

RESPONSE TO THE HAMPSHIRE COUNTY COUNCIL ‘LOCAL TRANSPORT PLAN 4’ CONSULTATION

1. INTRODUCTION

- 1.1 The purpose of this report is to agree the Council’s response to Hampshire County Council’s draft Local Transport Plan 4 consultation, closing on 26 June 2022.

2. BACKGROUND

- 2.1 Hampshire County Council is consulting on the emerging Local Transport Plan 4 for the Hampshire area. The Local Transport Plan (LTP) sets out the transport strategy for Hampshire and establishes the policies, strategies and high-level plans that guide how it will meet its statutory duties as a highway authority. It provides guidance to local authorities (LAs) and will help Hampshire County Council (HCC) to choose and select its priorities and secure funding for measures.

- 2.2 New Forest District Council (NFDC) responded to a previous consultation by HCC on the emerging LTP4 in February 2021. NFDC supported the principles set out in that consultation, though it was also drawn to the attention of HCC that the LTP will need to reflect the geography of NFDC and what can realistically be achieved within the current pattern of development.

- 2.3 The new LTP seeks to establish agreement to a vision of what transport should look like in 2050, four transport related outcomes covering climate change, environment, economy and society, and two core guiding principles for how the County Council will plan, design and deliver transport improvements in Hampshire. The two core principles are:

- significantly reduce dependency on the private car; and
- provide a transport system that enables high quality and prosperous places and puts people first.

- 2.4 This is a direction which is different to previous LTPs. One which is about improving the choice of modes by transforming and widening the use of walking, cycling and public transport as alternatives to private car use. But the strategy also focuses in the short term on achieving a ‘green’ and ‘healthy’ recovery from COVID-19. By catering for the travel needs of everyone the LTP will drive more equitable and sustainable economic growth.

- 2.5 The County Council has set targets to achieve carbon neutrality by 2050. The evidence collected suggest that transport contributes around 37% of all carbon emissions but also that of all sectors it is perhaps the hardest to decarbonise. Economic growth and prosperity have always been a key outcome of historic transport plans but the pandemic and new trends in retail have changed the challenges we face and require us to think differently about how we achieve it. It is clear that the environment is impacted by how we move about particularly from emissions and other pollutants associated with transport, but also the impact on the natural environment.

3. LTP POLICIES AND APPROACHES

- 3.1 There are 9 core policies, and 8 theme specific policy areas:

LTP4 - Core policies

- 3.2 There is a major shift away from planning for vehicles to planning for people (Policy C1); this includes more emphasis on facilitating people to 'live locally' (Policy C5). The LTP also puts the need of certain users as higher priority when making decisions (Policy C3); and seeking to embed road safety into all schemes, in particular vulnerable users (Policy C7).
- 3.3 The strategy addresses the movement of goods and the impacts of HGV/delivery vehicles (Policy C2); protects the environment through Biodiversity Net Gain and overall net environmental gain by 2050 (Policy C9); and seeks to work with Local Planning Authorities (LPAs) to manage reductions in transport related pollutants and noise including through Air Quality Management Areas (especially Policy C8).
- 3.4 The LTP places climate change at the heart of decision-making; through a shift to zero emission vehicles, reducing carbon within schemes, and ensuring resilience to climate change in scheme design (Policy C4); it also supports a 10% reduction in car use and raising awareness; and providing alternative options as an important component in achieving this (Policy C6).

LTP4 - Theme specific policies

- 3.5 Healthy Places – bring about a shift to walking and cycling by delivering infrastructure to support this through Local Cycling and Walking Infrastructure Plans (LCWIPs) and 'Healthy Streets' schemes, and by working with LAs to create low traffic neighbourhoods (in particular Policy HP1).
- 3.6 Public Transport - making alternative modes easier to use and more attractive/seamless through various types of schemes.
- 3.7 Future Mobility - facilitating new forms of tech & mobility solutions (e-scooters, shared subscription services, mobility hubs, and facilitating electric vehicles).
- 3.8 Balancing travel demand - management of the network e.g. reallocating roadspace; speed controls; and attractive cycleways.
- 3.9 Rural transport - maintaining accessibility in rural areas; co-location of services; and demand responsive services.
- 3.10 Asset Management – tackling the maintenance backlog; lower carbon footprints in schemes; and exploring a new Commuted Sum payment to ensure 3rd parties make contributions for HCC maintain new highways etc.
- 3.11 Development and Masterplanning – better integrating transport with land-use planning to reduce the need to travel, in particular Policy DM1 and Policy DM2.
- 3.12 Strategic infrastructure - working with partners to deliver targeted improvements to strategic road, rail and digital infrastructure; multi model access at international gateways; support strategic road network improvements where clear benefits arise.
- 3.13 Detailed targets or a monitoring framework are not set out in the draft LTP. This will follow if the strategy is agreed.

4. PROPOSED RESPONSE

- 4.1 While the approach is support to it is acknowledged that the districts have different characteristics and there may be more challenge in some of the districts achieving the vision. Given the character of our district there are a number of issues which will have direct implications that could affect the New Forest area and district. The proposed response to the LTP4 is attached as Appendix 1 to this report.

5. FINANCIAL IMPLICATIONS

- 5.1 Delivering the plans set out in the LTP will be conditional on continuing success in securing national grant funding and contributions towards schemes from the private sector. Additionally, it can be expected that in delivering elements of the strategy there may be new sources of income secured from providing transport services that could be ringfenced for delivery of the LTP. The emerging Freeport proposals could offer opportunities for additional funding streams and to address some of the existing infrastructure deficiencies in the waterside area.

6. CRIME & DISORDER IMPLICATIONS

- 6.1 There are none.

7. ENVIRONMENTAL IMPLICATIONS

- 7.1 The LTP4 strategy sets out a number of ambitious aims that seek to address how new development will assess and mitigate the environmental impacts (including carbon emissions, noise intrusion, and air pollution). New infrastructure schemes will also have the potential to reduce environmental problems such as air quality, and also improve the environment (e.g. by delivering a net gain in biodiversity) and an overall environmental net gain by 2050.

8. EQUALITY & DIVERSITY IMPLICATIONS

- 8.1 Many who experience inequality in our society are also the most likely to have the poorest transport opportunities and choices and be most exposed to harmful pollutants. The LTP4 seeks to address some of these issues.

9. DATA PROTECTION IMPLICATIONS


- 9.1 There are none.

10. RECOMMENDATIONS

- 10.1 To agree the proposed response to the Local Transport Plan 4 consultation set out in Appendix 1.

11. PORTFOLIO HOLDER ENDORSEMENT

I have agreed to the recommendation of this report.



Sign: Cllr Diane Andrews

Date: 20 June 2022

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Background Papers:

HCC Local Transport Plan 4 consultation:
[Local Transport Plan - Hampshire County
Council \(hants.gov.uk\)](https://www.hants.gov.uk)

Appendix 1: Proposed response to Local
Transport Plan 4

Date on which notice given of this Decision – 20 June 2022

Last date for call in – 27 June 2022