bin facilities, followed by seating and picnic tables, and we would propose to include these in the overall plan.

11. Planning considerations

We have checked with our tree expert that the World Cup continuous loop design can be installed without interference with tree root systems while still providing the required clearance from the football pitch touchline. Cllr Deacon has examined the requirements regarding open spaces and village greens and has advised that installation of a semi-permanent modular pump track of the kind we propose would satisfy these. While we have obtained informal advice from the EHDC planning team that we would not be required to apply for planning permission, we would apply for and obtain a Lawful Development Certificate before formally commissioning the project.

12. Cost and value for money

The agreed cost for a landscaped World Cup steel/compound continuous loop track, together with a path leading from the Pavilion, is just within the £100,000 which Council provisionally allocated to the project. It would comprise:

Purchase price (subject to £/euro fluctuations):	£79,000
Transport from Czech Republic:	£4,000
Normal supplier installation and consultancy charges (saving £5,000):	£0
Groundworks, including landscaping and path from Pavilion (including £5,000 contingency):	£15,000
TOTAL:	£98,000

The West Liss working group (which includes the Chair of Finance Committee) has given these costings careful consideration and we are satisfied that they represent value for money. The purchase cost is the supplier's 2023 catalogue price and, owing to recent inflation levels, we were unable to negotiate down to the 2022 price. The expected groundworks price of £10,000 is in line with what we would expect from a local contractor and the proposed £5,000 contingency seems sensible. The supplier's waiving of normal installation and consultancy costs represents a 5% saving.

13. Funding

The October meeting of Council resolved that "up to £100k should be provisionally allocated from LPC's community infrastructure levy (CIL) funding against the unlikely event that no alternative external funding can be obtained, but that external funding should be actively sought". Cllr Williams and our Project Officer are currently doing exactly that and plan to continue to do so up until the commissioning date. The current state of play is attached as Annex 2 to this paper. Cllr Williams has advised that we may hope for a more benign funding climate from the beginning of the new financial year but successful outcomes cannot be guaranteed. In making its decision, therefore, Council needs to do so in the expectation that anything up to the full £100,000 could need to be allocated from LPC's CIL budget.

14. Timescale

Obtaining the Lawful Development Certificate could take up to 11 weeks (though we hope that our District Councillors might be able to help accelerate this process). Thereafter, the lead time from commissioning could be similarly long, meaning that we need to plan for a total lead time of up to 6 months from a decision by Council to proceed. This could mean that the track would not be installed until mid-September.

However, we have no reason to think that a Lawful Development Certificate will not be forthcoming. On that basis, if Council gives the go-ahead, we would seek the installer's agreement to put a provisional installation date in their diary so to enable the track to be installed in time for the school summer holidays. This would be pending the signing of a contract which would happen after the Lawful Development Certificate had been received.

15. Conclusions

We are now at the stage when Council needs to make a decision. Residents are expecting this as a result of our extensive publicity and, as just explained, a decision is needed now if we are to have a chance of having a track installed in time for the summer holidays. Residents have had every opportunity to register their objections and there remains a small number of households whom we have been unable to satisfy as regards mitigation of their areas of concern. The 26 objectors represent 6.7% of respondents and fewer than 0.5% of the total Liss population. In contrast, the 345 respondents who

expressed support represent 89.4% of those completing the survey and over 5% of the total Liss population.

As with many of the land use planning issues that local authorities need to consider, a decision needs to be made on the balance to be struck between the supporters and the objectors - with the number of the former in this case representing well over ten times the latter. This is not to underestimate the extent of some objectors' concerns but, at the same time, we must have full regard to the wishes of the great majority, particularly the children and young people of the parish.

If Councillors are minded not to agree to proceeding with a pump track, they should consider what to propose instead. In doing so, I would ask them to bear the following in mind: the Parish Council's declared commitment to prioritise recreational provision for older children and teenagers; the fact that the Newman Collard Trust is planning to install a MUGA and we need to avoid duplication; and that expectations have been raised by our community consultations and the strong levels of demonstrated support for the installation of a pump track.

On the basis of what we have learned from the two surveys, on the strength of the mitigations and other considerations described in this paper, I recommend that Council give approval to commissioning the installation of a pump track by our preferred supplier at the proposed location on West Liss Recreation Ground.

RESOLUTION: that Council approves the purchase and installation of a Parkitect V4 modular pump track at West Liss Recreation Ground, subject to having first obtained a Lawful Development Certificate.

Nick Wilson February 2023

Background and objectives

When reviewing the village's recreation provision, Liss Parish Council identified a gap in provision, particularly for older children and teenagers, and committed to provide more recreational facilities for young people and create an attractive sports and leisure area alongside the multi-purpose community and sports Pavilion and existing playing field in West Liss.

More specifically, Liss Parish Council has been working with stakeholders to address Anti-Social Behaviour in the village. This work has involved representatives from the Crossover youth centre, Bohunt School, the police, the youth offending team, family support services and others. A key outcome was the identification of the need for increased informal recreation provision for young people to provide alternative outlets for their energies.

As part of a 'Party by the Pavilion' for the Queen's Platinum Jubilee celebrations in 2022, a temporary pump track installation was placed in West Liss Recreation Ground from 2 June until 8 June for all members of the community to enjoy. A pump track is a track for all wheels (scooters, bikes, skateboards, roller skates), ages and abilities.

An initial survey to gain feedback on the temporary pump track showed that of the 290 responses received, with 78% of respondents said they or a family member had used the track and 91% of respondents would welcome the possibility of a permanent pump track facility to meet the gap in recreation provision.

Since then, LPC has worked with the supplier of the hired track, Dirt Factory, to produce four possible designs for a more advanced, wider, steel framed version which would fit where the hired track was located at the rear of West Liss Recreation Ground. LPC has also looked at ways of mitigating concerns which some residents raised regarding the visual impact, noise of the track and antisocial behaviour, and produced a 'Frequently Asked Questions' document as part of a second consultation process.

Follow up consultation

A drop in event was held at the Liss Pavilion on 21st January 2023 with representatives from LPC, Dirt Factory and the Crossover Youth Centre to launch the second phase of consultation to allow residents to learn more about the possible options and mitigations for any concerns expressed previously. A further more detailed survey launched the same day to canvass views on four designs of a possible pump track and provide people with another opportunity to express their views on having a pump track in Liss.

A dedicated web page was set up on the Liss Parish Council website (linked from the homepage) containing all the information displayed at the drop in event. This also contained a link to the electronic survey which was also displayed on the Liss Parish Council Facebook page, Liss News and Views and Liss and the surrounding villages Facebook pages. The survey was also promoted on Twitter, Instagram and on Petersfield Shine Radio with an interview with Cllr Andy Smith.

To reach those who do not use social media the details of the survey were placed on the LPC and public noticeboards and at prominent positions around the village. Hard copies were advertised as available for

collection from the Post Office counter in Tesco Express, the LPC offices and the Triangle Community Centre in Liss. In addition, details of the drop in event and how to access the electronic survey or a hard copy of the survey were hand delivered to 80 households adjacent to the recreation ground on the side of St. Mary's Road which borders the recreation ground, Station Road properties facing the recreation ground, the closest houses in Bishearne Gardens and all of Hawks Mead and Kiln Fields just behind the rear corner of the recreation ground. Following feedback at the consultation event, a further 40 of these flyers were delivered to all houses in Bishearne Gardens as well as to the other side of St. Mary's Road, making 120 hand deliveries in all to adjacent households. Furthermore, community groups in Liss, the Crossover Youth Centre, Liss Junior School, Bohunt School and those who had provided contact details from the previous pump track consultation were all emailed with details about the second phase of consultation. The survey ran from 21st January until 5th February 2023.

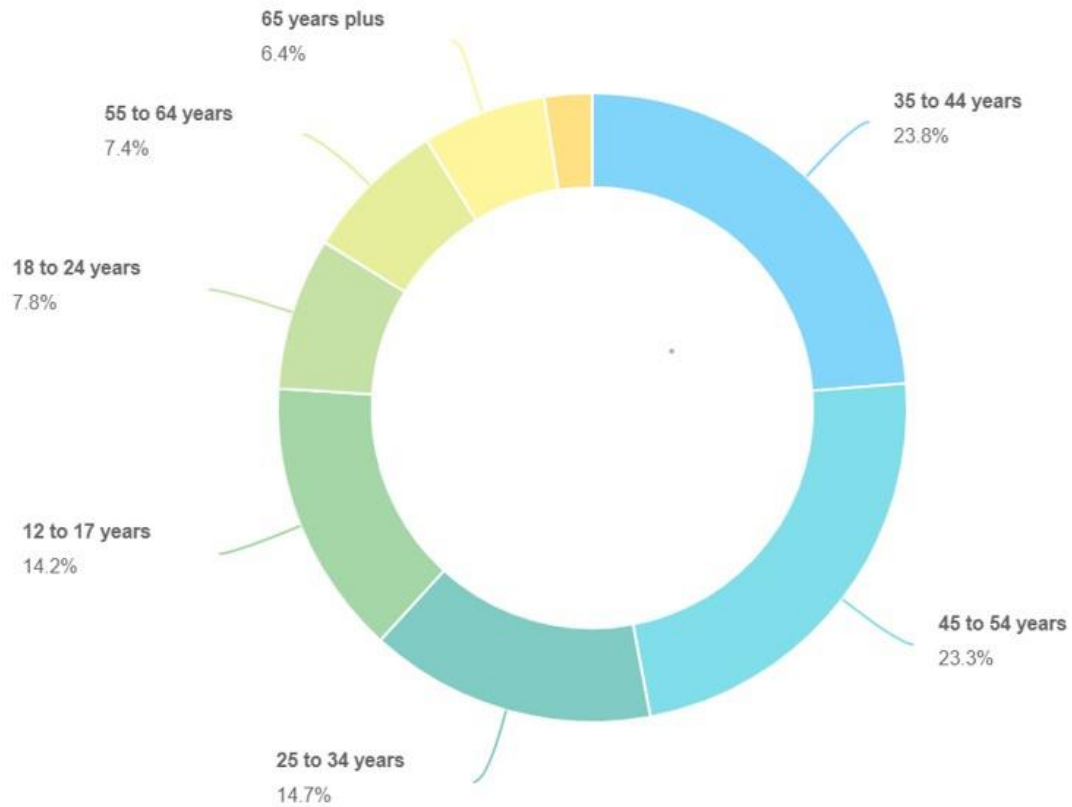
Participants were asked questions about track design, potential usage, and whether they would like to see a permanent pump track installed at West Liss Recreation Ground. There was also the opportunity for respondents to provide any further comments and concerns.

Survey results

Responder profile

421 responses were received in total, compared to 290 responses received following the previous survey following the installation of the temporary pump track. 69.2% of respondents stated that they lived in Liss, 7.2% in Liphook, 6% in Whitehill and Bordon, 4.3% in Petersfield, and the remainder elsewhere.

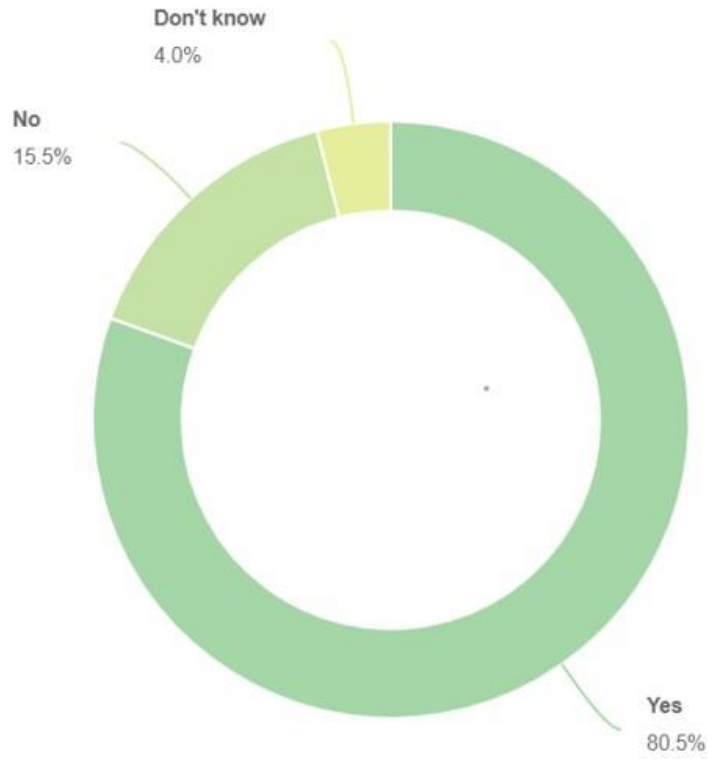
The chart below shows the age ranges of those carrying out the survey. 15% of respondents were aged 12 to 24. Nearly half (47%) of respondents were either in the 35 to 44 year-old category or the 45 to 54 year-old category, many of whom completed the survey on behalf of their whole household. 13.8% were aged 55+.



Age of survey respondent

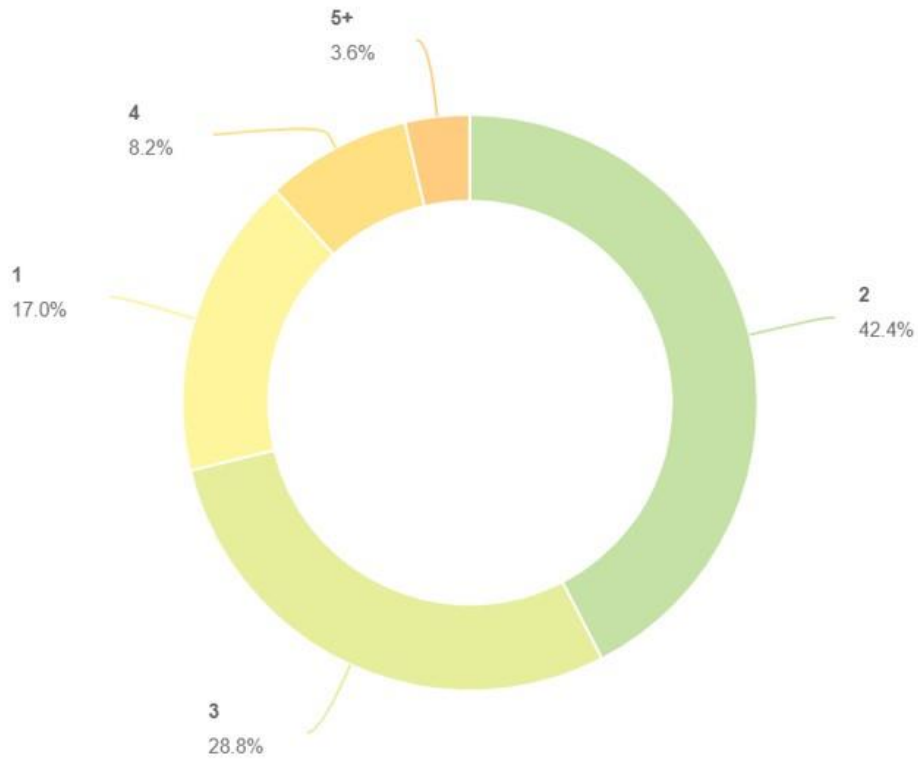
Usage

80.5% (323) of respondents said that they or another person in their household would use a pump track if there was one in Liss, compared to 15.5% (62) of those who said they would not use a track.



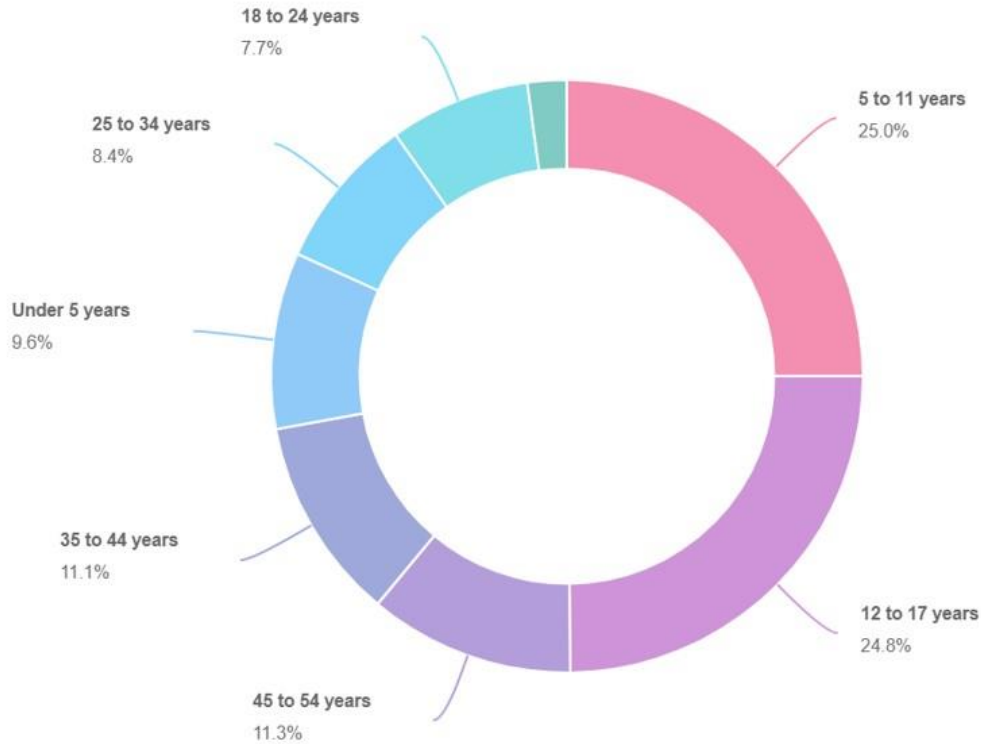
Respondents stating that they or a member of their household would use a Liss pump track

Of those who said yes, 71.2% (235) said that 2 or 3 people in their household would use it.



Number of people in respondent's household who would use a Liss pump track

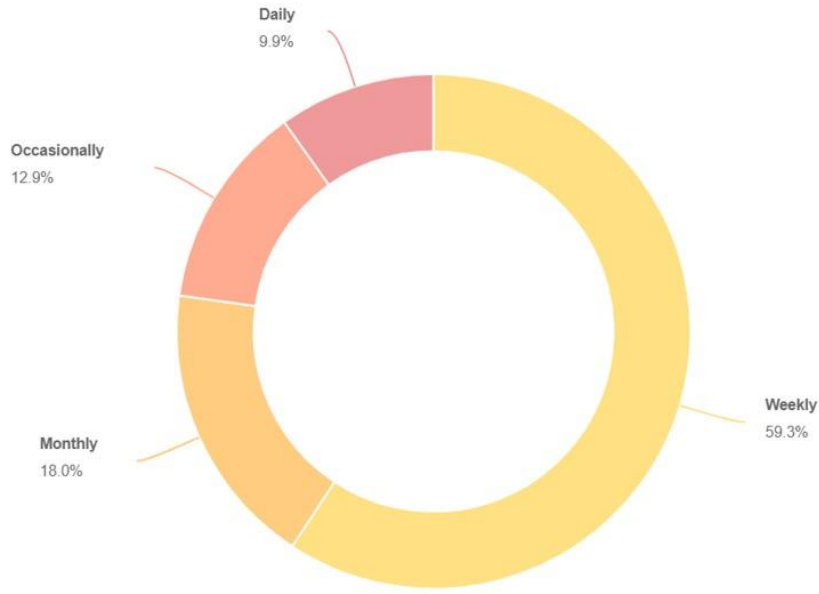
The age range of these users is shown in the chart below:



Age range of respondents who would use a Liss pump track

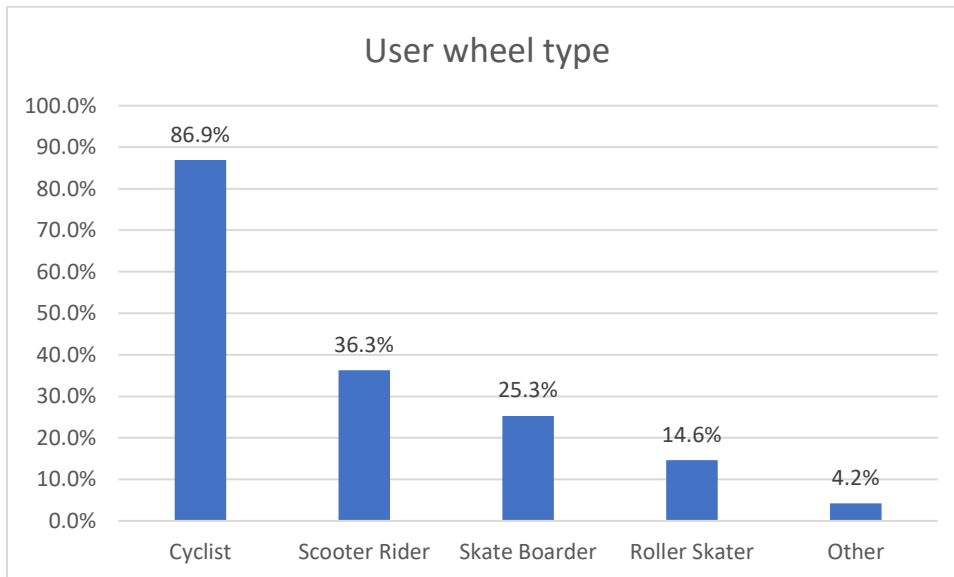
Half (49.8% - 279) of those who would use the track were in the 5 to 11 year old or 12 to 17 year old age range, split almost equally between these groups. 7.7% were aged 18 to 24 and 9.6% under 5, making 67.1% in all who were children or young people. 30.8% were aged 25 to 54 and 2.1% were aged 55+. This supports the view that a pump track would be an all-age facility but with particular appeal to children and young people.

The chart below shows how often the most frequent user of the respondent's household would use the pump track. 59.3% (158) of these stated that this would be on a weekly basis.



Frequency of use of a Liss pump track

The most popular wheeled user group chosen by respondents was cyclist at 86.9% (292), followed by scooter at 36.3%.

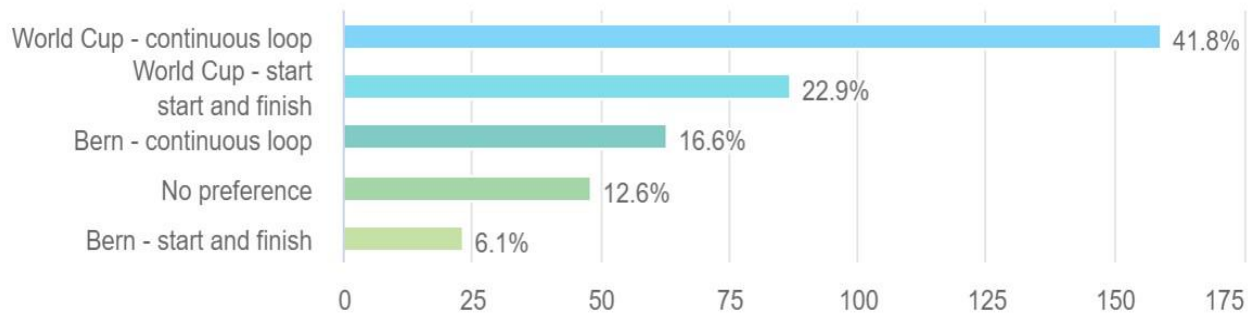


Type of wheeled group of those that would use a Liss pump track

Design and features

Respondents were given a choice of 4 track designs (2 with a continuous loop and 2 with a 'start and finish') to provide feedback relating to their preferred track design. 64.7% (246) preferred one of the

World Cup designs, with 41.8% (159 respondents) stating that the World Cup continuous loop was their preferred choice. 12.6% of respondents had no preferred track choice.

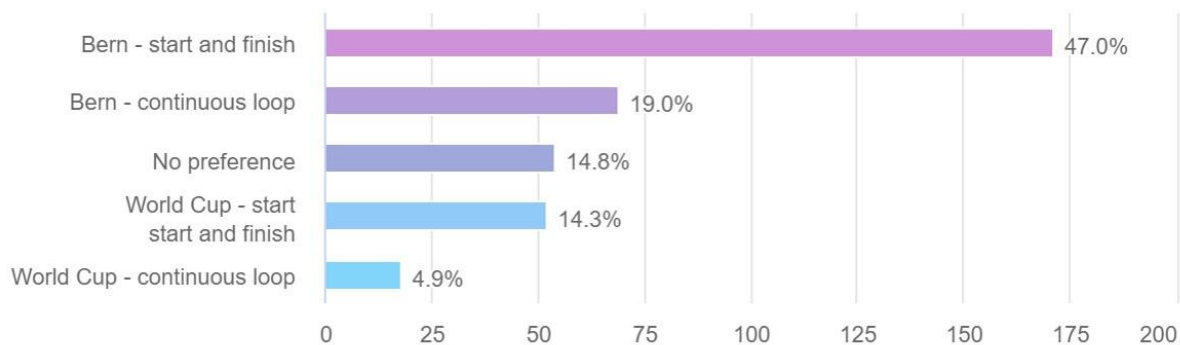


Preferred pump track design choice

The most common reasons for the choice of the World Cup continuous loop were 'It will allow riders to ride multiple laps as a continuous circuit' and 'The overall layout and flow of the track', with fewer votes for 'The track looks like an exciting challenger for me' and very few for 'It will help the rider take turns'.

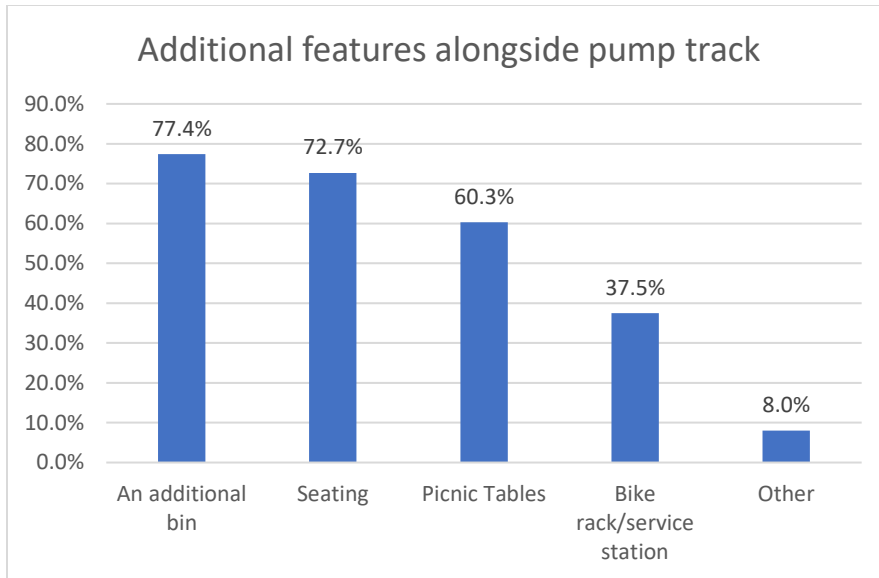
Within the 12-17 age group the preferred choice was also the World Cup continuous loop, however this was followed by a far smaller margin with the Bern continuous loop. Both were chosen in part due to the fact that the tracks allow continuous loops.

The least preferred choice of pump track was the Bern start and finish track. The most common reason cited was that 'The rider has to get off in-between laps'. This least preferred choice was also mirrored in the 12-17 age group.



Least preferred choice of pump track design

Popular additional features alongside a pump track which respondents wanted to see were an additional bin (77.4%), seating (72.7%) and picnic tables (60.3%).



Additional features which respondents would like to see alongside a pump track

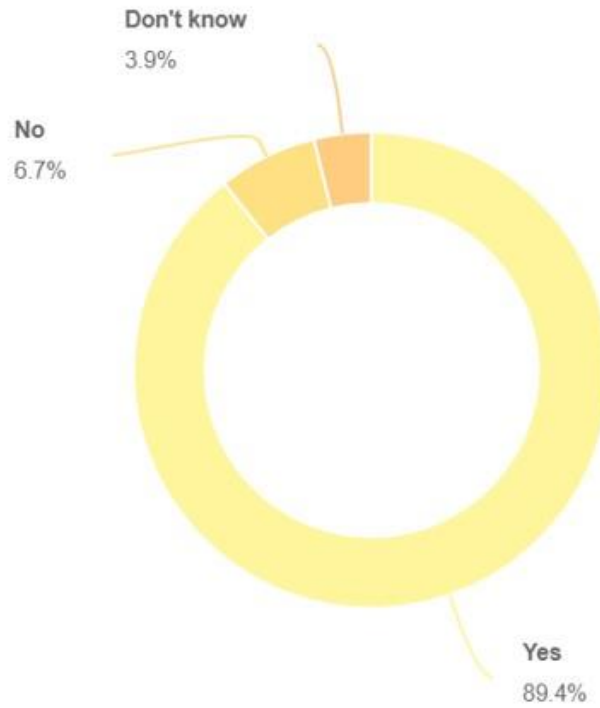
Support

A key question in the survey was whether residents (and other local people) wanted a community pump track to be installed at West Liss Recreation Ground.

Respondents were asked to take the following factors into consideration when making their decision:

- a) proposed location at West Liss Recreation Ground
- b) track designs
- c) mitigations for visual impact, noise and anti-social behaviour as described in the FAQs

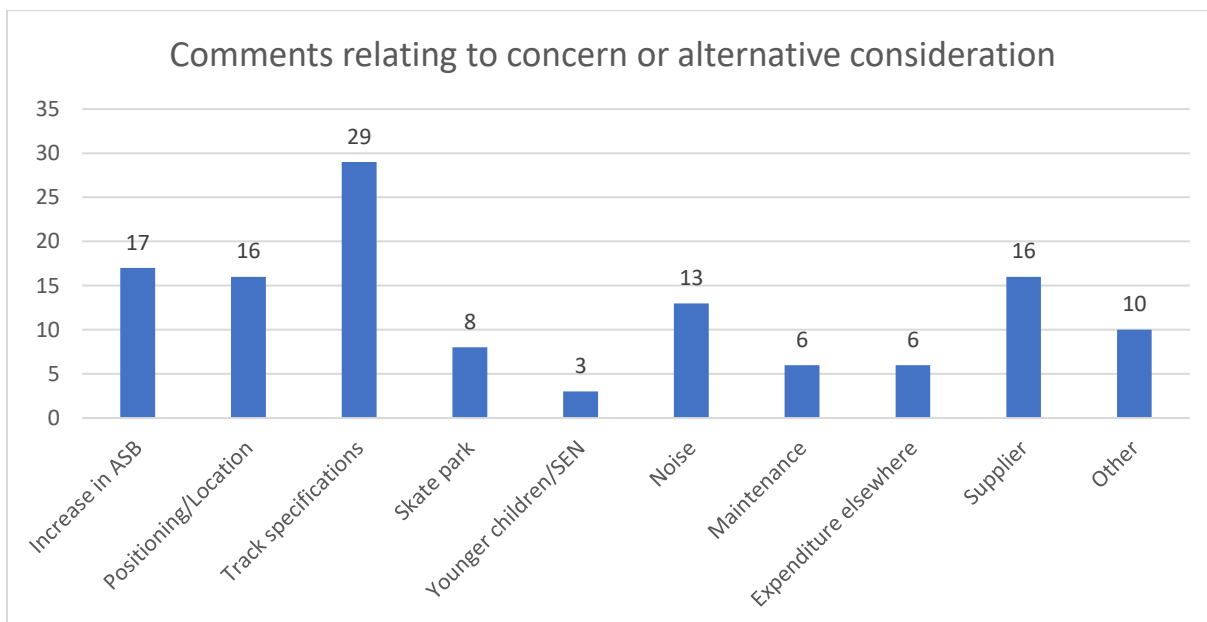
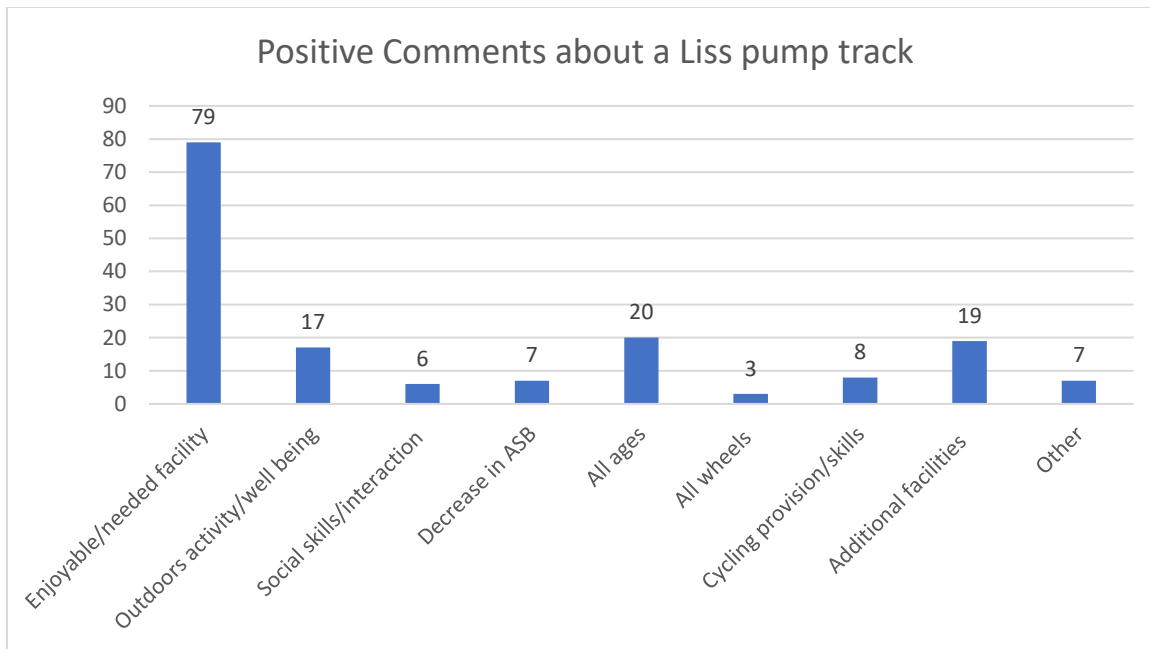
89.4% (345) of respondents supported a community pump track being installed at West Liss Recreation Ground with 6.7% (26) against and 3.9% (15) unsure. There was also a small number of respondents who expressed a preference for a track and advised on user profile etc. but did not continue to the end and so their support for a track was not recorded.



Respondents wanting a community pump track at West Liss Recreation Ground

Comments

Respondents were asked for any further comments, ideas, or concerns about the proposed pump track for Liss. Response categories were identified, and answers grouped into similar themes, as shown in the following charts.



- 79 of those commenting mentioned how enjoyable the pump track was and/or what a great/needed facility it was, providing something else to do in the village, with 7 respondents feeling that having something to do in the area would result in a decrease in Anti-Social Behaviour (ASB). However, 17 people felt that a pump track could result in increased ASB in the area. This compares to 15 respondents commenting on it in the previous survey of 290 people.
- 13 comments related to noise – either from the track itself or those using it. This compares to 11 respondents commenting on it in the previous survey of 290 people.
- 17 respondents mentioned the importance of a track in providing an outdoors activity and its positive effect on physical and mental health and wellbeing.

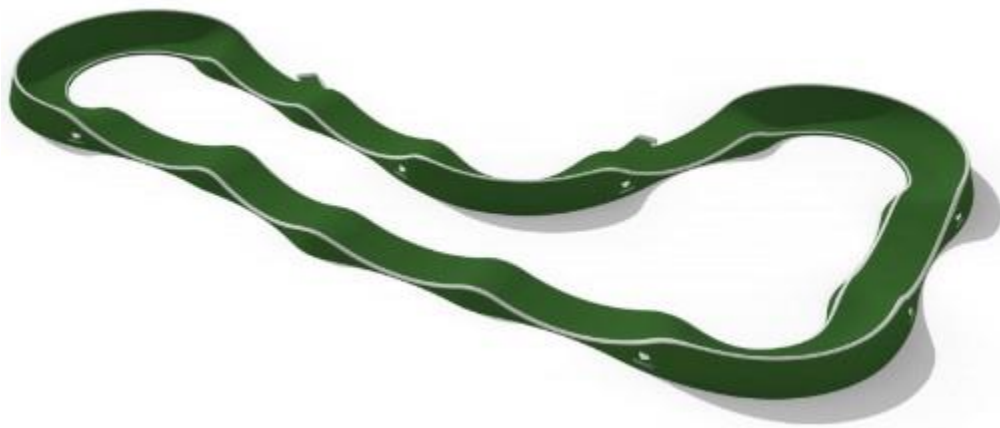
- 6 people commented on the positive effects of a track in terms of social interaction with others, bringing the community together, with 20 mentioning that the track would appeal to people of all age groups. Some respondents (3) mentioned that track sessions for younger and/or SEN children would be beneficial due to the mix of ages it would appeal to.
- 8 people commented on how a track would provide somewhere to practice and improve cycling skills, and build confidence, and 3 respondents commented on how the track would suit a range of wheeled sports equipment.
- 16 stated views on the location of the track, either with regards to space available within the recreation ground so as not to interfere with current facilities, proximity to residents and/or building on a green space. This compares to 24 respondents commenting on it in the previous survey of 290 people.
- The specifications of the track were also mentioned in a high proportion of comments (29), with comments relating to design/layout, surface material (tarmac) and examples of other desired UK pump tracks. Associated with this, there were 6 comments relating to how easy the track would be to maintain and costs relating to it, and 16 respondents mentioned that suppliers of other tracks should be considered (of these 16 who mentioned alternative suppliers two thirds were in the 25-34 age category and there is reason to believe that some of these were linked to a cycle shop in Haslemere who had been lobbying for a similar facility in Haslemere).
- 19 respondents mentioned additional facilities they would like to see alongside a pump track in the comments section, despite there being a specific question relating to this.
- 8 comments made were in relation to having a skate park in Liss.
- 6 respondents questioned the expense of the track and how much it would be used.
- 'Other' comments on the survey were those not relating to any of the grouped response categories stated above (i.e., they received less than 3 comments).

Conclusions

Feedback received shows that a pump track would:

- **Be well received:** 89.4% (345) of respondents supported the installation of a community pump track at West Liss Recreation Ground with 6.7% (26) against and 3.9% (15) unsure.
- **Be well used:** Of 323 respondents (80.5%) stated that they or someone in their household who would use the track. Percentage wise, this is on a par with the temporary pump track survey with 78% saying they or a family member had used the track at Liss on the Jubilee celebration weekend.
- **Used regularly:** Of 600 people who were identified as potential users would use the track at least once a week, and 291 would use if at least monthly (87.2%).
- **Used by all ages:** Whilst the track especially appealed to the under 17s (almost 50% - equally split between the 5-11 and 12-17 age ranges), respondents of all ages stated that they would use the track.
- **Would appeal to a variety of forms of wheeled user types:** but especially bikes (86.9%).

The most popular choice of track was the World Cup continuous loop (shown below:), favoured by 41.8% of respondents, with the least being the Bern start and finish. This choice was mirrored in the 12-17 age group, the target age range.



In terms of additional features, respondents wanted to see (in order of preference) additional bin facilities, followed by seating, picnic tables and lastly a bike rack/service station.

421 responses were received in total, 45% more than the 290 responses received at and following the Jubilee weekend and without the accompanying excitement of the temporary Jubilee track. 89.4% (345) of respondents were in favour, 6.7% (26) were against and 3.9% (15) were unsure. Although there were 45% more respondents than in the previous survey, the number against was virtually the same: 26 respondents as against the previous 25.

As in the previous survey, the main concerns related to location, noise and anti-social behaviour. 17 respondents considered that a pump track could lead to an increase in anti-social behaviour (compared with 15 respondents in the previous survey). 13 comments related to noise, either from the track itself or those using it (11 respondents commented on this in the previous survey). 16 respondents commented on the location of the track (as compared with 24 previously), with references to the space available and interference with current facilities, proximity to residents and/or installing it on a green space.

Although the total number of respondents was 45% greater than in the previous survey, the number of respondents concerned about noise and anti-social behaviour have only increased by 2 in each case, with a reduction of 8 in the number concerned about the location. This suggests that the displays of the possible designs and explanations about the low profile, colour and landscaping of the proposed designs have reassured some people about the location, while the mitigations described in relation to noise and anti-social behaviour have not overcome the concerns of some residents.

It was evident from the comments section of the survey that many respondents had used pump tracks in other locations around the country and some were comparing proposed designs for Liss with tracks they liked elsewhere with concrete or tarmac surfaces. These respondents seemed to think that a permanent concrete or asphalt track like those at Alton, Basingstoke or Hilsea might be on the cards. That was never the case. Because the track would be on what is a designated village green, and because of previous extreme hostility to the idea of a skate bowl, LPC decided early on that a good compromise might be the latest design of a reasonably compact, steel/compound, semi-permanent modular track. That is what was consulted about and LPC have said a decision would be made on - not an "industrial"-style, permanent concrete or asphalt track.

The feedback shows that a reasonably compact, steel/compound pump track, located in the same place as the temporary Jubilee track, would be supported by the great majority of respondents. It is viewed as a much needed, enjoyable, multi-generational, inclusive facility, accessible to a wide range of ages, abilities, and wheeled sports, which would bring the community together and enable social interaction and provide an opportunity for outdoor exercise resulting in improved physical and mental well-being and development and progression of cycling/wheeled skills.

Funding applications

ANNEX 2

Applications already made

Foyle Foundation
WoodenSpoon Organisation
Bernard Sunley Foundation
Sport England smaller grants fund
National lottery Reaching Communities fund

Pending applications (mostly in new financial year)

EHDC Supporting Communities
Charlotte Bonham Carter Trust
Maud van Norden Foundation
Prince's Countryside Fund
Prince of Wales Charitable Trust
Postcode Lottery

Applications investigated but not eligible or no longer available

HCC Parish and Town investment fund
EHDC CIL (recommended to apply for Supporting Communities instead)
Sport England Community Asset fund
Sport England Jubilee fund
Morrisons Foundation
Garfield Weston Foundation
Lennox Hannay Trust
British Cycling
D'Oyly Carte Charitable Foundation
Hampshire Police and Crime Commissioner Funding
Hall & Woodhouse Community Chest