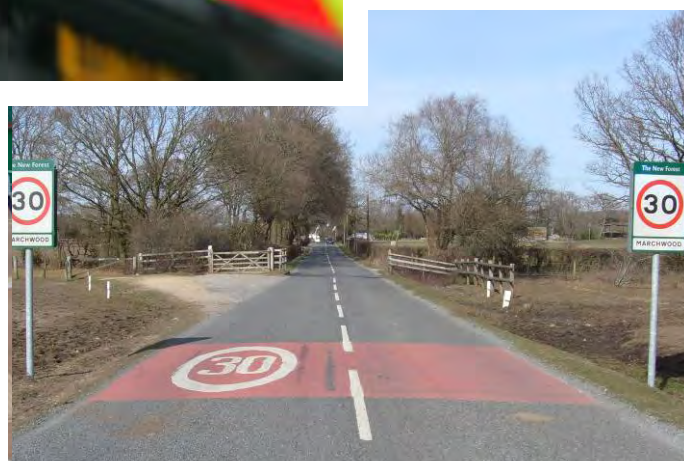


# Hampshire Local Transport Plan 2011 - 2031



# Hampshire Local Transport Plan

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## Foreword

We are pleased to introduce Hampshire County Council's new Local Transport Plan (LTP). It is intended to be a succinct and readable document written in two parts: a 20-year Strategy, which sets out a long-term vision for how the transport network of Hampshire will be developed over the next 20 years, and clearly articulates how the LTP will contribute to achieving progress on the County Council's corporate priorities; and a three-year Implementation Plan.

A number of major issues face Hampshire in the years ahead. We must support the sustainable growth and competitiveness of the Hampshire economy and sustain the high quality of life enjoyed by current and future Hampshire residents, while responding to challenges like climate change. In its plans to address these issues, the County Council plays an important role in ensuring that transport and travel in Hampshire is safe, efficient and reliable.

Our top priority is maintaining Hampshire's key transport resource: our highway network. Roads and railways are the arteries on which Hampshire's economy and prosperity depends. For businesses and communities to prosper and flourish, a well-connected network with reliable journey times is essential. We are also committed to reducing carbon emissions and other negative impacts from transport. Technological advances will play a part in helping to achieve these objectives, but wherever possible we also need to improve local travel options, so that public transport, walking and cycling, on their own or in combination, can provide viable, attractive alternatives to the car.

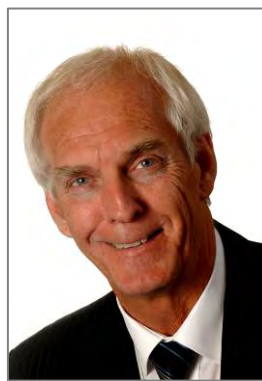
Transport networks and services improve health and wellbeing by helping people get to shops and essential services, visit their families and friends, and participate in community life. However, transport and travel can also damage communities, through excessive speed, noise and pollution, and by creating physical barriers. The County Council will work hand in hand with Hampshire communities to carefully balance its plans for the benefit of the economy, communities and the environment.

This Hampshire Local Transport Plan demonstrates how we will tackle these issues in the years ahead, despite significant reductions in the levels of funding available to maintain and improve transport services. Even since this LTP was first drafted we have invested heavily in a sustained programme of highway repairs. We are determined to keep Hampshire moving, and are grateful for your part in helping us to do so.



A handwritten signature in black ink that reads "Ken Thornber".

Councillor Ken Thornber  
Leader,  
Hampshire County



A handwritten signature in black ink that reads "Melville Kendal".

Councillor Melville Kendal  
Executive Member for  
Council Environment,  
Hampshire County Council

## Chapter 1: The Transport Vision

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Hampshire’s transport strategy as set out in this Local Transport Plan (LTP) will help the County Council to make progress on its [corporate priorities](#)<sup>1</sup>; of developing and supporting stronger safer communities, maximising well being and enhancing quality of place, and on its [Sustainable Community Strategy](#)<sup>2</sup>. It will also help realise our vision of “safe, efficient and reliable ways to get around a prospering and sustainable Hampshire”.

Transport is an enabler of activity and in many ways essential to the success of society. Every day, Hampshire’s transport network carries people, goods and services – our social and economic lifeblood – to every corner of the county.

In Hampshire every day:

- Around 650,000 people travel to work;
- Over 200,000 young people travel to pre-school, school or college;
- Over three quarters of a million people do their shopping;
- 22,000 people receive essential care services;
- 13,500 people visit tourist attractions;
- Lorries travel almost 1 million vehicle miles (1.6 million vehicle kilometres);
- 20,000 tonnes of freight are moved by rail;
- You, your family, your neighbours and your colleagues can, at a moment’s notice, walk, ride, drive, get a lift, catch a bus, train, aeroplane or ferry, call a taxi or cycle.

In many places, the transport network is modern and efficient, while in others it is in need of significant investment; but everywhere it is a vital and precious asset on which most activities depend. The development of a well-functioning, reliable transport network plays a crucial role in supporting wider economic prosperity and competitiveness, enabling healthy social interaction, and reducing carbon emissions.

The South Hampshire area, including the cities of Portsmouth and Southampton, contains two international gateway ports and one international airport. These gateways make a major contribution to the Hampshire and national economy through significant international flows of passengers while the ports handle a wide range of freight and goods traffic, both for export and import. Their continued competitiveness and success depends on having reliable strategic transport links to connect them with the wide hinterland they serve.

People in Hampshire care a great deal about the freedom, choice and access that transport provides. Parking, speed limits, potholes, ticket prices, congestion, air quality and bus services are just some of the issues that fill the columns of local newspapers and dominate local debate. People rightly feel entitled to a high-quality transport system that the transport authorities will not just maintain, but constantly improve. However, they also care about the cost of travel and the value for money of transport provision.

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<sup>1</sup> <http://www3.hants.gov.uk/corporatestrategy>

<sup>2</sup> [http://www3.hants.gov.uk/73496\\_sustain\\_communities\\_2.pdf](http://www3.hants.gov.uk/73496_sustain_communities_2.pdf)

## **Transport is for people, lives and places**

The starting-point for Hampshire County Council is that a Local Transport Plan (LTP) is not only about transport, it is about helping people maintain their quality of life and go about their daily business. Everybody needs to move around, and modern life is fundamentally dependent on the movement of people and goods. This transport strategy can provide the context to help this movement in ways that maximise opportunity, health and the value of time. However, transport policy alone does not determine what happens on the ground. Changes in the way other service suppliers, such as retailers, hauliers and healthcare or tourism providers, deliver their services can ultimately have a great effect on transport needs, and are determined by many other factors.

During the next 20 years, people's lives and the ways they move around will change. In some ways the change will be dramatic. In perhaps most cases it will be slow, and in some hardly anything will change at all. Children may travel to one school or different school sites for particular lessons; shoppers may be collected in free supermarket buses or stay at home to receive home deliveries; employees may commute longer distances or work from home; manufacturers may deliver goods locally or to central warehouses; and people of all ages may need care services at home or better transport to hospitals and healthcare centres. Amidst change, one thing that will stay constant is the vital role that transport plays in helping people live their daily lives.

Regardless of the changes that will undoubtedly take place, transport policy will continue to be an essential component of the wider public agenda; derived from and contributing to policies on health and well-being, the economy and the environment. For the County Council there will be a balance to be struck between the need to provide a 'universal' service to all Hampshire's residents, businesses and visitors, and the need to provide services that do not exclude particular groups or are tailored to individual needs. To give one example, under the social care policy known as 'personalisation', more tailored transport services could help support people's independence and widen the life choices available to them.

There is also a need to be constantly mindful of the impact that meeting all of our transport needs can have on the environment, both in terms of carbon emissions and adaptation to climate change, as well as on communities, biodiversity and the quality of local places.

It is the Council's role to organise its own resources, make the best use of its powers, and work with a wide range of partner organisations, so that whatever happens in their lives people can:

- reliably get to the places they need to go;
- choose how, when (and whether) to travel;
- travel safely, for themselves and others;
- if possible, enjoy their journey.

The Council also works with others where it can to contribute towards the health and prosperity of the places where people live and work, so that transport:

- respects and protects the physical quality of places;
- serves places' economic needs;
- minimises carbon emissions and the impact of climate change;
- is fully integrated with other areas of policy affecting places (for example, economic development, energy and land-use planning);
- helps places be sustainable and socially connected.

The plans that are made and the work done on the ground will be aimed at understanding and meeting the needs of Hampshire’s people and places, balanced against those of the wider community.

### **The role of the County Council**

The Local Transport Act 2008 contains a statutory requirement for the County Council to produce and review Local Transport Plans and policies. The County Council’s responsibilities for transport are both statutory and discretionary, and are aimed at achieving objectives set out in its Corporate Plan and Community Strategy.

### **Statutory duties**

In terms of transport, the County Council has a legal and statutory duty to:

- Maintain and repair the public highway (other than motorways and trunk roads) including roads, pavements, drains and verges, and carry out regular inspections<sup>3</sup>;
- Work to keep the main road network clear of ice and snow in winter;
- Deal with reported defects and problems on the highway;
- Produce an LTP that has regard to Government guidance and policies on the environment, including mitigation of and adaptation to climate change<sup>4</sup>;
- Manage the road network to improve the movement of traffic, including co-ordination of all road-works<sup>5</sup>;
- Work with bus operators to plan provision of local bus service information<sup>6</sup>;
- Provide home-to-school transport for children who live outside a defined walking distance between their home and the school, to enable attendance at school<sup>7</sup>;
- Meet the transport needs of children and young people in a way that promotes sustainable travel<sup>8</sup>;
- Provide free concessionary bus travel for older people and people with disabilities from 9:30a.m. on weekdays, and all day at weekends and bank holidays<sup>9</sup>;
- Consider the needs of disabled people both when developing plans and implementing them<sup>10</sup>;
- Support district councils with respect to carrying out air quality reviews, the assessment of air quality management areas and the preparation of air quality action plans<sup>11</sup>;
- Address the effects of inequalities that arise from social or economic disadvantage, as well as from gender, race, disability, sexual orientation and belief<sup>12</sup>.

### **Other important activities**

In addition to these statutory legal duties the County Council is expected to:

- Develop continuous improvements in Asset Management Planning;
- Produce a Network Management Plan;

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<sup>3</sup> Highways Act, 1980

<sup>4</sup> Local Transport Act, 2008

<sup>5</sup> Traffic Management Act, 2004

<sup>6</sup> Transport Act, 2000

<sup>7</sup> Education Act, 1996

<sup>8</sup> Education and Inspections Act, 2006

<sup>9</sup> Transport Act, 2007

<sup>10</sup> Disability Discrimination Act, 1995 and 2005

<sup>11</sup> Environment Act 1995

<sup>12</sup> Equalities Act, 2010

- Work to reduce road casualty levels;
- Provide support for socially necessary public transport services (in the form of buses or community transport) where services are not commercially viable;
- Deliver the school crossing patrol service;
- Provide a school escort service for children with special educational needs;
- Develop District Statements and Town Access Plans (TAPs) for larger urban centres, setting out packages of sustainable transport measures to improve accessibility and modal choice.

To meet these duties and expectations, the County Council needs to work closely in partnership with a wide range of stakeholders including District Councils, infrastructure providers, Government agencies, public transport operators and providers of community transport services to plan and jointly fund transport improvements. These will include schemes that improve integration between different travel modes.

The County Council also works to assimilate and monitor data on traffic and travel patterns within Hampshire, to help better understand pressures on the network. This “evidence base” building proves useful in terms of our role in advising Government on local transport policy, through which the County Council seeks to ensure that its interests are heard and reflected within the policies, plans and programmes of the Highways Agency, Network Rail, Local Enterprise Partnerships, District Councils, port and airport operators and rail franchise-holders.

With the Coalition Government’s new focus on localism, the County Council also seeks to foster and enable community-driven grassroots initiatives and solutions to the transport problems that communities face. A good example of this is our guiding role in the development of [Town Access Plans](#)<sup>13</sup> (TAPs) for main towns within Hampshire\*.

### **A strong track record of delivery**

In recent years, the County Council (through its previous Local Transport Plan) working with partners such as the Highways Agency and Network Rail, has delivered a number of major transport improvements including:

- Completion by the Highways Agency of the M27 [lane widening project between junctions 3 and 4](#)<sup>14</sup>, and M27 [climbing lane project between junctions 11 and 12](#)<sup>15</sup> in early 2009 (the combined cost of these two projects was £96m);
- The [Southampton to West Midlands Rail Gauge Enhancement project](#)<sup>16</sup>, completed by Network Rail in February 2011, saw around 50 bridges and structures rebuilt to improve clearances. This will enable a larger share of deep-sea containers to be transported to and from the port by rail (project cost £71m);
- Completion by the County Council of the [A3 ZIP bus priority corridor](#)<sup>17</sup> between Clanfield and Cosham in autumn 2008 (project cost £33.8m);
- Completion by the County Council of the 864-space [South Winchester Park and Ride site](#)<sup>18</sup> off Junction 11 of the M3 in April 2010 (project cost £7.1m); and

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\* This was a commitment in the County Council’s second Local Transport Plan (2006-2011)

<sup>13</sup> <http://www3.hants.gov.uk/taps>

<sup>14</sup> <http://www.highways.gov.uk/roads/projects/5655.aspx>

<sup>15</sup> <http://www.highways.gov.uk/roads/projects/5660.aspx>

<sup>16</sup> [http://www.railtechnologymagazine.com/dataview/News/News\\_Article.aspx?location=home&KeyValue=2506](http://www.railtechnologymagazine.com/dataview/News/News_Article.aspx?location=home&KeyValue=2506)

<sup>17</sup> <http://www.hants.gov.uk/a3buscorridor>

- Completion of a new [bus interchange](#)<sup>19</sup> and taxi rank on the forecourt of Farnborough Main station in summer 2010, and new fully-accessible footbridges with lifts at Fareham and Southampton Airport Parkway stations in 2009.



**Photos of completed projects (clockwise from top right): new accessible footbridge at Southampton Airport Parkway; bus at South Winchester Park & Ride site; bus at new Farnborough Main station interchange; bus using the A3 ZIP priority corridor.**

Two further major projects will be completed by the County Council or its' partners during 2011:

- The A3 [Hindhead Improvement](#)<sup>20</sup> project, being delivered by the Highways Agency to address a congestion bottleneck on this key strategic route between south east Hampshire and London and Surrey (project cost £371m); and
- South Hampshire [Bus Rapid Transit \(BRT\) Phase 1](#)<sup>21</sup>, a 4km long dedicated busway on the 8km route between Gosport and Fareham, using a former railway corridor, which is under construction by the County Council and will be completed by late 2011. The County Council received £20m of funding towards the project from the Community Infrastructure Fund. In addition, funding from Planning for Urban South Hampshire (PUSH) and Hampshire County Council has been used to progress the design and advanced works for the scheme.

Alongside these larger schemes the County Council, its partners and the voluntary sector have been involved in delivery of a range of low-cost improvements:

- Lower speed limits have been introduced in 112 villages across Hampshire, through the [Village 30](#)<sup>22</sup> programme;
- The County Council supports 17 [taxishare and carshare schemes](#)<sup>23</sup>, catering for residents of the more isolated parts of Hampshire that have no bus service;

<sup>18</sup> <http://www3.hants.gov.uk/hantswebnews/190410.htm>

<sup>19</sup> <http://www.southwesttrains.co.uk/farnborough.aspx>

<sup>20</sup> <http://www.highways.gov.uk/roads/projects/3832.aspx>

<sup>21</sup> <http://www3.hants.gov.uk/tfsh/tfsh-what-tfsh-does/bus-rapid-transit.htm>

<sup>22</sup> <http://www3.hants.gov.uk/roadsafety/village30.htm>

<sup>23</sup> <http://www3.hants.gov.uk/passengertransport/communitytransport/taxishares.htm>



- The County Council funds the purchase of new minibuses for voluntary sector Community Transport groups;
- The County Council provides advice to employers who are producing workplace travel plans, and supports [Hantscarshare.com](http://Hantscarshare.com), to enable people wanting to share lifts to find others who make the same or similar journeys;
- The County Council supports two Community Rail Partnerships ([Lymington to Brockenhurst](#)<sup>24</sup> and [Three Rivers](#)<sup>25</sup>) which have increased passenger numbers on these corridors through working with volunteers and the community; and
- Support for 118 community-based voluntary ‘[Good Neighbour groups](#)<sup>26</sup>’ (also known as ‘Care Groups’, who provide car schemes for vulnerable people to help them attend hospital appointments or do their shopping.

The latter two initiatives are good examples of the Coalition Government’s ‘Big Society’ agenda at work in the provision of essential transport services through communities, taking responsibility for meeting local transport needs. It is the County Council’s aim that more such initiatives will be developed in the future.

## Policy Context

The wider policy context within which LTP has been drafted is covered in more detail in Chapter 3. With the election of a new Government in May 2010, policies that influence transport have undergone significant change.

The LTP was drafted in the light of Government policy announcements and the [DfT Business Plan](#)<sup>27</sup>, and so anticipates the thrust of central Government policy. The LTP has taken into account Government policies for local transport as set out within ‘[Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen](#)’<sup>28</sup> and the Local Transport White Paper published in January 2011. The Coalition Government has made it a priority to devolve power, and greater financial autonomy to local authorities, through the [Decentralisation and Localism Bill](#)<sup>29</sup>, which was published in December 2010. This Bill encapsulates the ‘Big Society’ that is one of the cornerstones of the Coalition Government’s policies, prioritising greater control, participation and accountability at a local level. This is intended to help increase the sustainability of local transport systems so that they can promote economic growth, minimise the environmental impact of travel, improve public health and promote social inclusion.



As well as the ‘Big Society’ and ‘localism’, which are being promoted by the Government, the County Council’s own corporate priorities, [Sustainable Community Strategy](#)<sup>30</sup> and other specific strategies on [climate change](#)<sup>31</sup>, [children](#)<sup>32</sup> and meeting the needs of [older people](#)<sup>33</sup> have also shaped the formulation and strategies of the LTP.

<sup>24</sup> <http://www.lymington-brockenhurstcrp.co.uk/>

<sup>25</sup> <http://threeriversrail.com/>

<sup>26</sup> [http://www.goodneighbourhampshire.org/website/?page\\_id=75](http://www.goodneighbourhampshire.org/website/?page_id=75)

<sup>27</sup> <http://www.dft.gov.uk/about/publications/business/plan2011-15/pdf/plan2011-2015.pdf>

<sup>28</sup> <http://www.dft.gov.uk/pgr/regional/sustainabletransport/pdf/whitepaper.pdf>

<sup>29</sup> <http://www.communities.gov.uk/localgovernment/decentralisation/localismbill/>

<sup>30</sup> [http://www3.hants.gov.uk/73496\\_sustain\\_communities\\_2.pdf](http://www3.hants.gov.uk/73496_sustain_communities_2.pdf)

<sup>31</sup> <http://www3.hants.gov.uk/climatechange.htm>

<sup>32</sup> <http://www3.hants.gov.uk/cypp-forweb.pdf>

<sup>33</sup> <http://www3.hants.gov.uk/bettertime/cx-olderpeoplesstrategy.htm>

These ambitions cannot be delivered by a single organisation, but require all the agencies and other partnerships across Hampshire to work closely together to co-ordinate their policies and plans.

### **Looking ahead: Constraints and choices**

In addition to the severe financial constraints now faced by all public authorities, in developing and delivering this LTP the County Council has limited powers or opportunity to change large parts of the transport network. Meanwhile, there are no indications of a natural reduction in demand. As a result, options are inevitably restricted and improvement across the board will be difficult to achieve. Both the scale and pace of transport improvements that can be delivered by all transport authorities and agencies are constrained, and given this, prioritisation of scarce resources will be needed.

### **Constraints: The role of other bodies and private companies**

This LTP seeks to focus efforts on improving those aspects of the transport network over which the County Council has the most control, namely the local highway network. In areas of strategic transport infrastructure and public transport, the County Council will use its influence to lobby the national infrastructure operators and private companies that operate rail and bus services to encourage them to make improvements to those aspects under their control, for the benefit of the people of Hampshire.

The County Council does not operate or control train and bus services, nor does it control the motorway or trunk road network, which is operated by the Highways Agency. Over the next few years, both the Highways Agency and Network Rail are expected by Government to focus on improving their efficiency, and are expected to scale back the level of investment in their networks.



Network Rail plans and delivers rail infrastructure investment. Rail services are run by privately-owned train operating companies under franchise agreements with Government. The current system of rail franchising, with a short franchise period of around seven years, can discourage rail operators from making substantial investments in station facilities and services. In February 2011, Network Rail announced that the Wessex route (covering Hampshire) is to become one of the first two [devolved business units](http://www.networkrailmediacentre.co.uk/Press-Releases/NETWORK-RAIL-MOVES-TO-CREATE-DEVOLVED-BUSINESS-UNITS-16b3/SearchCategoryID-2.aspx)<sup>34</sup> in the country. This change is expected to improve levels of local responsiveness, and help reduce costs through closer working with train operating companies.

Bus services are run by privately-owned companies, mostly on a commercial basis, and these companies decide on fare levels, the routes buses should take and how often they run. The majority of bus services in Hampshire are run by four large bus companies, and each takes their own approach towards service investment, innovation and growing demand for their services.

<sup>34</sup> <http://www.networkrailmediacentre.co.uk/Press-Releases/NETWORK-RAIL-MOVES-TO-CREATE-DEVOLVED-BUSINESS-UNITS-16b3/SearchCategoryID-2.aspx>

### **Constraints: The impact of reductions in funding and other external factors**

It is clear that the dominant feature of the transport landscape over the next few years will be the substantial reductions in available funding from all sources, including for capital schemes traditionally funded by central Government. This will inevitably have the effect of limiting policy choices as certain options will simply be unaffordable in the short term, while essential tasks such as highway maintenance will consume a higher proportion of available funding. The effects of the current spending reductions will be felt right through the 20-year period of the proposed LTP strategy, as the system catches up with what is likely to be years of national underinvestment.

Even when the ‘normal’ situation has been recovered, there will only be enough investment available to satisfy a fraction of our transport needs. Congestion, pollution and the risk of road casualties will still be present. More frequent severe weather may change the way roads are maintained and the way they are used. The cost of some forms of travel will rise faster than that of others, possibly to the point where they are unaffordable for some people. Others may be affordable but inconvenient. Promised new technologies may be disappointing or delayed. Despite the best-laid plans of the state – for example the landmark Climate Change Act which mandates an 80% reduction in carbon emissions by 2050 – the natural behaviour of people, organisations and markets will always be difficult to regulate.



Even where sufficient funding exists, most of Hampshire’s transport network was built long ago and cannot be redesigned, moved around or easily adapted to suit changing life patterns. Jobs and households may move down, up, towards or away from the M3 – but the M3 itself will stay where it is. By and large it is people and their plans that have to adapt to the system; and ambitions to reverse this tend to be most effective at a very local level.

### **Choices for the County Council and local people**

The County Council can offset some of the constraints identified above. This can be achieved by means such as structural maintenance, better traffic management, working to reduce dependence on the private car and encouraging low-carbon transport. However, traffic and travel are forms of economic activity, requiring the right balance between control and freedom. This could mean, for example, accepting greater traffic congestion as a fact of life, but managing it to make journey times more reliable; helping people travel at times that avoid peak congestion; or helping them work in ways that avoid the need to travel altogether. In the end, people will make choices based on their own circumstances, and the role of the County Council is to ensure that, where practicable, such choices exist.

Working with others, Hampshire County Council must itself make policy choices about the interventions that are most likely to achieve our vision described above. Hence this Local Transport Plan proposes some strategic priorities for transport in Hampshire over the next 20 years. The priorities and policy objectives, set out in Chapter 2, have been developed through consultation with County Councillors, stakeholders and residents. These priorities and policy objectives have been identified on the basis that, while the funding gap as set out in the County Council’s [budget statement](http://www3.hants.gov.uk/budget-statement/budget-funding-gap.htm)<sup>35</sup> will limit our ability to be ambitious in the short term, as economic growth returns over the second half of this

<sup>35</sup> <http://www3.hants.gov.uk/budget-statement/budget-funding-gap.htm>

period it will be increasingly possible to deliver the more aspirational elements of our strategy.

### **The Road Ahead**

Over the 20-year period of the strategy element of this LTP, the County Council fully expects the private car, which provides unparalleled freedom, choice and flexibility, to remain the dominant form of transport across most of the county. Our emerging priorities, set out in Chapter 2, reflect this expectation. However, as economic growth recovers in the period to 2031, traffic congestion is forecast to increase substantially, beyond the official peak capacity of busy Hampshire road corridors such as the M3 or M27. If this happens, motorists will need to find ways to adapt to the kinds of delays currently seen in more congested parts of the United Kingdom; and to maximise capacity it may be necessary to introduce active traffic management measures that have proved successful in keeping congestion at tolerable levels. Meanwhile, other parts of Hampshire that currently do not experience congestion may start to see it becoming noticeable during the period.

The County Council will be able to mitigate some of the expected increase in congestion through better traffic management, intelligent transport systems and small local improvements. For those who find increased congestion unacceptable, the County Council will ensure that there is the opportunity to switch to public transport, for example bus-based rapid transit systems benefiting from priority measures. The County Council will continue a lobbying and influencing role with the Highways Agency, to explore ways of managing congestion on the strategic road network. Scope exists for more joint management of signals at junctions and other measures to more closely integrate management of the strategic and local road networks. Meanwhile, our planning policies will be grounded in the reality that most people will wish to own and use cars, but as far as possible, new development will be planned to avoid increasing traffic pressure by ensuring that a choice of attractive alternatives are available.

National investment in railways may also increase travel choice. However, patterns of travel in Hampshire are such that bus capacity is likely to be able to expand and flex to meet a much greater share of demand than fixed rail or ferry services, for which additional capacity represents a major long-term investment. The County Council will lobby for rail investment in stations and services in Hampshire and, in particular, seek to influence the re-franchising of the South West Trains franchise, expected in 2017.

The environmental impact of car use will be offset by encouragement of a gradual switch to cleaner and quieter engines; while a continued focus on speed management, considerate driving and pedestrian priority on some streets will help maintain Hampshire's outstanding quality of life and record on road safety.

While the County Council will encourage an increase in healthier travel choices, such as walking and cycling where they can replace short car journeys, the broad pattern of travel is not expected to change significantly.

### **Short-term prospects: looking to 2015**

A detailed explanation of planned expenditure on local transport over the next three years is contained in the Implementation Plan (Chapter 8). However, looking at the prospects for investment, in the short-term funding is available nationally to bid for transport improvements that meet Government priorities of low-carbon transport infrastructure and economic growth through job creation. The County Council will take such opportunities where they serve its overall transport priorities.

In line with its 'localism' agenda, the Government has pooled centrally funded local transport grants to create fewer, but larger, funding streams. These are largely formula based to cover highways maintenance (capital) and local integrated transport schemes, supplemented by funding open to competition through the Local Sustainable Transport Fund. In addition to these pure transport funding streams, there are others, most notably the Regional Growth Fund, that can be used to invest in transport infrastructure.

The DfT is making a total of £560m available over four years through the [Local Sustainable Transport Fund](#)<sup>36</sup> (LSTF) for which Local Transport Authorities can bid. The Fund is intended to support the delivery of packages of transport interventions that contribute towards the twin objectives of supporting local economic growth and reducing carbon emissions. In guidance published in January 2011, authorities have been invited to bid for small packages of under £5 million and larger packages of up to £50 million over the four year life of the Fund (to March 2015), but will only be successful with one bid. Measures that can be included in any bid can include interventions that improve the attractiveness of walking and cycling, initiatives to improve integration between travel modes and end-to-end journey experiences, better public transport and traffic management improvements that tackle congestion. The County Council is developing a sole bid in the small project category, for submission in spring 2011, focusing on six towns in North and mid Hampshire. The County Council is also working with Portsmouth and Southampton on a joint bid in the large project category covering the South Hampshire area, with initial proposals being submitted to the DfT in summer 2011. Both bids seek to deliver sustainable travel improvements and will demonstrate partnership working with business, transport providers and the people of Hampshire. More information about both bids is provided in Chapter 8 (Implementation Plan).

The [Regional Growth Fund](#)<sup>37</sup> (RGF) also offers an opportunity to fund transport infrastructure in Hampshire where it can be demonstrated that the investment can encourage private sector enterprise, create sustainable private sector jobs and help places currently reliant upon the public sector make the transition to sustainable private sector growth. Given the private sector-led nature required of this approach the County Council has focused on working with Local Enterprise Partnerships (LEPs) to develop transport infrastructure elements of bids to this fund. More detail on the scope of a RGF bid focusing on South Hampshire is given in Chapter 8.

The focus for the County Council's own local investment is likely to be in the basic soundness and efficiency of the network. Although the transport network cannot be rebuilt, it must be maintained – and as shown above, its extraordinary productivity makes it well worth maintaining.

The County Council will also explore the opportunities for making the 'Big Society' a reality. This may mean that in some cases local communities could take responsibility for running facilities and services where they would not normally be financially viable. There is already a strong and very active community transport sector within Hampshire that meets local transport needs for many isolated or vulnerable people. There may be scope for social enterprises to play a more active role as transport providers.

<sup>36</sup> <http://www.dft.gov.uk/pgr/regional/transportfund/pdf/guidance.pdf>

<sup>37</sup> <http://www.bis.gov.uk/policies/regional-economic-development/regional-growth-fund>

The 'localism' agenda also presents opportunities. Through approaches such as Community Plans, Town and Parish Councils can tackle local needs and challenges through community-driven solutions.

### **Medium-term prospects**

It is likely that investment in wholesale capacity expansion in the strategic road and rail networks will remain the preserve of central government and, while such expansions in Hampshire are possible, they are unlikely to be funded locally (given the long-term priority of maintenance) and could serve only to encourage increased traffic.

Should there be a return to significant national investment in transport in the medium term, the County Council will be in a position to fund and implement local improvements to Hampshire's transport system, as set out in the three area-based transport strategies: North Hampshire (Chapter 5), Central Hampshire and the New Forest (Chapter 6), and South Hampshire (Chapter 7).

The County Council will also need to adapt its plans in the light of changing political, economic and social circumstances, and will consider any strong business case for schemes that satisfy local needs being funded by acceptable local means. It is expected to utilise a range of sources of funding, including Government grant allocations for transport, developer contributions, match-funding from third parties, as well as through bids to funding streams such as the Local Sustainable Transport Fund, Regional Growth Fund and other funding opportunities that materialise during the lifetime of the LTP. Local Enterprise Partnerships (LEPs) may also play a role in supporting bids to central Government for strategic transport infrastructure. There are two LEPs approved by Government that cover Hampshire. The Solent LEP covers South Hampshire and the Enterprise M3 LEP covers the remainder.

### **Longer-term prospects**

Looking ahead to **2031 and beyond**, there is tremendous potential for change and development, especially through new technology, which as always provides opportunities to shape places and choices. Some of the educational, social and commercial activities that now rely on physical transport may in the future rely instead on communications technology; traffic and in-car technology may make the experience of travelling much safer and more efficient; and carbon emissions may be substantially reduced through use of electric or other 'clean' engines. The County Council will monitor all such developments and flex our policies if and when it becomes clear that investing in new technology provides reliable and improved travel choices for people, and delivers against our priorities.

Whatever the time horizon, however, the County Council will come back to its starting point: that transport is for people, lives and places, and that it is our aim to provide **safe, efficient and reliable ways to get around a prospering and sustainable Hampshire.**

## Chapter 2: Transport Priorities

Working with others, Hampshire County Council must make choices about the policy interventions that are most likely to achieve the Vision set out in **Chapter 1**. This chapter contains three main transport priorities for Hampshire over the next 20 years, and fourteen further policy objectives, structured under five broad themes:

- a) Supporting the economy through resilient highways;
- b) Management of traffic;
- c) The role of public transport;
- d) Quality of life and place;
- e) Transport and growth areas.

The emphasis of this LTP over the next five to ten years will not be on attempting to enlarge the network through major capital projects, but will instead be principally focused on three priorities covering maximising the efficiency of the existing network to support the economy, maintenance and management (our Main Priorities 1, 2 and 3 below).

The focus on these three priorities is meant to help support economic recovery, which will then provide the conditions to enable the County Council to progress more ambitious improvements.

The Transport Vision in Chapter 1 emphasises the important role played by the transport network in supporting the Hampshire and national economy. The road and rail networks of the county are enablers of activity, used to get people to work, shops, services and places of education, and to get goods from ports to market, from suppliers to manufacturers or from warehouses to shop floors. For the economy to recover from the recession of 2008-2009 and grow, and to ensure that Hampshire remains a competitive location for business, it is vital that the transport network is reliable and functions smoothly.

### Theme A – Supporting the economy through resilient highways

**Main Priority 1: To support economic growth by ensuring the safety, soundness and efficiency of the transport network in Hampshire.**

In the short-term, given the funding constraints that the County Council is facing, ensuring that the existing network is as resilient and reliable as possible will make the greatest contribution to supporting economic recovery, growth and competitiveness. The County Council's overall priority for the next five years is therefore to make the most of what it has.



**Main Priority 2: Provide a safe, well-maintained, and more resilient road network in Hampshire as the basic transport infrastructure of the county on which all forms of transport directly or indirectly depend, and the key to continued casualty reduction.**

The biggest single contribution that the County Council can make towards the provision of a resilient and reliable transport network that can cope with the demands placed on it, is through investment in highway maintenance.

The priority of highway maintenance was emphasised by the severe weather experienced during recent winters. This weather had a very damaging effect on the condition of Hampshire's roads and created a significant problem in terms of requiring an increase in highway maintenance work. As well as routine repairs to the network, there remains a need to deliver greater climate resilience (to flooding, heat and winter conditions) on the County's roads. The importance of highway maintenance is consistently reinforced by customer surveys, such as the 2008 Place Survey and 2010 National Highways and Transport (NHT) Public Satisfaction Survey.

The County Council's initial response to this need was through 'Operation Restore' during 2010, and 'Operation Resilience', which started in 2011. Between them, these Operations constitute a plan of action, supported by a significant financial commitment in the short and medium term, to improve the strength and condition of Hampshire's road network.



'Restore' has sought to rectify the damage caused by the severe weather of early 2010, and between June and November 2010 saw 62 miles of A, B and C class roads resurfaced and repaired. Operation 'Resilience' will be a programme of major structural repairs, resurfacing and drainage works to make the county's roads more resilient and less susceptible to damage. Although the focus will be on delivery in the next few years, the strategy to be developed for Operation 'Resilience' will span 15 years to 2026.

Through the County Council's **Asset Management Policy and Strategy**, it is developing a 'whole life-cycle' approach to maintenance of the network. This will provide effective strategies for the best allocation of resources to maintain and upgrade existing assets.

## **Theme B – Management of traffic**

**Main Priority 3: Manage traffic to maximise the efficiency of existing network capacity, improving journey time reliability and reducing emissions, thereby supporting the efficient and sustainable movement of people and goods;**

Traffic congestion is forecast to be an increasing feature of travelling on both the strategic and local road networks in Hampshire. A priority for this LTP is to effectively manage and maximise the capacity and efficiency of the existing network, and hence improve journey time reliability. More predictable journey times on Hampshire's roads will benefit both the local and national economy, including flows to and from the three international gateways within the county (see Chapter 3), and will thus help support the recovery.



A more efficient network with more reliable journey times can be achieved through a range of Intelligent Transport System (ITS) measures, complemented by traditional traffic management, network interventions and urban traffic control. These measures will help businesses and individuals to more effectively plan journeys, thereby supporting the efficient and sustainable movement of people and goods, while reducing pollution and carbon emissions.



**Policy Objective 1: Continue to work to improve road safety through targeted measures that deliver reductions in casualties, including applying a speed management approach that aims to reduce the impact of traffic on community life and promote considerate driver behaviour.**

Promoting and increasing road safety will remain a key element of the County Council priorities. Programmes will be targeted at reducing the number of people who are fatally and seriously injured on the County's roads. High-risk routes will be identified for speed enforcement, and if appropriate, treated by the County Council with a range of engineering solutions. Vulnerable road users can be identified and targeted by a range of education, training or publicity programmes based on age or type of road user. Speed management is an important element of this LTP. Through the application of a speed management philosophy and approach the aim is to reduce the impact of traffic on community life, promoting safer roads and considerate driver behaviour. In residential areas the approach to speed control will be driven by the principle that people should be able to move about their communities without the intimidation of traffic travelling at excessive speed. For more information visit the [road safety](http://www3.hants.gov.uk/roadsafety)<sup>38</sup> website.



**Policy Objective 2: Work with district authorities to agree coherent policy approaches to parking, including supporting targeted investment in 'park and ride' to provide an efficient and environmentally sustainable alternative means of access to town centres, with small-scale or informal park and ride arrangements being considered as well as major schemes;**

The availability and price of car parking has a major influence over how people choose to travel. Public car parks in town centres are normally managed by District Councils, and in some cases private companies. It is important to ensure that adequate parking for blue badge holders is available to meet the needs of the mobility impaired. In addition to parking provision for cars, it is important to provide loading bays for delivery vehicles in town centres, and to provide cycle and motorcycle parking facilities at key destinations.



Employers can choose whether to offer free parking to employees in private car parks. The County Council will continue to work closely with Districts to promote existing Park and Ride services (and where there is a good business case, develop new ones) as well as encouraging employers to take up workplace travel plans that may reduce the need for parking in town centres. [Travel Plans](http://www3.hants.gov.uk/workplacetravel)<sup>39</sup> can include incentives to encourage lift sharing and use of park and ride, which can reduce the number of spaces required. Within smaller towns, there is potential to develop smaller-scale park and ride systems. Rather than relying on bus services, the users could complete the journey by employee minibuses, lift sharing, taxi or on foot.

<sup>38</sup> <http://www3.hants.gov.uk/roadsafety>

<sup>39</sup> <http://www3.hants.gov.uk/workplacetravel>

**Policy Objective 3: Promote, where they are stable and serve our other transport priorities, the installation of new transport technologies, including navigational aids, e-ticketing and smartcards, delivery of public transport information over the internet and on the move, and electric vehicle charging points.**

As set out in Chapter 1, technology will play a part in shaping travel patterns and choices. It can play an important role in making public transport a more attractive travel option. Provision of public transport travel information, including whether buses and trains are on time, and ticketing via mobile phones will become increasingly important. Most mobile phones have built in GPS, so can be used to help pedestrians find their way around a town. Smartcard ticketing has the potential to speed up bus journey times and offer users the convenience of not needing to carry cash or purchase several separate tickets. Electric vehicle charging points are likely to become a more common sight in public and private car parks, as the market for electric vehicles grows.



### Theme C – The role of Public Transport

**Policy Objective 4: Work with bus and coach operators to grow bus travel, seek to remove barriers that prevent some people using buses where affordable and practical, and reduce dependence on the private car for journeys on inter- and intra-urban corridors;**

An effective passenger transport system is a vital contributor to supporting economic growth, reducing inequality, improving accessibility and supporting independent living so that residents and the county as whole reach their full potential. This LTP recognises that the car is likely to remain the predominant mode of transport. In many areas, especially the rural communities of Hampshire where access to services can be difficult, the car may be the most viable transport option for the majority of people. Public transport has a role to play in providing a safe, environmentally efficient alternative on our busiest corridors and providing a lifeline for accessibility for isolated communities.



Investment in public transport will be focused where it can have the greatest impact. In particular, the County Council will work with bus operators, generally through the [Quality Bus Partnership](#)<sup>40</sup> approach, to maintain growth in bus use and reduce dependence on the car for journeys on inter- and intra-urban corridors. This will be done by focusing investment on improvements to access and information at key bus stops and interchanges to lever in complementary investment in vehicles and frequencies from operators.

From April 2011, the County Council assumed the responsibility for [concessionary fares](#)<sup>41</sup> travel for older people, those with disabilities and their companions within Hampshire, that previously rested with District and Borough Councils. This will enable opportunities to maximise accessibility for older people and people with disabilities to be fully explored within the constraints of available funding.

<sup>40</sup> <http://www.parliament.uk/briefingpapers/commons/lib/research/briefings/snbt-00624.pdf>

<sup>41</sup> <http://www3.hants.gov.uk/passengertransport/passtrans-helpcosts/concessionary-travel.htm>

In recognition of the importance of timetabled and tourist coach services, the County Council will work with District Councils to improve provision for coaches. Bus operators will also be encouraged to improve the training given to frontline transport staff to help them assist vulnerable adults and those with physical or learning disabilities to travel by bus services more easily. The County Council is piloting travel training schemes for those with learning disabilities to make greater use of their local bus services so as to support independent travel, enabling access to employment opportunities and services. This will include the use of assisted technology as part of the [Telecare](#)<sup>42</sup> initiative.

**Policy Objective 5: Maintain a ‘safety net’ of basic accessibility to services and support for independent living in rural areas, with Community Transport services as the primary alternative to the private car, including car-based provision such as Neighbourcare schemes, car clubs and shared taxis;**

Where social need is identified and a commercial service or other alternative is not available, the County Council, working closely with District Councils will consider 'safety net' provision using community transport and taxi-share schemes (particularly for rural areas, away from the main inter-urban bus corridors) or supported local bus services as appropriate. This safety net will help to maximise accessibility during a period of reduced external funding. [Community transport](#)<sup>43</sup> encompasses minibus schemes, locally based dial-a-ride, car schemes such as Neighbourcare schemes, (which play an important role in providing access to retail and health services for mobility-impaired people) and wheels-to-work schemes. Provision of accessible transport, such as dial-a-ride services and community transport is an important part of helping to maintain the quality of life and wellbeing of vulnerable adults and groups with physical or learning disabilities. A focus on removal of barriers to travel will help these groups gain greater independence and help them access mainstream services.

**Policy Objective 6: Work with rail industry partners and Community Rail Partnerships to deliver priorities for long-term rail investment; including improved parking and access facilities at railway stations, movement of more freight by rail, upgrades of existing routes and stations and (where viable) new or re-opened stations or rail links;**

The County Council will work with rail industry partners, Network Rail and passenger and freight Train Operating Companies to deliver priorities for long-term rail investment, improved access to the rail network for those with mobility difficulties and integrated bus-rail ticketing, using smart-ticketing. Where there is a strong case developed, and where funding from the rail industry is available, this may include new or re-opened stations or rail links, and upgrades of existing routes and stations. The County Council will support and promote measures by the rail industry to increase the share of freight moved by rail. Support will also be given to Community Rail Partnerships where they are viable and add value and will encourage Train Operating Companies to adopt Station Travel Plans, which may incorporate provision of improved car, motorcycle and cycle parking at railway stations.



<sup>42</sup> <http://www3.hants.gov.uk/adult-services/health-wellbeing/wellbeing-partnerships/telecare.htm>

<sup>43</sup> <http://www3.hants.gov.uk/passengertransport/listofcschemes.htm>

**Policy Objective 7: Ensure that travel from home to school affordably serves changing curriculum needs, underpins sustainable schools and maximises individual opportunities for education and training;**

The County Council will work to ensure that home-to-school transport services are delivered efficiently and sustainably while taking account of the fact that the move towards a new pattern of modules being delivered in different locations, sites and buildings will create different transport needs.

**Policy Objective 8: Improve co-ordination and integration between transport modes through better local interchanges, for example at rail stations.**

In the longer term, co-ordination and integration between transport modes will be improved through better interchanges, such as at rail stations, and through inter-modal tickets, using smart-ticketing where possible, as described earlier in Theme B.

### **Theme D – Quality of life and place**

Hampshire is rich in both natural and built landscapes (as set out within Chapter 3: The Hampshire Context). Conserving and enhancing the quality of Hampshire's environment is a responsibility that residents expect the County Council to meet. It is important to manage and mitigate the adverse impacts of traffic and travel on people, natural habitats and landscapes, where practical. Examples of adverse effects include poor air quality, noise and water pollution, severance and visual intrusion. Efforts will be made when carrying out work on the highway or designing improvements to minimise these effects.

**Policy Objective 9: Introduce the 'shared space' philosophy, applying Manual for Streets design principles to support a better balance between traffic and community life in towns and residential areas;**



**Station Road, New Milton**

The 'shared space' approach seeks to make town centre areas and residential streets within new developments more attractive places for people to interact, relax or play, in an environment less dominated by vehicles. Investing in attractive public spaces and streetscapes in urban centres can engender a sense of community identity and pride, as well as supporting retailers and other local businesses. Streetscapes include street furniture, signs, trees and guardrails. In principle, the County Council supports an approach of de-cluttering of streetscapes. This is particularly important in historic areas where there are listed buildings. The Manual for Streets publication recognises that streets are for people as well as vehicles, and encourages good design in new developments so that road and building layouts are attractive and complement each other. More details on Manual for Streets are included in Chapter 3.

**Policy Objective 10: Contribute to achieving local targets for improving air quality and national carbon targets through transport measures, where possible and affordable;**

Taken together, many of the priorities identified in this chapter will play an important part in helping to de-carbonise transport, and to address those 'hotspots' of poor air quality that are traffic-related. Measures to reduce the need to travel, widen travel choice and

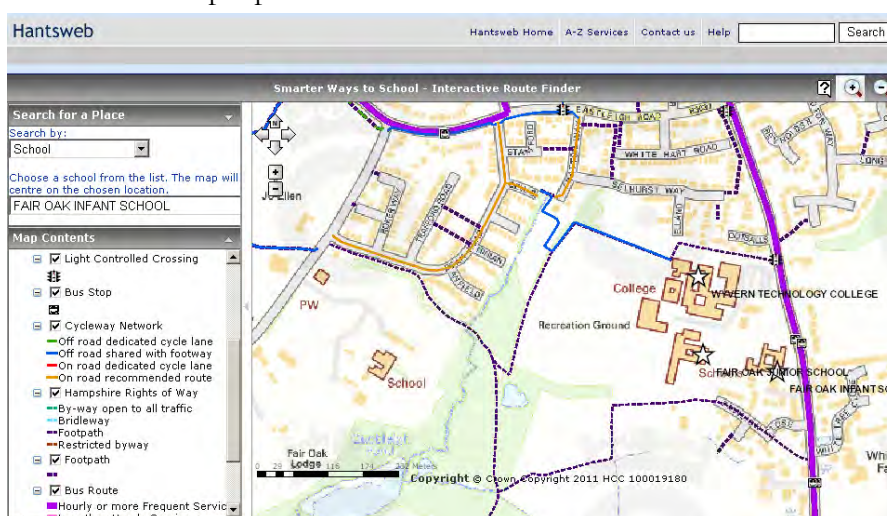
reduce dependence on the private car, alongside investment in low-carbon vehicle technologies, as described earlier, are an important part of helping to meet local and national targets for carbon and air quality. Measures such as quiet surfacing can be considered in noise hotspots. Cleaner, greener travel will help improve quality of life and health for residents near busy roads and for the people travelling.

**Policy Objective 11: Reduce the need to travel through encouragement of a high-speed broadband network, supporting the local delivery of services and in urban areas the application of ‘Smarter Choices’ initiatives;**

The County Council will work with Hampshire employers to recognise and help implement the changes in working practices that may be needed to avoid unsustainable patterns of long-distance commuting at specific times of day. High-speed broadband offers potential to make it easier for people to work remotely or from home. Currently the national average broadband speed is 2 – 2.5 megabits per second (Mbps)<sup>44</sup>. Although improving and upgrading broadband services is commercially driven, the County Council through [e-Hampshire](http://www.e-hampshire.org)<sup>45</sup> plays an important role in promoting improvements to broadband speeds. Collecting evidence of poor service and the demand for higher speeds, e-Hampshire uses this to lobby telecoms providers to make improvements. The super-fast broadband upgrade recently announced for Basingstoke will see speeds of up to 40 Mbps, with a minimum download speed of 15 Mbps. The village of Whitchurch and hinterland will be a rural super-fast broadband pilot.



In urban areas in particular, the application of Smarter Choices initiatives will be important. Smarter Choices include the range of ‘softer’ measures that aim to influence travel behaviour, and encourage people to use sustainable travel modes. Examples include workplace, residential and school travel planning, area-wide travel planning, personalised travel planning and promotion of car-sharing, for example through websites such as Hampshire’s own [www.hantscarshare.com](http://www.hantscarshare.com). Through workplace travel plans, employers can negotiate discounts on season tickets with bus and train operators, offering these to employees, alongside interest free loans for these tickets or bicycles, helping provide incentives for people to use more sustainable forms of travel.



To support schools in developing travel plans, the County Council has developed an [interactive route finder](#)<sup>46</sup> for every school, showing walking and cycling routes together with bus stops.

<sup>44</sup> megabits per second is a measure of bandwidth (the total information flow over a given time) on a telecommunications network.

<sup>45</sup> <http://www.ehampshire.org>

<sup>46</sup> <http://maps.hants.gov.uk/smots/>

**Policy Objective 12: Invest in sustainable transport measures, including walking and cycling infrastructure, principally in urban areas, to provide a healthy alternative to the car for local short journeys to work, local services or schools; and work with health authorities to ensure that transport policy supports local ambitions for health and well-being.**

The County Council will develop District Statements and continue to deliver existing [Town Access Plans](#)<sup>47</sup> (TAPs) for the larger urban centres, setting out packages of sustainable transport measures to improve accessibility and modal choice. District Statements will cover whole districts, encompassing the TAP and non-TAP areas, contributing towards improving quality of life and place. To date a TAP for Andover has been completed, and work is well-advanced on TAPs for Eastleigh, Fleet, Romsey and Winchester.



The active travel modes of walking and cycling are relevant to many areas of our Local Transport Plan. Increasing the proportion of journeys made on foot and by bicycle has the potential to assist in achieving local goals including carbon reduction, improved air quality and healthier communities. Investment in walking and cycling infrastructure will be primarily focused on urban areas, where it has the potential to provide a healthy alternative to the car for local short journeys to work, local services and schools at relatively low cost. The County Council will also seek low-cost opportunities to create a non-intimidating environment to allow people to make short journeys on foot and by bicycle in both urban and rural areas that currently have no foot or cycleways. Provision of [Bikeability training](#)<sup>48</sup> for children

will help them to cycle safely, and enable them to build healthy travel into their daily routines while helping to improve their independence. Improvements in access to the countryside for recreational purposes will be promoted through the [Hampshire Countryside Access Plan](#)<sup>49</sup> (the Rights of Way Improvement Plan for the County). This LTP has been developed to align with and complement this Plan.

## Theme E – Transport and growth areas

Linking transport and land-use policy requires the strategy outlined in this LTP to be aligned with and complementary to Local Development Frameworks developed by Local Planning Authorities (LPAs). New development provides opportunities to deliver better streetscapes, de-carbonise transport and reduce the need to travel. These aims can also be achieved within new development through the provision of more services locally that people can access easily by walking or cycling. Many LPAs wish to provide traffic-free paths within new developments, as part of the master-planning of green infrastructure. A proactive



<sup>47</sup> <http://www3.hants.gov.uk/taps>

<sup>48</sup> <http://www.dft.gov.uk/bikeability>

<sup>49</sup> <http://www3.hants.gov.uk/countryside/access-plans.htm>

approach to land-use planning will allow people and services to be sited close to each other, assisted by delivery of a high-speed broadband network, provision of e-offices and flexible working practices (such as support for home working).

**Policy Objective 13: Over the longer term, develop bus rapid transit and high-quality public transport provision in South Hampshire as a strategic transport direction, to reduce car dependence and improve journey time reliability;**



The County Council will work closely with the private sector to ensure that Hampshire's transport system maintains the County's reputation as a great place to do business, and with private developers to bring much-needed investment into transport infrastructure. In particular, the development of a [Bus Rapid Transit \(BRT\)](#)<sup>50</sup> network in the South East of the County, building on the success of the [Zip corridor](#)<sup>51</sup> between Waterlooville and Portsmouth, will

**BRT Phase I under construction between Fareham and Gosport during early 2011**

provide improved travel choice, support employment in the area and assist delivery of the planned Eco-Town development at North Fareham. High-quality public transport alternatives will also be developed at an early stage to serve planned new development in places such as Basingstoke and Whitehill-Bordon.

**Policy Objective 14: Outline and implement a long-term transport strategy to enable sustainable development in major growth areas.**

An effective and reliable transport network is essential to accommodating natural demographic growth and promoting economic success in Hampshire. Whilst acknowledging that most people will wish to own and use cars, it is important that new development is planned to avoid increasing traffic pressure by ensuring that attractive sustainable transport alternatives are available. These alternatives then need to be promoted to ensure that those working and living within new developments are aware of the travel choices open to them.



In some cases, areas of planned development will require transport access improvements to enable the development to commence, or to cater for travel movements generated by the new development. Where appropriate, the County Council will work closely with Local Planning Authorities to identify and safeguard land that would be required for the delivery of transport improvements over the longer term. Such safeguarding will help to ensure that land that will be needed for transport improvements is protected from development.

<sup>50</sup> <http://www3.hants.gov.uk/tfsh/tfsh-what-tfsh-does/bus-rapid-transit.htm>

<sup>51</sup> <http://www.hants.gov.uk/a3buscorridor>

## Chapter 3 – The Hampshire Context

### The Geography of Hampshire

Hampshire is in the South East of England and as shown by Figure 3.1, shares its borders with Dorset and Wiltshire to the west, West Berkshire, Wokingham and Bracknell Forest to the north and Surrey and West Sussex to the east. The Unitary authorities of Southampton City Council and Portsmouth City Council border the County to the South and the Isle of Wight lies just off Hampshire's southern coastline.



**Figure 3.1 Context Map of Hampshire**

The County Council has established good communications with neighbouring counties, as there is a considerable level of cross-boundary travel. It is therefore important that the planning for transport is not constrained by local authority boundaries; hence regular liaison takes place between Hampshire and its neighbours.

### Principal Characteristics

#### Demographics

- Hampshire is the seventh-largest county in England, covering an area of over 1,420 square miles (3,680 square kilometres).
- In terms of population, Hampshire is the third largest shire county in England (after Kent and Essex), with a population of 1.29 million<sup>52</sup> in around 553,600 households<sup>53</sup>.
- Of this population, 880,000 are of working age (between 16 and 64<sup>54</sup>).
- Hampshire has a population density of 3.37 people per square kilometre, compared to an average of 4.2 people per square kilometre for the South East.
- Approximately 85% of Hampshire's land area is rural and accommodates 23% of the county's population<sup>55</sup>.

<sup>52</sup> Office for National Statistics Mid-Year Estimates 2009

<sup>53</sup> Office for National Statistics, 2006

<sup>54</sup> Office for National Statistics Mid-Year Estimates 2009

<sup>55</sup> [http://www3.hants.gov.uk/sustainable\\_rural\\_communities\\_factsheet\\_copy.pdf](http://www3.hants.gov.uk/sustainable_rural_communities_factsheet_copy.pdf)



## The Hampshire Economy

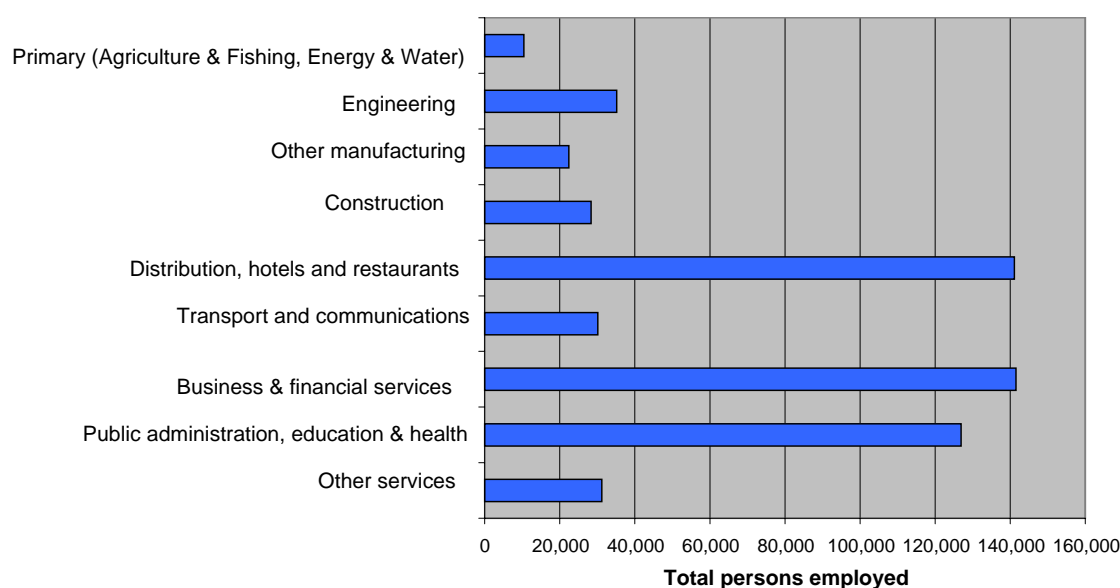
Table 3.2, below summarises data on the Hampshire economy. These figures are for the Hampshire County Council area. Further information on the economy of Hampshire, including the cities of Portsmouth and Southampton can be found within the [Hampshire Economic Assessment](#)<sup>56</sup>, published in February 2011. The assessment provides an evidence base to inform a range of local strategies, policies and interventions.

**Table 3.2 – Indicators of the current state of the Hampshire Economy**

Indicator	Hampshire	Comparative figure for South East
Gross Value Added (GVA) per head of population <sup>57</sup>	£20,455	£21,248
Disposable Household Income (GDHI) per head <sup>58</sup>	£16,449	£16,792
Annual value of economic output in Hampshire (Total GVA) <sup>59</sup>	£25.6 billion	n/a
Number of businesses in Hampshire (2007) by VAT registrations <sup>60</sup>	48,645	n/a
Number of employees <sup>61</sup>	658,000	n/a
Proportion of employment in knowledge-driven sectors (2007) <sup>62</sup>	27.54%	27.23%
Unemployment rate (number of Job Seekers Allowance claimants) <sup>63</sup>	2.4%	2.9%

- The GVA per head in Hampshire is below that of Surrey and the Berkshire authorities, but above West Sussex, the Isle of Wight, Dorset and Wiltshire<sup>64</sup>.
- Employees in Hampshire are employed in key sectors as shown in Figure 3.3 below<sup>65</sup>.

**Figure 3.3 - Employment in Hampshire by sector**



<sup>56</sup> [http://www3.hants.gov.uk/business/economic\\_data/economicassessment.htm](http://www3.hants.gov.uk/business/economic_data/economicassessment.htm)

<sup>57</sup> Office for National Statistics, NUTS3 GVA Data 2007

<sup>58</sup> Office for National Statistics, NUTS3 Regional Household Income Data 2008

<sup>59</sup> Office for National Statistics, GVA Data 2007

<sup>60</sup> [http://www3.hants.gov.uk/business/economic\\_data/economy.htm](http://www3.hants.gov.uk/business/economic_data/economy.htm)

<sup>61</sup> Office for National Statistics Labour market statistics: South East November 2010 (data from 2008)

<sup>62</sup> [http://www3.hants.gov.uk/business/economic\\_data/economy.htm](http://www3.hants.gov.uk/business/economic_data/economy.htm)

<sup>63</sup> Office for National Statistics Labour market statistics: South East November 2010 (April 2009-March 2010)

<sup>64</sup> Office for National Statistics, NUTS3 GVA Data 2007

<sup>65</sup> Office for National Statistics, Annual Business Inquiry 2008

- North Hampshire has a high level of activity linked to the knowledge economy. Within South Hampshire, there is a higher number of larger employers, whilst within Central Hampshire and the New Forest, there are more smaller enterprises<sup>66</sup>.
- Hart and Winchester are the two Districts within Hampshire with the lowest unemployment rate (1.6%), while Havant has the highest unemployment rate (3.7%)<sup>67</sup>.

### International Gateways

Hampshire's transport networks provide access to three international gateways (Southampton port and airport and the port of Portsmouth) as well as functioning as the primary routes to the Isle of Wight and South East Dorset. The highway network includes two major routes to the south-west, the A303(T) and A31(T), both accessible via the M3.

#### Port of Southampton

- In 2009, the Port of Southampton, operated by Associated British Ports (ABP), handled over 37 million tonnes of goods<sup>68</sup>, representing 7% of all United Kingdom trade by tonnage, within a site covering 755 acres<sup>69</sup>.
- The Port contributes over £2 billion a year to the local economy.
- Key trades of national significance handled by the Port of Southampton include containers, cars, passenger cruises and petrochemicals (via two refineries located outside ABP's port site, at Fawley and Hamble, which are run by Exxon and BP respectively).
- The container port, operated by ABP and DP World, is the second largest in the UK by throughput, helped by its proximity to major shipping routes.
- Current and future volumes of traffic at the Port of Southampton are summarised in Table 3.4, below:



**Table 3.4 – Current and forecast traffic types using Port of Southampton**

Category of port traffic	Current annual volumes <sup>70</sup>	Forecast annual volumes for 2030 <sup>71</sup>
Container units	1.7 million	4.2 million
Motor vehicles	664,000	840,000
Dry bulks (e.g. aggregates, grain, fertiliser, animal feed, scrap)	1.3 million tonnes	2.1 million tonnes
Cruise Passengers	925,000	2 million
Oil and petroleum products	28 million tonnes	35 million tonnes

- This commercial growth of the Port will make a significant contribution to local, regional and national economic success.

<sup>66</sup> [http://www3.hants.gov.uk/business/economic\\_data/economicassessment.htm](http://www3.hants.gov.uk/business/economic_data/economicassessment.htm)

<sup>67</sup> Office for National Statistics Labour market statistics: South East November 2010

<sup>68</sup> Department for Transport Maritime Statistics 2009

<sup>69</sup> ABP Southampton

<sup>70</sup> ABP Southampton/ Department for Transport

<sup>71</sup> ABP Southampton

### Port of Portsmouth

- Portsmouth is the UK’s second busiest ferry port, with over 2.1 million passengers per year, 697,000 vehicles and 278,000 freight units passing through each year<sup>72</sup>.
- Ferry routes are operated by Brittany Ferries, LD Lines and Condor Ferries and destinations served include Cherbourg, Caen, Le Havre and St. Malo in France, Bilbao in Spain and the Channel Islands of Guernsey and Jersey.
- The Port includes the Camber in Old Portsmouth, a popular tourist area, home to the Wightlink terminal for Isle of Wight services to Fishbourne. In addition, from piers adjacent to Portsmouth Harbour station, a high-speed catamaran service to Ryde on the Isle of Wight and the local ferry to Gosport operate.
- In 2009, 3.95 million tonnes of freight passed through the port of Portsmouth. Of this, 2.85 million tonnes was “roll-on roll-off” freight using ferries<sup>73</sup>.

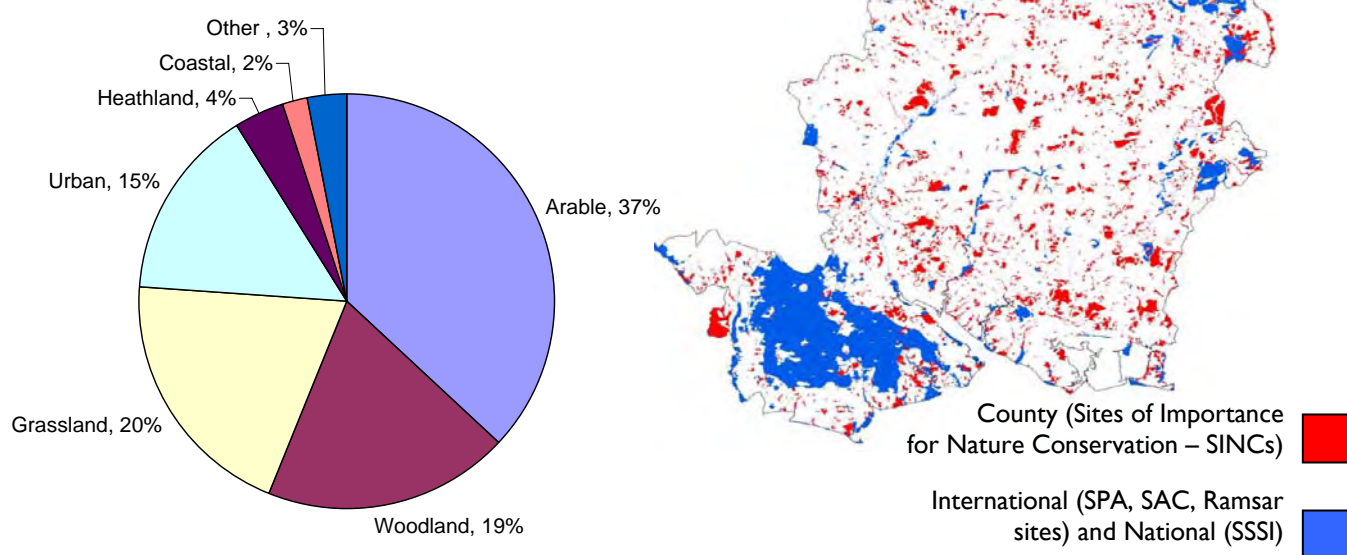
### Southampton International Airport

- In 2009, Southampton International Airport was used by 1.8 million passengers, and saw 45,500 flight movements<sup>74</sup>.
- The airport is served by 12 airlines flying to 46 destinations. Popular international destinations served include Dublin, Amsterdam, Paris and Hannover. Popular UK destinations served include Edinburgh, Glasgow, Jersey, Manchester and Guernsey.
- Prior to the economic downturn, BAA estimated that passenger numbers were expected to grow to 3.05 million per year by 2015, and to 6 million a year in 2030<sup>75</sup>.

### Environment

Hampshire covers an area of 368,000 hectares and contains a high quality and diverse landscape, with a number of important habitat types and sites of international, national and local nature conservation importance, as shown in Figure 3.5 below<sup>76</sup>:

**Figure 3.5 Main habitat types within Hampshire**



- Over 23% of Hampshire is designated for its nature conservation importance, including the New Forest National Park, South Downs National Park, and three Areas of Outstanding Natural Beauty (AONBs).

<sup>72</sup> Department for Transport: Transport Statistics Great Britain November 2010 release

<sup>73</sup> Department for Transport Maritime Statistics 2009

<sup>74</sup> BAA Southampton

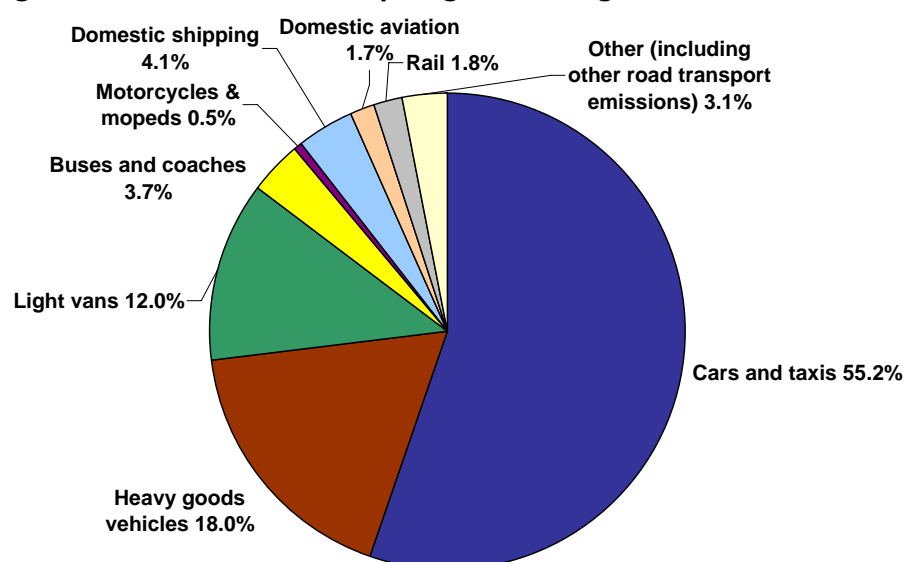
<sup>75</sup> Southampton Airport Masterplan, BAA

- Sites of Special Scientific Interest (SSSIs) are legally protected and cover 14.5% of the County.
- A further 8.7 % of Hampshire is covered by Sites of Importance for Nature Conservation (SINCs), identified by the County Council in partnership with other local authorities, Natural England and the Hampshire Wildlife Trust.
- Hampshire has the greatest diversity of species of any county in England.
- There is an extensive rights of way network and a unique coastline and river estuaries that offers superb leisure and economic opportunities.

### Climate Change

- Nationally, transport accounts for 24% of domestic emissions of **carbon dioxide**<sup>77</sup>. Of these emissions, 64% are from cars, and 18% from Heavy Goods Vehicles.
- Since 1990, greenhouse gas emissions from transport have increased by 12% and now represent 19% of total UK emissions<sup>78</sup>. The breakdown of transport **greenhouse gas** emissions are shown in Figure 3.6 below<sup>79</sup>:

**Figure 3.6 - UK domestic transport greenhouse gas emissions, 2008**



- In Hampshire, in 2007/08, the average carbon footprint per person was 6.9 tonnes, compared to a South East average of 8.2 tonnes<sup>80</sup>. From road transport sources, the average carbon footprint per person was 2.1 tonnes.
- Major bus operators and large road haulage operators are introducing in-cab technology to show drivers how to reduce emissions and improve fuel economy while monitoring performance so that management action can be taken where needed.

### Road Safety

- Since 2001, the number of people killed or seriously injured on Hampshire's roads has fallen by 26%; the number of slight injuries has reduced by 39%; and the number of children killed or seriously injured has fallen by 34%<sup>81</sup>.
- Overall cycle casualties in Hampshire decreased by 18% between 2001 and 2008.

<sup>76</sup> Hampshire County Council, State of Hampshire's Biodiversity, 2006

<sup>77</sup> Department for Transport: Transport Statistics Great Britain November 2010

<sup>78</sup> Department for Transport: Transport Statistics Great Britain November 2010

<sup>79</sup> Department for Transport: Transport Statistics Great Britain November 2010

<sup>80</sup> [http://www3.hants.gov.uk/business/economic\\_data/economy.htm](http://www3.hants.gov.uk/business/economic_data/economy.htm)

<sup>81</sup> Hampshire County Council, Transport Trends 2010

## Transport Networks

- Table 3.7 below provides a range of statistics about the transport networks in Hampshire:

**Table 3.7 – Statistics about the transport networks in Hampshire**

<b>Road network facts</b>	
Investment by the County Council in maintaining Hampshire's highways and pavements in 2009/10	Over £58 million
Size of Hampshire's road network	5,000 miles (8600 km)
All motor vehicle flows in Hampshire in 2008 <sup>82</sup>	15,362 million vehicle km
Car flows in Hampshire in 2008 <sup>83</sup>	12,428 million vehicle km
HGV flows in Hampshire in 2008	580 million vehicle km
Number of bridges maintained by the County Council	1,850
<b>Rail network facts</b>	
Number of rail passengers journeys made in Hampshire in 2008/09	16.9million
Increase in passenger journeys from 2004 to 2008 <sup>84</sup>	24%
Size of the rail network	193 miles
Number of rail stations	49 stations
Number of rail freight terminals and railheads	6
Number of deep-sea shipping containers forwarded by rail each year from the Port of Southampton	255,000
Number of freight container train movements per day	up to 31
<b>Bus network facts</b>	
Total passenger journeys by bus in Hampshire in 2008/09	30.4 million
Number of bus routes	310
Number of main bus stations	11
Number of bus stops	8,500
Proportion of bus journeys in Hampshire that are on Quality Bus Partnership (QBP) routes.	27%
Proportion of bus services operated by private bus companies on a commercial basis	70%
<b>Passenger ferry services</b>	
Number of cross-Solent passenger journeys per year from Portsmouth, Southampton and Lymington	over 8 million
Number of passenger journeys per year using other local ferry services in Hampshire in 2008/09	4.1 million
<b>Sustainable transport modes</b>	
Increase in level of cycling between 2005 and 2009	3%
Proportion of children walking to school	48%
Proportion of people in Hampshire that worked for employer with an adopted travel plan in 2009	15%
Number of development related travel plans submitted to the County Council in 2009	108

- Ferry services provide important links between Hythe and Southampton, Gosport and Portsmouth, Hayling Island and Portsmouth and links to the Isle of Wight.

<sup>82</sup> Department for Transport, Great Britain National Road Traffic Survey, 2009

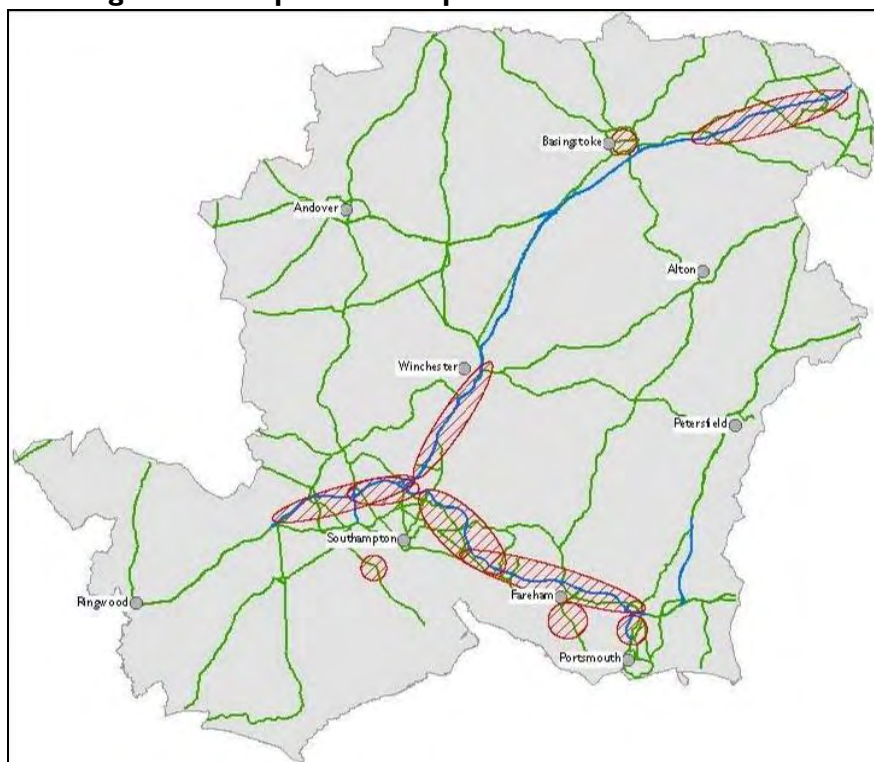
<sup>83</sup> Department for Transport, Great Britain National Road Traffic Survey, 2009

<sup>84</sup> Office of Rail Regulation, 2009

- Park and Ride services within Winchester and Basingstoke assist in providing sustainable forms of access to these important centres.
- Hampshire has 3,000 miles of rights of way, comprising 2,058 miles of footpaths and 465 miles of bridleways.

### Traffic Growth and Congestion

**Figure 3.8 – Congestion hotspots in Hampshire**



- Traffic flows on roads in Hampshire have been increasing year on year up to 2007, but in 2008 traffic flow dropped by around 1%<sup>85</sup>.
- The most severe congestion is generally experienced on the motorway network, in particular the M27 and M3 in south Hampshire. On the rest of the network, the most congested section is on routes to and from the Gosport peninsula. Figure 3.8 shows these congestion hotspots.

### Car Ownership

- 38% of households in Hampshire own one car and 43% own two, while 6% do not own a car<sup>86</sup>. Table 3.9 below shows the variation in car ownership levels between urban and rural areas in Hampshire, using 2001 Census data.

**Table 3.9 – Car ownership levels in Hampshire – rural and urban wards<sup>87</sup>**

	No car	1 car	2 cars	3 cars	4+ cars
Rural wards	2.5%	29.5%	49.1%	13.6%	5.3%
Urban wards	6.6%	40.6%	41.4%	8.7%	2.7%

<sup>85</sup> Great Britain National Road Traffic Survey, Department for Transport, 2009

<sup>86</sup> Office for National Statistics 2001 Census

<sup>87</sup> Office for National Statistics 2001 Census

## Wider Policy Context

As outlined in Chapter 1, transport is not an end in itself; transport policy alone does not determine what happens on the ground. Changes in the way other service suppliers, such as retailers, hauliers and health care or tourism providers, deliver their services ultimately have a great effect on transport needs and are determined by many other policy initiatives. How this is achieved is outside the scope of a transport strategy, but the issue does underpin how transport is provided, both now and in the longer term. This LTP is therefore shaped by how transport contributes to these wider policy objectives.

Central to this are the links to local priorities for Hampshire as outlined in the [Hampshire Sustainable Community Strategy](#)<sup>89</sup> (SCS). The SCS sets out quality of life issues, key trends that impact on Hampshire and 11 long term ambitions to achieve the vision that:

*"Hampshire continues to prosper, providing greater opportunity for all without risking the environment".*

These ambitions are:

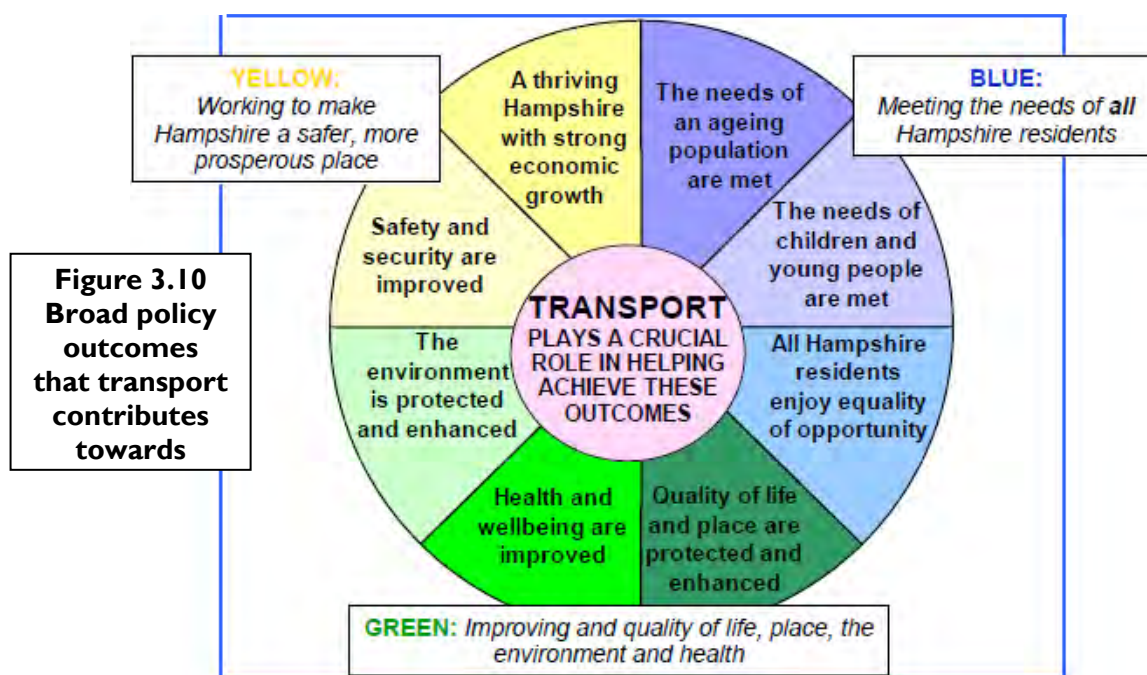
1. Hampshire is a globally competitive environment for business growth and investment, where everyone has the opportunity to develop their skills and play a full part in the county's success.
2. Hampshire provides excellent opportunities for children and young people.
3. Infrastructure and services are developed to support economic and housing growth whilst protecting the environment and quality of life.
4. Social and affordable housing needs are met, including provision to support rural communities.
5. Hampshire's communities are cohesive and inclusive, and vulnerable people are safeguarded.
6. Hampshire and its partners work to reduce inequalities in outcome for residents according to individual need and through a focus on specific areas of multiple disadvantage.
7. Hampshire's communities feel safe and can expect not to suffer violence or anti-social behaviour.
8. Hampshire's residents can make choices to improve their health and wellbeing.
9. Hampshire's environment and cultural heritage are enjoyed and celebrated.
10. Hampshire is acclaimed for conserving and using natural resources more efficiently, and for reducing and adapting to the effects of climate change.
11. Hampshire's residents receive excellent public services and value for money.

Transport and travel has strong links to these ambitions with eight broad outcomes identified, towards which transport can contribute in terms of policy, management and ensuring that the maximum benefit from investment is realised, shown in Figure 3.10 overleaf.

This LTP has been developed to meet these wider objectives, within the context of a wide range of national and local transport policy documents. The LTP has been informed by ['Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen'](#)<sup>90</sup> (the White Paper on transport), published in January 2011. The White Paper confirms earlier ministerial announcements by the Coalition Government, stating that the two main objectives for transport are promoting economic growth and reducing carbon emissions. This LTP also reflects the Government's desire to empower local-decision making.

<sup>89</sup> [http://www3.hants.gov.uk/73496\\_sustain\\_communities\\_2.pdf](http://www3.hants.gov.uk/73496_sustain_communities_2.pdf)

<sup>90</sup> <http://www.dft.gov.uk/pgr/regional/sustainabletransport/pdf/whitepaper.pdf>



The challenges, detailed below under these eight wider themes, were consulted on as part of a consultation for the LTP, and broadly reflect the principal issues that the County Council will address over the LTP period.

### Transport and the Economy

An effective and reliable transport network is essential to economic success in Hampshire. Traffic congestion and economic performance are closely inter-related and each influences the other. Businesses in Hampshire have indicated that traffic congestion is a major difficulty for them and that they would like the County Council to play a lead role in working with the Highways Agency to improve the performance and reliability of its transport networks. Increasing the capacity of the strategic highway network to a level that would cater for the forecast traffic increases is unaffordable, undeliverable and unacceptable in environmental terms. In the long run may only lead to additional capacity being soaked up by new traffic.



**A reliable road network is essential to Hampshire's economic success**

It is vital that Hampshire is not starved of investment in transport, as this will have negative impacts and implications upon the economy across the whole country. Priority needs to be given to maintaining investment in the highway and transport asset to ensure a safe, well-maintained and managed network that is resilient to extreme climate and traffic-related events and supports the reliable movement of people and goods.

Within Hampshire there remains a need to provide a well-connected transport network that links employment and business centres with labour markets and that ensures reliable access to and from international gateway ports and airports. In recognition of this need, the Port of Southampton in 2010 published a [Master Plan](#)<sup>91</sup>, setting out its strategy for growth up to 2030. Network Rail has produced a number of infrastructure strategies

<sup>91</sup> <http://www.southamptonvts.co.uk/portconsultation/files/SMP.pdf>



setting out proposals for rail investment, which affect Hampshire. These strategies have been termed Route Utilisation Strategies (RUS) by Network Rail. The RUS for the [South West Mainline](#)<sup>92</sup> was published in 2006, the RUS for [Freight](#)<sup>93</sup> services was published in 2007 and a consultation draft RUS covering [London and the South East](#)<sup>94</sup> was published in 2010.

The economic downturn has resulted in a fall in traffic volumes on both strategic and local roads. The extent to which this has been experienced differs across the county. This fall has resulted in improvements in journey times, with congestion decreasing. Nevertheless, it is important that efforts in this area do not diminish, since the fall in congestion is likely to be temporary. Longer-term forecasts suggest that traffic volumes are likely to increase, with growth nationally of 7% by 2015 and 43% by 2035<sup>95</sup>.

Greater business involvement in shaping the development strategies for Hampshire is important and there is clearly potential for [Local Enterprise Partnerships](#)<sup>96</sup> (LEPs) to have a role in advising on priorities and supporting work with transport providers to deliver new infrastructure. LEPs could usefully identify the transport approach that they feel is needed to maximise economic growth, and could help to support funding bids. A proposal to establish a [Solent LEP](#)<sup>97</sup>, covering the South Hampshire area (as shown by the map at the beginning of Chapter 7) and the Isle of Wight, received Government approval in October 2010. A LEP Board, with a chair from the private sector, is being set up. A proposal for an [Enterprise M3 LEP](#)<sup>98</sup>, supported by the County Council, covering the remainder of Hampshire extending into the western part of Surrey, was approved by the Government on 10 February 2011, and is in the process of being formally established. In Hampshire, the Enterprise M3 LEP incorporates the area covered by the North Hampshire, and Central Hampshire and the New Forest local area strategies (set out in Chapters 5 and 6).

## Transport and the environment



Hampshire's natural environment is a precious asset, to be protected and enhanced, reflecting Hampshire's diversity and underpinning local distinctiveness and sense of place. Of critical importance in the development of this LTP is the growing emphasis on the impact of transport on the environment.

**Hampshire contains a diverse range of habitats including chalk rivers**

<sup>92</sup><http://www.networkrail.co.uk/browse%20documents/rus%20documents/route%20utilisation%20strategies/south%20west%20main%20line/37299%20swml%20rus.pdf>

<sup>93</sup><http://www.networkrail.co.uk/browse%20documents/rus%20documents/route%20utilisation%20strategies/freight/freight%20rus.pdf>

<sup>94</sup><http://www.networkrail.co.uk/browse%20documents/rus%20documents/route%20utilisation%20strategies/rus%20generation%202/london%20and%20south%20east/london%20and%20south%20east%20route%20utilisation%20strategy.pdf>

<sup>95</sup> Department for Transport Road Traffic Forecasts 2009

<sup>96</sup> <http://www.bis.gov.uk/news/topstories/2010/Oct/local-growth>

<sup>97</sup><http://www.push.gov.uk/news?id=9044&stdate=&pagetitle=Solent%20Local%20Enterprise%20Partnership%20gets%20go-ahead>

<sup>98</sup> <http://www.basingstoke.gov.uk/browse/business/business-support-and-advice/lep/>

These impacts have been fully considered as this LTP has been developed through the accompanying **Strategic Environmental Assessment** (SEA) of the Plan. An SEA has been carried out to inform the LTP as required by the [SEA Directive 2001/42/EC](#)<sup>99</sup>. The SEA has been used to assess this LTP against a set of environmental objectives developed in consultation with interested parties and the public. The purpose of this assessment is to avoid adverse environmental effects and identify opportunities to improve the environmental quality of Hampshire through the LTP. Full details of this assessment can be found at the above link. The process followed has been in accordance with [Draft Guidance on Strategic Environmental Assessment for Transport Plans and Programs](#)<sup>100</sup> produced by the Department for Transport.

The County Council has also undertaken a Habitats Regulations Assessment (HRA) of this LTP. This is a requirement of [Regulation 102](#)<sup>101</sup> of the Conservation of Habitats and Species Regulations 2010 (‘the Habitats Regulations’). An **HRA Screening Report** has been produced which focuses on the potential effects of the plan on the nature conservation interests of European-protected areas in and around the County.

A key element of the LTP is the impact that transport can have on climate change and carbon emissions. In 2007, the County Council adopted a Climate Change Policy, which states:

***“The County Council, through its own operations and in partnership with others, will seek to ensure a resilient sustainable Hampshire by placing climate change considerations at the heart of its decision-making processes, its policy development, and its operational activities.”***

The County Council accepts that climate change will have serious implications for the transport networks in Hampshire in future years. New approaches will be required, including on highway maintenance and to address the effects of more extreme weather patterns. This will require mitigation measures to be developed against increased flooding incidents, which our drainage systems will need to cope with, while hotter drier summers will bring other problems affecting infrastructure and transport services.

It is recognised that air quality is a major environmental factor that can affect human health, as well as significantly influence and alter local ecosystems. Several factors contribute to air pollution in the county, most notably emissions from transport and pollutants related to industry, largely outside the county boundary. Air quality in the majority of the county is considered to be relatively good and within government standards, although certain areas do experience problems. The strategy for air quality in the LTP seeks to address poor air quality locations, the overall health of the community and why pollution incidents occur.

The County Council will work closely with district councils to deliver Air Quality Action Plans in locations where Air Quality Management Areas have been declared and these are identified in each of the area strategies. The County Council also has a responsibility to develop action plans in relation to environmental noise and will again work closely with district councils to meet these obligations.

Hampshire’s biodiversity assets are also likely to come under increasing pressures from new development and associated transport impacts. Through supporting a reduction of

<sup>99</sup> [http://europa.eu/legislation\\_summaries/environment/general\\_provisions/l28036\\_en.htm](http://europa.eu/legislation_summaries/environment/general_provisions/l28036_en.htm)

<sup>100</sup> <http://www.dft.gov.uk/webtag/documents/project-manager/pdf/unit2.11d.pdf>

<sup>101</sup> <http://www.legislation.gov.uk/ukxi/2010/490/regulation/102/made>

traffic growth, promoting modal shift, and supporting improvements to air quality, the LTP has the potential to limit impacts on biodiversity from new and existing transport infrastructure. However, there are potential issues, relating to land take and disturbance, that will be considered as appropriate at the project level environmental impact assessment.

Transport can also play a variety of roles in the physical environment:

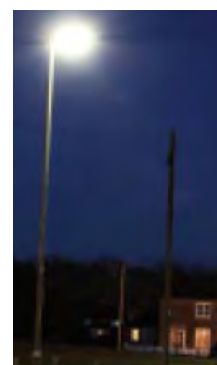
- Providing access to the countryside, National Parks and Areas of Outstanding Natural Beauty;
- Fostering the tourist economy;
- Ensuring social connectivity for isolated communities;
- Negating the attractive and unique characteristics of rural areas.

As described earlier in this chapter, Hampshire benefits from the proximity of several nationally and internationally designated sites of nature conservation importance. Further consideration of the feasibility of individual schemes identified within this LTP (within the three local area transport strategies set out in Chapters 5, 6 and 7, and within the three-year Implementation Plan in Chapter 8) will need to establish that they can be delivered without adversely affecting such sites. The supporting SEA Environmental Report and HRA Screening Report identify potential impact pathways that could affect designated sites, and highlights that impacts are dependent on the final means of implementation. The County Council recognises its responsibility in ensuring the continued protection of these nationally and internationally designated sites. Due to the long-term nature of some schemes, and the early stage of planning, design and feasibility work, it will be necessary for environmental assessments to continue through detailed project design (or future versions of the Implementation Plan).

### **Transport and safety**

A key priority for the County Council is to promote and increase road safety. As described earlier in this chapter, the County Council has an excellent track record of reducing road casualties. This has been achieved through targeted investment in road improvements and focused maintenance work, supported by education and training programmes. Programmes will continue to be targeted at reducing the number of people and children killed and seriously injured on Hampshire's roads. However, with less funding available from central Government, this will make achieving further reductions in casualty levels challenging.

Alongside priorities of casualty reduction, and reducing speeding, more effort is needed to improve safety on rural roads and tackle poor road user behaviour. Transport policy will also consider how it can reduce crime and the fear of crime, for example, through careful design and [street lighting](#)<sup>102</sup>. Measures such as clear pedestrian signing, well-designed waiting facilities and interchanges for public transport and brighter street lighting will help people to feel safer and will provide communities with a more attractive public realm that discourages anti-social behaviour.



### **Transport and health**

Transport has a range of beneficial and adverse impacts on human health, which have been summarised in [Transport and Health Resource: Delivering Healthy Local Transport](#)

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<sup>102</sup> <http://www.lightsoninhampshire.co.uk/Public/Faq.aspx>

[Plans](#)<sup>103</sup>, published in January 2011. Active modes of travel offer wide-ranging health benefits, whereas traffic related deaths and injuries, air pollution and noise pollution are damaging to health. The Local Transport White Paper (January 2011) suggests that the costs to urban economies of physical inactivity, air quality and noise are up to £25billion per year, and the costs of road traffic accidents are £9billion per year.

These impacts have been considered, as this LTP has been developed, through a Health Impact Assessment which has been carried out as part of the SEA of the Plan.

### **Obesity, health and physical activity**

Lack of physical activity and poor physical fitness can contribute to obesity, cardiovascular disease, strokes, diabetes and some cancers as well as to poorer mental wellbeing. The Government's [Active Travel Strategy](#)<sup>104</sup> recognises the health benefits of active travel modes as a means of building physical activity into everyday routines. A [Public Health White Paper](#)<sup>105</sup> 'Healthy Lives, Healthy People' was published in November 2010, which further emphasised and underlined the important links between active travel and public health, and the role which transport can have in improving the health of the nation.

By April 2013, the responsibility for public health will have transferred from Primary Care Trusts to local authorities, which should make it easier to coordinate health and transport initiatives. There is also an opportunity to work closely in partnership with NHS organisations, Sport Hampshire and Isle of Wight, and the emerging [Hampshire and Isle of Wight Physical Activity Alliance](#)<sup>106</sup> on social marketing campaigns, which have an increasing evidence base for achieving behaviour change. NHS Hampshire and Sport England have produced a [Joint Physical Activity Strategic Framework](#)<sup>107</sup> which sets out priorities for action to increase physical activity. The framework estimates that the cost of physical inactivity to the local NHS in Hampshire is £18million a year.

### **Road safety, air quality and noise**

Transport can conversely be damaging to health through road traffic injuries, pollution, stress and anxiety to travellers and those living near transport corridors. Severance, and lack of access to services can lead to loss of independence. This LTP aims to encourage more active travel patterns where practical, to improve road safety and air quality and tackle problems of stress by better managing traffic flow, helping to reduce emissions and noise. The Department of Health has also published a [Transport and Health Resource](#)<sup>108</sup> which contains useful guidance on how the County Council might maximise the health benefits when developing and delivering transport solutions.

### **Benefits of recreational access to the countryside for wellbeing**

Recreational access to the countryside is also an important goal, in terms of health and general well being. By providing good transport links between urban and rural areas, with easier and safer access to services, enables a wealth of opportunities for informal learning, healthy recreation and exercise to be available to people.

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<sup>103</sup> [http://www.dh.gov.uk/prod\\_consum\\_dh/groups/dh\\_digitalassets/documents/digitalasset/dh\\_123629.pdf](http://www.dh.gov.uk/prod_consum_dh/groups/dh_digitalassets/documents/digitalasset/dh_123629.pdf)

<sup>104</sup> <http://www.dft.gov.uk/pgr/sustainable/cycling/activetravelstrategy/pdf/activetravelstrategy.pdf>

<sup>105</sup> [http://www.dh.gov.uk/prod\\_consum\\_dh/groups/dh\\_digitalassets/@dh/@en/@ps/documents/digitalasset/dh\\_122252.pdf](http://www.dh.gov.uk/prod_consum_dh/groups/dh_digitalassets/@dh/@en/@ps/documents/digitalasset/dh_122252.pdf)

<sup>106</sup> <http://www3.hants.gov.uk/activehampshireiow>

<sup>107</sup> [http://www.sporthampshireiow.co.uk/final\\_pa\\_strategic\\_framework\\_hiow\\_2010.pdf](http://www.sporthampshireiow.co.uk/final_pa_strategic_framework_hiow_2010.pdf)

<sup>108</sup> [http://www.dh.gov.uk/en/Publicationsandstatistics/Publications/PublicationsPolicyAndGuidance/DH\\_123628](http://www.dh.gov.uk/en/Publicationsandstatistics/Publications/PublicationsPolicyAndGuidance/DH_123628)

## **Transport and quality of life and place**

Hampshire is rich in both natural and built landscapes and maintaining the quality of its environment is challenging. Investing in attractive public spaces and streetscapes in urban centres can engender a sense of community identity and pride, while also supporting retail.

Better urban design, by applying the principles set out in [Manual for Streets](#)<sup>109</sup> (2007) and [Manual for Streets 2](#)<sup>110</sup> (2010), within new developments can help all road users inter-mingle more safely. In April 2010, the County Council adopted a [Companion document to Manual for Streets](#)<sup>111</sup>. The aim of this document, covering streets with speed limits of 30 mph or less, is to provide guidance to developers on how to design attractive streetscapes.

Access to the countryside and heritage is important and needs to be considered alongside access to services. Striking the right balance between traffic and community life is a vital consideration for this LTP.

## **Transport and equality of opportunity**

Most of Hampshire is not considered deprived when compared to national levels; nevertheless, pockets of social deprivation exist both in urban and rural areas. There are groups and individuals without access to a car who experience difficulty accessing opportunities, often where conventional public transport services are expensive to deliver. The County Council wishes to increase the level of co-ordination between its services and those provided by other agencies, such as the voluntary sector. This is vital in order to help meet the travel needs of vulnerable adults or those with a physical or learning disability.

Improving the availability and affordability of public transport is challenging in a climate where bus industry costs have exceeded inflation. A significant proportion of elderly and vulnerable people, together with many people who have a learning disability, are not able to drive. Public transport services need to be accessible for elderly, vulnerable and disabled people. Efforts to improve the capacity and capabilities of community transport, car and taxi-share schemes, as well as infrastructure upgrades to improve access to bus and rail, will help with this challenge.

The personalisation agenda, which focuses on meeting individual care needs in the way people choose, will make different calls on the public and community transport system. This will require the provision of good quality, accessible information on the travel choices available, as well as services which are both flexible and responsive to individuals. Improvements to bus stops, railway stations and other measures will need to be delivered in order to ensure the removal of barriers to transport use, thereby accommodating the needs of those with mobility difficulties and other needs.

## **Transport and meeting the needs of older people**

Hampshire, as with England and Wales as a whole, is facing profound changes to the demography of its population. In 2007, the proportion of those aged 60 years of age and over was 21% and is currently set to rise to 27% by 2026. It is predicted that by 2026, close on half of the population of Hampshire will be aged 45 years and over; with the largest growth to occur in those 85 years of age and over. Figure 3.11, below shows the historic trend and forecast changes to the age profile of Hampshire residents.

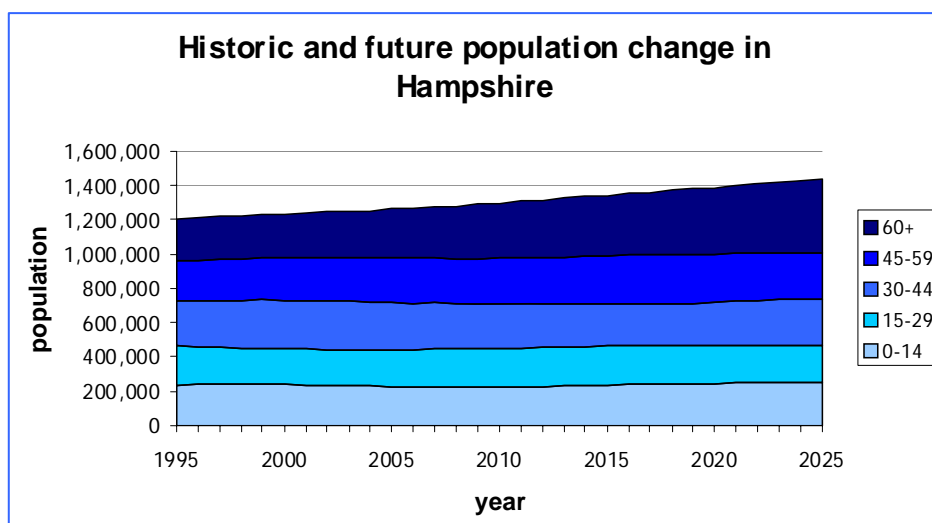
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<sup>109</sup> <http://www.dft.gov.uk/pgr/sustainable/manforstreets/pdf/manforstreets.pdf>

<sup>110</sup> <http://www.ciht.org.uk/en/events/manual-for-streets-2.cfm>

<sup>111</sup> [http://www3.hants.gov.uk/manual\\_for\\_streets\\_companion\\_document\\_final\\_for\\_adoption\\_\\_hf000000757359\\_.pdf](http://www3.hants.gov.uk/manual_for_streets_companion_document_final_for_adoption__hf000000757359_.pdf)

**Figure 3.11 – Graph to show historic and future population age profile change**



It is within the 85 plus age group that the probability of poor health increases, with the resulting reduction in independence and higher reliance on others for care. [Source: [Older Person's Well-Being Strategy 2008 – 2011](#)<sup>112</sup>, Hampshire County Council].

As well as having implications for the healthcare system, these trends will increase demand for hospital transport and community transport schemes, and the number of people requiring care at home to help maintain their independence. The provision of care and services to elderly people in their homes helps older people to live independently, and reduces the need for them to travel. A small but growing proportion of older people may not be considered “fit” to drive on medical grounds, and more may need to be done to improve standards of driving.

Public transport provision is of particular importance to older people and the County Council will continue to work in close partnership with operators and providers to maximise the effectiveness of bus services and community transport where possible. Community transport solutions, in particular, together with travel training, companions and other measures can support vulnerable users.



### Transport and meeting the needs of children

The County Council plays a key role in supporting and meeting the needs of children and young people. The County Council's vision and priorities for children and young people are set out in the [Hampshire's Children and Young People's Plan](#)<sup>113</sup> (2009-2012).

Transport plays a key part in achieving this through provision of home-to-school transport and transport for young people up to the age of 19. These services provide access to education and vocational training opportunities, but the cost of these services has been increasing faster than the rate of inflation. In the current financial climate, more efficient

<sup>112</sup> [http://www3.hants.gov.uk/72041\\_older\\_people\\_strategy.pdf](http://www3.hants.gov.uk/72041_older_people_strategy.pdf)

<sup>113</sup> <http://www3.hants.gov.uk/cypp-forweb.pdf>

approaches to these services that deliver better value for money are required. The move towards modules being delivered on different locations, sites and buildings will create different transport needs, as will the “extended schools” programme. There are also



particular transport issues that will be considered for children with Special Education Needs and Learning Difficulties and Disabilities. The school run is a significant generator of traffic, and adds to congestion problems in the morning peak during term-times.

Achieving greater use of sustainable travel modes for journeys to school is a significant challenge.

Encouraging children and young people to walk and cycle more regularly can be encouraged through Bikeability training, competitions and other measures identified through school travel plans.

Public transport services are used regularly by many children and young people to access social networks, leisure, shopping and recreation opportunities.

Ensuring that travel information is available in formats popular with young people such as via

smartphone ‘apps’ will be increasingly important in the future.

### Planning Policy Context

With the election of a Coalition Government in May 2010, the policy context within which this LTP has been developed changed. [The Coalition: Our programme for Government](#)<sup>114</sup> provided an initial framework, highlighting national priorities for a dynamic economy, sustainability, particularly in the form of reducing carbon emissions, and improved well-being and quality of life.

The cornerstone of Government policy is an increased emphasis on local determination, exemplified through the ‘Big Society’ Programme. The aim of this is “to create a climate that empowers local people and communities, building a big society that will ‘take power away from politicians and give it to people’”.

The Big Society offers an opportunity for people across the county to engage with each other and take action and responsibility for improving the society in which we live. This presents a real opportunity to develop innovative approaches to addressing the transport and travel challenges that communities face and improve the delivery of services for all. The County Council welcomes the focus on localism, as set out in the recent [Decentralisation and Localism Bill](#)<sup>115</sup> that was published in December 2010. For transport, this could mean devolving powers and responsibilities to Town and Parish Councils, where appropriate. Local communities will have a clear idea of the main transport challenges they face, and their own ideas for addressing these.

The Decentralisation and Localism Bill, taken together with the Local Transport White Paper published in January 2011, provides an overall context for the LTP. The LTP has been developed within the policy framework offered by **Planning Policy Statements** (PPS). With the removal of the regional tier of planning guidance, the overall policy context for the LTP is underpinned by PPSs and (where they remain) Planning Policy Guidance (PPG), which provides national policy and principles.

<sup>114</sup> [http://www.cabinetoffice.gov.uk/media/409088/pfg\\_coalition.pdf](http://www.cabinetoffice.gov.uk/media/409088/pfg_coalition.pdf)

<sup>115</sup> <http://www.communities.gov.uk/localgovernment/decentralisation/localismbill/>

All eleven district and borough councils in Hampshire, and the National Park Authorities, prepare **Local Development Frameworks** (LDFs) outlining the spatial planning strategy for that particular local area, encompassing transport and demonstrating how the council's policies affecting the development and use of land will meet the authority's economic, environmental and social objectives. The main component of an LDF is the Core Strategy, which includes an Infrastructure Delivery Plan.

The LTP strategy and implementation plan have been prepared in dialogue with local planning authorities who are at various stages in the development of LDFs for their areas. The County Council has therefore worked closely with districts to ensure that the transport elements of their Infrastructure Delivery Plans (where these have been produced) are consistent with the LTP.

The Government has introduced a new right for communities to create **Neighbourhood Plans**, to help simplify arrangements for securing planning permission for certain types of development. The County Council will feed into the preparation of such plans where appropriate. This has the potential to build upon the active role played in supporting the development of Parish and Community Plans through provision of specialist input and advice, including on transport issues.

A [Hampshire Countryside Access Plan](#)<sup>116</sup> has been produced which outlines activities and actions to improve access to the countryside. This incorporates a series of seven area-based Countryside Access Plans (CAPs) which, together with a County Overview, form the Rights of Way Improvement Plan (ROWIP) for Hampshire. Each of these CAPs contains a delivery plan, setting out actions to be delivered.

Hampshire County Council's Vision for countryside access in Hampshire is:

*“A network that provides the highest quality countryside access for everyone to enjoy, now and in the future.”*

The County Overview identifies a series of county-wide priorities for improving access to Hampshire's countryside to achieve this vision. Ensuring that people have a good level of access to the countryside is a challenge. Barriers to access could include having no access to a car, lack of information about countryside walks in the area, or lack of public transport. 'Green Infrastructure' strategies are also being developed that identify the need for both biodiversity and access, given possible future housing and population growth.



<sup>116</sup> <http://www3.hants.gov.uk/countryside/access-plans.htm>



## **Chapter 4 – Monitoring and Review**

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This section of the LTP has been produced at a time of great uncertainty about the level of funding likely to be available to deliver the Plan. This affects the range and scale of indicators and targets that are sensible to adopt at this time. Furthermore, the Government now only requires a single list of performance data from local authorities, with decisions on what targets to adopt to be made locally, allowing the County Council to place a greater emphasis on local priorities. Over the next five years the County Council's priorities for transport will be supporting growth by ensuring safety, soundness and efficiency of the transport network in Hampshire, maintaining roads and maximising network capacity. This is reflected in an opening set of actions, indicators and targets that focus on public satisfaction and measures for the management and maintenance of transport infrastructure.

In line with the increasing emphasis on localism and decentralisation, LTP monitoring is focused on performance in areas of activity that are of direct benefit to the County Council and people of Hampshire.

In some areas of activity, indicators and targets are quite long term and relate to activities where the effect will take a number of years to materialise (for example, major investment and land use planning to address strategic congestion). However, some targets are more immediate, such as investment in casualty reduction measures. To ensure consistency with the three-year Implementation Plan set out in Chapter 8, the initial target periods will cover up to 2013/14 at least. During this initial plan period the County Council recognises the likely funding constraints, which will be reflected in the Implementation Plan and associated targets. The longer-term targets set will reflect the County's ambitions in continuing to give value for money and maintaining excellent services for the residents of Hampshire in the future.

The contribution of transport towards wider strategic outcomes is an integral part of the LTP strategy, as set out in Chapter 3. Therefore key actions and indicators have been identified to measure and monitor the management, maintenance and provision of transport infrastructure and sustainable transport to support economic growth and reduce carbon emissions. The public satisfaction indicators will be used to supplement these, and also to monitor the impact of the overall LTP strategy. Monitoring of activities to reflect other priorities will be developed as necessary, using publicly available data where possible, to demonstrate progress in other areas such as public transport, traffic volume, accessibility, community transport, school travel, active travel and travel planning.

This also demonstrates the importance of partnership working in delivering the LTP strategy and vision, both within the authority between departments, and externally with stakeholders. Indicators and targets will be regularly reviewed as part of the ongoing development of the LTP, so that a fuller range of targets for the LTP can be produced as strategies develop and the funding situation becomes clearer.

### **Monitoring Theme 1 – Public Satisfaction**

Hampshire County Council exists to satisfy the needs of Hampshire residents and businesses and therefore recognises the importance of public satisfaction in the development and delivery of transport services. To help monitor this, the Council participates in the NHT Network Public Satisfaction Survey. The survey seeks to identify services the public think are most important and understand how satisfied they are with delivery of those services.

The NHT Network ethos and survey helps the County Council in its aims to be accountable, responsive and transparent. Details of the survey and previous results for Hampshire can be found at [www.nhtsurvey.org](http://www.nhtsurvey.org).

**Action:** To measure the level of public satisfaction in the following key areas:

- Highway maintenance /enforcement
- Accessibility
- Public transport
- Walking/cycling
- Traffic congestion
- Road safety

The County Council has committed to improving its comparative and actual satisfaction ratings on the NHT road maintenance Key Benchmark Indicators (KBIs) as part of the Corporate Improvement Plan (CIP). Performance in other areas will also be considered, relating this to the funding available over the LTP strategy period. In addition, information from the public satisfaction surveys is being used to develop review processes which will feed back into budget decisions and will measure how successfully practices in areas such as maintenance and asset management are performing. Results from, and detailed analysis of, the NHT surveys will inform future indicators and targets, with a focus on perceptions and where specific local initiatives are taking place.

## Monitoring Theme 2 – Economic Growth

Hampshire County Council is working hard to maintain a thriving Hampshire with strong economic growth. As a local authority responsible for the transport network, it is clear that a strong and effective transport system helps to support economic growth within Hampshire, through the provision of a well-maintained and well-managed transport network (which functions as the arteries of the County for movement of people and goods), by connecting employment centres to labour markets.

Hence in the LTP priority is given to maintaining investment in the highway and transport asset to ensure a safe, well-maintained and managed network, to support the reliable movement of people and goods. This is reflected in an initial target and indicator set focussed on asset management, road safety, congestion and traffic monitoring.

### Investing in Infrastructure: Highways Maintenance

#### Carriageways

The targets below are similar to those set down in the second LTP (2006-2011) but have been enhanced to mirror the importance Hampshire has now placed on highway maintenance.

**Targets:** A roads maintain red condition\* at 6.0% +or- 1.5% throughout the LTP period  
B&C roads maintain red condition at 9% +or- 2% throughout the LTP period  
U roads maintain red condition at 9% +or- 2% throughout the LTP period

Based on the results of customer feedback and the surveys that the County Council has conducted recently it is believed that these targets are appropriate in terms of meeting the public's expectations of highway condition and good maintenance practice. In addition, the

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\* Red condition - can be defined as those roads that are in need of structural repair.

Council believes that these targets represent good value for money and return against investment. The County Council is committed to restoring resilience in the network and is applying a long-term strategy which is not solely focussed on repairing the sections of carriageway in the worst condition. It is therefore important to set reasonable targets for managing the network in the poorest condition so that funding can also be allocated to preventing further deterioration on other parts of the network.

It is also realised that the target reflects only part of the highway asset and within that only part of the carriageway asset. A balanced, sustainable asset management approach to budget allocation must therefore reflect the maintenance needs of the whole asset; the use of that asset and that carriageway condition is not the only consideration.



### Footways

**Target:** To complete the footway inventory and condition survey in 2012 and use the information to develop lifecycle plans, targets and inform budget allocation for the 2012/13 financial year.

The County Council does not have a complete inventory of its footway asset and has limited information on whole network condition. Part of Hampshire's Asset Management Strategy is to identify data and information needs in order to manage assets better, allowing informed decision making. To achieve this, the council has embarked on a two-year project to collect its footway inventory and measure its condition using the Footway Network Survey (FNS).

### Bridges and Structures

**Target:** To achieve at least 90% of bridge stock with Level of Bridge Condition Index (BCI) average greater than 80 (fair or better condition) over the five-year period from 2011/12 to 2015/16.

The County Council has a long-term strategy to increase/improve its bridge condition index (BCI). To achieve this, annual targets will be set for strengthening and replacing bridges that are not to current standards, when there is a clearer indication of the likely level of funding that will be available. Similarly other targets will be set for painting and replacement of footbridges over railways and the installation of protective measures on road-rail interfaces. In addition to maintaining the structural requirements, the Council considers the visual environment to be a high priority and will set improved service levels and targets for the removal of graffiti.

These sound asset management principles will improve the condition of the bridge stock and reduce potential risk issues where appropriate.

### Drainage

**Action:** To complete strategies and plans within timescales to be determined

The County Council is committed to meeting the challenge of climate change' and as a Highway Authority is committed to developing strategies and plans that support these objectives; in particular this includes ensuring that our weather emergency plans and drainage assets are operating efficiently.

With particular reference to drainage, the Council is presently developing plans to meet the European requirements for flood risk assessment, producing its own flood risk strategy, surface water management plans and district-based flood relief plans.

Targets will be set for completing these plans within set timeframes, to rationalise cleansing regimes, reduce flooding incidents and develop maintenance strategies that reflect positive customer feedback.

Once there is a clearer indication of the likely level of funding available, targets and indicators will be set for footway asset management, bridge replacements/improvements and drainage strategies.

### Road safety

A major priority for the County Council is to promote and increase road safety. Programmes continue to be targeted at reducing the number of people and children killed and seriously injured on Hampshire's roads, excluding motorways and trunk roads, which are the responsibility of the Highways Agency.



The current draft national (Great Britain) road safety strategy, '[A Safer Way: Consultation on Making Britain's Roads the Safest in the World](#)' (April 2009)<sup>117</sup> identified possible targets for 2020. A new Road Safety Framework was due to be published shortly after this LTP was written. The casualty reduction targets below reflect the current direction of Government policy and have been derived locally, in recognition of the reduced levels of funding likely to be available for road safety initiatives.

**Targets:** To reduce the number of people killed or seriously injured in road traffic accidents on Hampshire's roads by 20% from the 2004 to 2008 average by 2020.  
To reduce the number of children killed or seriously injured in road traffic accidents on Hampshire's roads by 20% from the 2004 to 2008 average by 2020.

**Interim Target:** To achieve 50% of the targeted reduction by 2015

These provide a clear measure of performance that is readily understood, easily measured and provides consistency and continuity with existing targets. In the absence of a requirement to make direct comparisons with a national target, motorway and trunk road accidents are excluded, since the County Council has no control over these roads.

Current indicators are measured as rolling three-year averages and this will continue since it provides a more stable picture of trends and reduces the effects of short-term fluctuations.

### Congestion and Traffic Management

Congestion on the road network leads to significant costs for the economy of Hampshire, in terms of delay and disruption. Therefore, a strategic priority of this LTP is to effectively manage and maximise the capacity and efficiency of the strategic and local road network in Hampshire. In addition, as part of monitoring traffic flows in Hampshire, indicators of

<sup>117</sup> <http://www.dft.gov.uk/consultations/archive/2009/roadsafetyconsultation/roadsafetyconsultation.pdf>

economic activity can be measured including numbers of light and heavy goods vehicles and footfall surveys to determine activity within key centres.

#### Level of congestion at local priority sites

**Action:** To identify priority areas where local congestion will be addressed using a programme of practical interventions by 2012

Once priority areas have been identified, targets will be set to measure and address local priority issues within areas where local partnership working will be key to identifying locations of congestion. Targets will be developed at each site during the lifetime of the LTP. At this level there are different scales of problems and practical interventions related to traffic management, school site congestion etc, where local partnerships will be most effective.

To measure congestion, traffic impacts and journey reliability at a strategic level, countywide indices of congestion ‘hot spots’ and traffic volumes will continue to be monitored. The index covers 50 links that are representative of congested roads across the highway network during the morning and evening peak periods. This will enable year-on-year comparisons for the two established indices to be continued and trends to be examined.

**Indicator:** To measure journey reliability in terms of average total vehicle delay (hours) at 50 representative road links that are congested during the morning and evening peak periods.

These are measures that can be used for comparative purposes to help prioritise actions and funding over the longer term, therefore supporting the identification of key investment priorities for transport infrastructure improvements.



An indication of the state of the economy can be gleaned from the number of light vans (LVs) and heavy goods vehicles (HGVs), as these vehicle types are broadly representative of different sectors of the economy. Light van traffic tends to follow a similar trend to economic indicators such as retail sales and Gross Domestic Product, whereas HGV traffic flows are more related to outputs in manufacturing and construction.

Whereas increased numbers of light and heavy good vehicles on Hampshire’s road network would add to road congestion, monitoring the numbers of these commercial vehicles, at either a local or strategic level, could give an indication of local economic activity.

### Monitoring Theme 3 – Reduce Carbon Emissions

In 2008, total carbon emissions in Hampshire were 6.8 tonnes per capita, of which transport accounted for around two tonnes per capita.

Therefore, although transport has an important role to play in responding to the challenge of mitigating and adapting to climate change, it is only one of a number of areas and hence its importance should not be overstated. At a national level, monitoring to date indicates that reducing carbon emissions from transport is particularly challenging.

A range of sustainable transport measures are delivered across the county that can have a beneficial impact on climate change. Monitoring of these activities can include usage of public transport, community transport, school travel, active travel, cycling, walking and travel planning.

## **Public Transport**

### **Overall public transport usage**

**Indicator:** The total number of journeys by bus, rail and coastal ferry services in Hampshire.

The LTP strategy supports the development and improvement of public transport measures and encourages bus, rail and ferry use. It is therefore important to measure public transport use and the County Council will continue to report the total number of local bus passenger journeys originating in the authority area as part of this indicator. Such journeys increased by over 11% between 2003/4 and 2009/10, meeting the corresponding LTP2 target by a comfortable margin.

However, in the LTP, public transport usage and bus services running on time will be monitored as an indicator, rather than a target because of a number of external factors that are likely to have an impact on passenger numbers. The fluctuation of the economy is an important influence on passenger numbers for all three modes, and the recent downturn is likely to have been the main cause of a small reduction in passenger numbers since 2008/9. The economic downturn coupled with reduced funding will mean that there will be lower levels of investment in bus route infrastructure than during previous Local Transport Plans. Responsibility for providing the free national concession for elderly and disabled bus users passes to the County Council in 2011, and reduced funding means that discretionary enhancements to the concession offered over and above the statutory minimum in many cases now must be curtailed, thus affecting the number of journeys made by pass holders. Changes in the retirement age will also affect the eligibility of pensioners for the concession. These, and other factors mean that measures that have encouraged passenger growth during LTP2 may be suppressed to a significant degree in the early years of this new LTP.

### **Bus services running on time**

**Indicator:** The level of bus punctuality along corridors where projects to reduce delays affecting buses have been implemented

A countywide Bus Punctuality Improvement Partnership for Hampshire was agreed in 2008. From this, work has been carried out to identify congestion points in different areas of the County, and subsequently a range of measures, including adjustments to traffic signal timings, have been put in place, leading to a reduction of delays affecting buses in several areas. This measure focuses on local objectives rather than countywide monitoring, to aid investment decisions and monitor the impact of local improvement schemes.

### **Local Accessibility**

Good local accessibility reduces the need to travel in terms of trip length and frequency. This helps cut the amount of carbon generated by road traffic and supports the local economy by saving time and money spent on the movement of goods and people. Use will be made of Geographical Information Systems (GIS) to inform land use/transportation decision-making. Local accessibility will be monitored using spatial analysis techniques to

obtain quantitative data and the National Highways and Traffic Survey to gather qualitative information.

Results from, and detailed analysis of, the NHT surveys will inform future indicators and targets, which will continue to be measured, with a focus on perceptions and where specific local initiatives are taking place.

### Sustainable Travel

This is an area of activity of some importance in the short to medium term, when funding for major transport infrastructure is likely to be heavily constrained, but potential exists through the new Government's Local Sustainable Transport Fund (LSTF). More than half of the funding available from this source will be in the form of revenue funding, which, if bids to this fund were successful, could be used to support promotion of sustainable travel, travel planning or journey planning, along the lines of recent [work with business parks in the Farnborough area](#)<sup>118</sup>. Sustainable travel measures can benefit local areas in a number of ways. These include reduced congestion, better quality of life, improved air quality, health benefits and carbon savings.

The County Council collects school travel data as part of the annual school census. This information remains useful as an indicator related to carbon reduction and travel to school, and could also be used to help inform LSTF bids (more details on planned LSTF bids are available in Chapter 8). Data collected from automatic cycle counters gives a measure and shows trends in cycle activity at a representative index of survey sites. Coverage of workplace travel plans produced by local businesses and new developments is monitored to encourage employees to consider modes of travel other than the private car.

Air quality is monitored by the district councils and there is currently automatic monitoring of various air pollutants such as nitrogen dioxide (NO<sub>2</sub>) and particulate matter (PM10) across Hampshire. District councils develop Air Quality Action Plans (AQAPs) for each declared Air Quality Management Areas (AQMAs), which detail measures to address the air quality problems identified. Although there are a number of short-term measures that can be introduced that have a beneficial impact on air quality, they are difficult to quantify. Progress towards the air quality targets can sometimes be slow as larger scale solutions, such as town centre access plans and major schemes, are often needed to make a significant impact.

This transport related information and data will continue to be monitored and measured to inform the LTP as it progresses and strategies develop.

**Fed up with traffic jams? Then find a smarter way to work!**

**SHARE A LIFT** (2+)

- Share travel costs
- Cut congestion and enjoy a more sociable journey
- Free up parking and save yourself rushing for the last space

**USE PUBLIC TRANSPORT**

- Relax and let someone else do the driving
- Save 10% on 13 and 52 week tickets with Stagecoach busses
- Use your time spent travelling on the train productively

**TRAVEL BY FOOT OR BY BIKE**

- Cut the queues and improve your fitness
- Reduce your travel costs
- Forget about the worry of finding a parking space
- Save 10% at Purple Bike Shed

**USE FLEXIBLE WORKING PRACTICES**

- Work from the comfort of home
- Use compressed working hours
- Avoid rush hour by altering your work times

For more information contact your workplace travel plan co-ordinator:

NAME \_\_\_\_\_ EMAIL \_\_\_\_\_

Hampshire County Council [www.hants.gov.uk](http://www.hants.gov.uk)

<sup>118</sup> <http://www3.hants.gov.uk/workplacetravel/smarterwaystoworkfarnborough.htm>

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DP World Southampton  
and Freightliner*

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