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20 September 2010

S U M M O N S

MEETING: Economic Development Sub-Board
DATE: 28 September 2010
TIME: 6.00 p.m.
PLACE: Committee Room 1, Town Hall, Gosport
Democratic Services contact: Chris Wrein

LINDA EDWARDS
BOROUGH SOLICITOR

MEMBERS OF THE SUB-BOARD

The Mayor (Councillor Allen)(ex-officio)
Chairman of the Policy and Organisation Board (Councillor Hook) (ex-officio)

Councillor Lane (Chairman)
Councillor Langdon (Vice-Chairman)

Councillor Chegwyn	Councillor Mrs Hook
Councillor Edgar	Councillor Ronayne
Councillor Mrs Forder	Councillor Wright

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(To be read from the Chair if members of the public are present)

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NOTE:

- i. Councillors are requested to note that, if any Councillor who is not a Member of the Sub-Board wishes to speak at the Sub-Board meeting, then the Borough Solicitor is required to receive not less than 24 hours prior notice in writing or electronically and such notice shall indicate the agenda item or items on which the member wishes to speak.
- ii. Please note that mobile phones should be switched off for the duration of the meeting.

AGENDA

PART A ITEMS

1. APOLOGIES FOR NON-ATTENDANCE

2. DECLARATIONS OF INTEREST

All Members present are required to declare, at this point in the meeting or as soon as possible thereafter, any personal or personal and prejudicial interest in any item(s) being considered at this meeting.

3. MINUTES

To confirm the minutes of the meeting of the Sub-Board held on 21 July 2010 (attached).

4. DEPUTATIONS – STANDING ORDER 3.5

(NOTE: The Sub-Board is required to receive a deputation(s) on a matter which is before the meeting of the Sub-Board provided that notice of the intended deputation and its object shall have been received by the Borough Solicitor by 12 noon on Friday, 24 September 2010. The total time for deputations in favour and against a proposal shall not exceed 10 minutes).

5. PUBLIC QUESTIONS – STANDING ORDER 3.6

(NOTE: The Sub-Board is required to allow a total of 15 minutes for questions from Members of the public on matters within the terms of reference of the Sub-Board provided that notice of such Question(s) shall have been submitted to the Borough Solicitor by 12 noon on Friday 24 September 2010).

6. HAMPSHIRE LOCAL ECONOMIC ASSESSMENT

PART II

To provide Members with a summary of the aims and content of the draft Hampshire Local Economic Assessment and to seek approval of the Council's consultation response.

Contact Officer:
Lynda Dine
Ext 5231

7. CONSULTATION ON PROPOSED LOCAL TRANSPORT PLAN
STRATEGY FOR HAMPSHIRE

PART II

To inform Members of the Local Transport Plan Strategy for Hampshire, for the years to 2031, and to respond to the consultation from Hampshire County Council on the emerging policies and priorities.

Contact Officer:
David Duckett
Ext 5424

8. ANY OTHER ITEMS

-which the Chairman determines should be considered, by reason of

Economic Development Sub Board
28 September 2010

special circumstances, as a matter of urgency.

Board/Committee:	Economic Development Sub-Board
Date of Meeting:	28th September 2010
Title:	Hampshire Local Economic Assessment
Author:	Head of Economic Prosperity, Tourism & Culture
Status:	For Decision

Purpose

To provide Members with a summary of the aims and content of the draft Hampshire Local Economic Assessment and to seek approval of the Council's consultation response.

Recommendations

That Members **note** the contents of this report and the consultation draft Assessment, as previously circulated.

That Members **approve** the Council's draft consultation response, attached at Appendix A.

1.0 Background

- 1.1 Part 4 of the Local Democracy, Economic Development and Construction Act 2009 placed a new duty on County and Unitary authorities to prepare a Local Economic Assessment (LEA). This Duty came into force on the 1st April 2010, requiring that an initial LEA be completed within 6-12 months of that date.
- 1.2 Although the new LEA Duty was placed on Hampshire County Council, there is a requirement to consult and seek the participation of District Councils. Similarly, District Councils have a corresponding duty to co-operate with their lead Authority, ie HCC.

2.0 Purpose and Scope of the Local Economic Assessment

- 2.1 One of the principal goals of the Local Economic Assessment is to create a comprehensive and robust shared evidence base, which is tailored to the needs of local economies. It is intended to provide a common assessment and understanding of economic, social and environmental issues to inform planning, strategy and delivery at different spatial levels within a defined functional economic area. The Assessment was intended to underpin and inform Sustainable Community Strategies, Local Development Frameworks and cross-authority partnership agreements.

- 2.2 The Assessment should provide a narrative of 'place' based on an understanding of the current and historical context of the defined economic area, whilst looking forward to the opportunities and priorities of the future. It should also include a more detailed Worklessness Assessment and link to Child Poverty Strategies.
- 2.4 The Assessment is required to address five broad themes of:
- ❖ Economic Geography;
 - ❖ Business and Enterprise;
 - ❖ People and Communities;
 - ❖ Sustainable Economic Growth
 - ❖ Economic Competitiveness

All core themes must be addressed by the Assessment, in addition to which authorities could also identify key issues of particular relevance to their local economic area.

- 2.5 The intention was for LEAs to be reviewed and updated annually, with a major refresh in 2013 when the 2011 Census data became available. It is not yet clear whether Local Economic Assessments will continue to remain a duty on local authorities under the present government, but the exercise to create this LEA has benefits in collecting and collating evidence for future reference. It is therefore important to ensure that Gosport's opportunities and aspirations are appropriately represented and that the picture painted of Gosport in the LEA reflects the Council's own understanding and assessment of need.

3.0 Implementation of the Hampshire Local Economic Assessment

- 3.1 Hampshire County Council has worked collaboratively with the unitary authorities of Portsmouth and Southampton to provide a Local Economic Assessment that encompasses the totality of the County area.
- 3.2 The County has also worked with district and unitary authorities to collate existing data and has undertaken much of the initial data analysis. This has then been reviewed by SQW Consultants, who have been appointed by the County to also gather qualitative data and develop the accompanying narrative.
- 3.3 The consultation on the draft Hampshire LEA closes on 15th October 2010; following which the Assessment will be finalised and submitted to the Hampshire Economic Development Board for approval in December 2010.

4.0 Draft Hampshire Local Economic Assessment

- 4.1 In preparing the Hampshire Local Economic Assessment, the County Council identifies a number of different spatial levels which it uses for data

analysis and commentary. These vary from the 'Hampshire Economic Area', which is defined as co-terminus with the County's boundary and includes the two cities of Portsmouth and Southampton, through to individual local authority Ward and Lower Super Output Areas.

- 4.2 The majority of analysis and commentary contained in the technical annexe is, however, carried out at sub-regional level. This recognises the established partnerships of Urban South Hampshire (PUSH) and North Hampshire, whilst defining the remaining largely rural area as the 'Central/Mid Hants' sub-region. The evidence base prepared in support of the Draft PUSH Economic Development Strategy was also used in the preparation of the Local Economic Assessment.
- 4.3 District level analysis is limited to consideration of commuting flows, earnings and population change; as well as some unemployment and deprivation data. As a result, whilst the draft Assessment accords well with the evidence base and aspirations of the PUSH sub-region, it has more limited application in policy formation at individual local authority level.
- 4.4 The consultation draft (previously circulated) is intended to provide a summary of the key findings, and is based on the detail and comparisons contained in the technical annexe. Both documents are structured to address the core themes of the Local Economic Assessment identified at Paragraph 2.4 above.
- 4.2 A draft consultation response, prepared on behalf of the Council, is attached at Appendix A and includes comments on both the consultation draft and accompanying evidence base.

5.0 Resource Implications

- 5.1 There are no direct resource implications, although both the County Council and PUSH are important partners in assisting Gosport to realise its opportunities and address its needs. Ensuring that the potential and challenges facing Gosport are properly recognised in the Local Economic Assessment is therefore important and is likely to impact on the resources and support available to the Borough in the future.

6.0 Risk Assessment

- 6.1 Participation in the consultation on the draft Hampshire Local Economic Assessment, will help ensure that the issues and opportunities in Gosport are properly represented and influence the investments and actions of County and sub-regional partners.

7.0 Conclusion

- 7.1 The Hampshire Local Economic Assessment and associated technical annexes identify many of the issues important to the south Hampshire sub-region and make a number of regional, national and international comparisons. Where the LEA provides more detailed local authority, Ward and Lower Super Output Area analysis in the technical annexe, there is recognition that Gosport is one of a number of areas that faces challenges associated with worklessness and deprivation. This is particularly important as the Council continues to work with the County Council on a joint approach to tackling deprivation.
- 7.2 Participation in this consultation provides the Council with an opportunity to ensure that Gosport's wider economic interests and opportunities are accurately and properly represented in this potentially important document.

Financial Services Comments:	None
Legal Services Comments:	Contained within the report
Service Improvement Plan Implications:	Contributes to EP/027; EP/033: EP/034; EP/035; EP/036
Corporate Plan:	Contributes to PR1/002; PR2/001: PR4/002
Risk Assessment:	See Paragraph 6.0 of this report
Background Papers:	Review of Sub-National Economic Development & Regeneration (July 2007) Local Democracy, Economic Development & Construction Act 2009 Local Economic Assessments - Consultation on draft statutory guidance (December 2009) Report to Economic Development Sub-Board 9 th March 2010 Hampshire Economic Assessment 2010 Consultation Draft and Technical Annexes (July 2010)
Appendices/Enclosures:	Appendix A: Draft Consultation Response on behalf of Gosport Borough Council
Report Author/Lead Officer:	Lynda Dine

Hampshire Economic Assessment 2010 **Draft Consultation Response on behalf of Gosport Borough Council**

1 What are your comments on Section 1 “Introduction”?

This section defines the Hampshire Economic Area and sub-regional areas, which are used as the primary spatial levels for analysis and comparison of data. It also details the process of preparing the Assessment and structure of the report.

Whilst it is helpful to have sub-regional and other comparators, the limited reference to data at local authority level (both in the Consultation draft and Technical annexes) does restrict the usefulness of the Economic Assessment as an evidence base to inform Borough and City strategies and policy formation.

The value of a County assessment is agreed, but the complementary requirement to assess the individual stakeholder’s engagement with this is key. This aspect has been lost or is insufficiently described in both the consultation draft and technical annexes. In treating the sub-County PUSH area as a single expression of the local economy, the HEA fails to acknowledge the negotiation and effort needed to create the added value that derives from such a partnership approach.

2 What are your comments on Section 2 “The spatial economy and ‘economic flows’ “?

Aside from a brief discussion on the spatial distribution of the Hampshire Economic Area’s population and a recognition of the role that key assets can play as catalysts for economic growth; this section primarily focuses on commuting flows, the role these play in creating differences amongst resident and workplace earnings, and the implications of commuting flows on housing affordability, and cohesion and sustainability of individual communities.

This section would benefit from some discussion of the causes of net out-commuting from South Hampshire, including at an individual local authority level. In particular, acknowledging the effect of low job density and potential mismatch between the skills base and available employment on commuting flows and the implications that these have for sustainability and economic growth.

For Gosport, this aspect is particularly important, as it is at the heart of our strategy formation and commitment to providing local employment opportunities. Similarly, it is allied to the opportunities that exist in Gosport for the near and mid-term future, despite the constraints of the current economic climate.

Paragraph 2.10, bullet point 4, acknowledges the risk of drawing conclusions about the impact of commuting across boundaries. This is an important point that is not fully reflected in the Executive Summary.

3 What are your comments on Section 3 “Overall economic competitiveness”?

This Section provides a broad summary of the data related to drivers and measures of productivity measures, including Skills, Innovation, Competition, Entrepreneurship and GVA (Gross Value Added).

As with a number of Sections of the Assessment, the aggregation of data to support sub-regional analysis means that many of the nuances of difference at a local authority level are not acknowledged. Whilst the conclusions and evidence base may be of assistance in shaping sub-regional policy, they are therefore of more limited use to individual authorities.

At some point, the need to have a common approach to GVA comparison will be important if the HEA is to provide the basis for testing the contribution or need of individual local authorities against Hampshire or South East averages.

The footnotes number 21 and 22 associated with Paragraph 3.8, contain key context and constraints that merit greater prominence. They are important in terms of the need for ‘doing more with less’ and in highlighting the lack of sufficient data to assess levels of business investment.

The highlight on the skills base weaknesses in ‘Districts in South Hampshire’ (Paragraph 3.10) would benefit from drawing on associated evidence in the technical annexes that acknowledges the presence and importance of sector-relevant skills in the sub-region.

The concluding inference as to South Hampshire’s low levels of business density (Paragraph 3.16 bullet 3 final sentence) does not sit well in the context of seeing value from major (larger) employers alongside diversity which may increase resilience. It would merit review before publication.

4 What are your comments on Section 4 “Sectoral composition”?

The findings in this Section accord with those contained in the PUSH evidence base, recognising the particular importance of advanced engineering, aerospace and defence, and marine to the growth aspirations of the south Hampshire sub-region, reflecting a priority that is a key part of Gosport’s future and its contribution to the economic strength of the region.

Importantly, there is also recognition of the vulnerability of the south Hampshire economy, arising from its strong dependency on public sector employment and the potential impact of spending cuts. In

commenting on this risk, we suggest that both the scale of the challenge and the experience of responding to previous change should be acknowledged.

We also welcome the recognition of the contribution that the Community and Voluntary sector make to economic, social and environmental wellbeing.

5 What are your comments on Section 5 “People and communities”?

Given the wealth of data and analysis provided in the corresponding section of the technical annexe, the summary and commentary provided is comparatively brief. (For example, there are 8 pages of analysis and commentary on ‘Economic Flows’ in Section 2 of the consultation draft and 10 pages in the technical annexe; compared to 6 pages of analysis and commentary on ‘People and Communities’ and 50 pages of evidence in the technical annexe (excluding skills and qualifications). Given the importance of the labour market to the economy of Hampshire, this does seem a little disproportionate.

In summarising this section, we would like to see discussion of the implications, challenges and opportunities raised by the underpinning evidence.

The impact of an aging population and a sizeable retired community may also be relevant to include in Key Findings for this section.

6 What are your comments on Section 6 “Environmental sustainability of the economy”?

Helpfully, this Section acknowledges the comparatively strong performance of the south Hampshire sub-region in respect of reducing carbon emissions and highlights the issues of traffic congestion on the M27 and M3 and, congestion ‘hotspots’ in Basingstoke, Portsmouth, Gosport and Hythe. Similarly, there is brief commentary on housing completions and affordability, as well as employment land allocations.

However, in all cases, there is minimal discussion about the causes, implications or opportunities arising from the data analysis.

There is also a need to update the Employment Land commentary to reflect the decision not to develop the Strategic Development Area (SDA) to the north of Hedge End.

7 What are your comments on Section 7 “Future prospects”?

We acknowledge the uncertainty associated with forecasting population and employment growth and recognise that the ability of the south Hampshire local labour market to meet anticipated future employment and skills’ needs will be dependent on an ambitious strategy for economic growth and skills development.

To improve sustainability and tackle some of the underlying causes of commuting and worklessness in south Hampshire, employment generation needs to be encouraged in older urban areas such as Havant and Gosport, as well as the cities of Portsmouth and Southampton.

Similarly, the opportunities for high value economic growth presented by the development of priority sectors such as advanced engineering, marine, aerospace and defence require commitment and ambition to maximise the associated assets and skills that reside throughout the south Hampshire sub-region; not just cities.

Gosport sees realisable strategic opportunities to contribute to the region's economic growth through projects with a local footprint. Inclusion of some examples of individual projects or opportunities which demonstrate the added value that localities and sub-regional partnerships provide would complement and support the general strategic direction set by the HEA.

8 What are your comments on Section 8 "Conclusions"?

Aside from reiterating the points made at 7 above, we would question the emphasis placed on Farnborough, Aldershot and Andover in paragraph 8.13 as examples of localised inactivity and exclusion. A review of the evidence provided in the technical annexe identifies the Boroughs of Havant and Gosport (together with Portsmouth, Southampton and Basingstoke) as having the most Wards and highest number of working age benefit claimants amongst the top 20 Wards in the Hampshire Economic Area. A similar picture is noted for Incapacity Benefit/Employment Support Allowance claimants and numbers of Job Seeker Allowance (JSA) claimants at March 2010.

Whilst accepting that employment in the cities has declined over the last decade, it should also be recognised that in other areas, Gosport in particular, there is an historic employment deficit which also needs addressing. The Borough has a job density of 0.51 which exacerbates out-commuting and undermines economic, social and environmental sustainability.

9 Are there any issues that you think the draft Assessment fails to address?

As highlighted at Paragraphs 2 and 8 above, there is no mention of local authority job density levels and the links this has to employment creation, worklessness and commuting flows.

Whilst there is some comment on the averaging of Annual Population Survey (APS) data at district local authority level, there is no supporting evidence within the technical annexe. However, we recognise that reliable data on qualifications and occupations is difficult to achieve at

lower levels and that this aspect will benefit from more robust data following the Census 2011.

10 Do you have any data that may throw further light onto any of the issues covered by this draft Assessment or the additional issues you listed under question 9 above?

We do have information on commuting flows in respect of Gosport, which provides a robust sample and updates the Census 2001 data. This has previously been supplied to Hampshire County Council and is notable for the evidence that it provides of a rise in out-commuting since 2001, with the latter now equivalent to approximately 66% of the working population.

11 In what ways do you envisage your organisation will take the findings of the Assessment into account in its work and decisions?

At a sub-regional level, and accepting that a significant proportion of the data for south Hampshire utilises the PUSH evidence base, the technical annexes provide a useful summary and comparison with the Hampshire Economic Area and other benchmark areas.

Where the data directly relates to individual local authorities, Wards and Lower Super Output Areas; this is shown to accord with our own data analysis. The structure and coherence of the data analysis provided in the technical annexe is of value and it is our intention to use a similar structure to present a more detailed Borough profile in support of the Hampshire Economic Assessment.

12 Are there any ways in which the draft Assessment could be made more useful to you/your organisation?

Disaggregation of data, where possible, to better represent the differences, issues and opportunities available at a local authority level would make the Assessment of much greater use to Gosport Borough Council. In its current form, whilst helpful for sub-regional policy formation, it is too high level to usefully contribute to Borough plans and policies. The exception is in the related areas of worklessness and deprivation; where it clearly supports the continuation of our current joint working with the County Council at neighbourhood level.

13 Do you have any other comments about this draft Assessment?

The inclusion of subjective comments on inward investment as part of the Technical Annexe on Business and Enterprise is at odds with the evidence-based approach and analysis throughout the remainder of the document.

AGENDA ITEM NO. 7

Board/Committee:	Economic Development Sub Board
Date of Meeting:	28th September, 2010
Title:	Consultation on Proposed Local Transport Plan Strategy for Hampshire
Author:	Borough Solicitor
Status:	FOR DECISION

Purpose

To inform members of the Local Transport Plan Strategy for Hampshire, for the years to 2031, and to respond to the consultation from Hampshire County Council on the emerging policies and priorities.

Recommendations

That Members authorise officers to respond to the consultation on the Local Plan Strategy for the whole of Hampshire and South Hampshire as set out in paragraphs 7 and 8.

1 Background

- 1.1 Government legislation requires that each Local Transport Authority (LTA) creates a Local Transport Plan (LTP). The LTP outlines the County Council's strategy on transport. It sets out the aims and objectives for the transport system in the context of existing and emerging national policies.
- 1.2 In the South Hampshire sub-region this requirement applies to Hampshire County Council and the unitary authorities of Southampton City Council and Portsmouth City Council. These authorities are partners in Transport for South Hampshire (TfSH) and are seeking a common strategy for South Hampshire.
- 1.3 Currently the LTAs are producing their third local transport plan (LTP3), for the period 2011 to 2031. They are undertaking consultations with District Authorities and the public to inform this process.
- 1.4 LTP3 documents will contain a long-term highways and transport strategy, and a short-term implementation plan, outlining how the policies and strategies will be put into practice. The implementation plan will be developed once the LTAs have an indication of the level of funding available for transport. As a result of the public funding deficit, it is expected that funding will be very much reduced from

previous levels. This will be clearer once the Government's Comprehensive Spending Review is completed (due in October).

- 1.5 The County Council proposes county-wide policies and priorities - of which maintenance, safety on the roads and supporting the economy are the foremost. They are also promoting geographical strategies for the northern, central and southern areas of the county.
- 1.6 The Borough Council has been invited to respond to the consultation on the county wide proposals, and those specifically for South Hampshire.

2 The Consultation

- 2.1 The County Council has provided an information pack containing the following documents relevant to Gosport :-

- Part A: The long-term vision for Hampshire
- Part B: Emerging strategic transport priorities
- Part C: Wider Hampshire Challenges and Policy Context
- Consultation paper on draft Strategy for South Hampshire

Copies are appended to this report.

(The above consultation documents are also available through the TfSH website :-

<http://www3.hants.gov.uk/hampshire-transport/local-transport-plan/ltp-consultation.htm>

Viewing them online enables access to many other supporting documents and references by clicking the underlined hyperlinks)

- 2.2 The following two questionnaires have also been provided which invite comments upon the consultation papers and seek to establish the Borough's transport priorities:-

- Response form in respect of emerging transport priorities for the whole of Hampshire.
- Response form in respect of draft Strategy for South Hampshire.

The purpose of this report is to enable members to agree a response and enable officers to complete the questionnaires.

Copies of the questionnaires, and all the relevant papers in the information pack, have been placed in the Members Room.

3 Part A: The Long Term Vision

- 3.1 Part A of the consultation pack (see Appendix A) sets out a long-term vision of the transport system the County Council will seek to develop

over the next 20 years. It identifies a range of issues including those following.

- 3.2 It is the County Council's role to ensure 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.
- 3.3 Transport policy will contribute to policies on health and well-being, the economy and the environment. The County Council must therefore ensure that transport:-
- respects and protects the physical quality of places;
 - serves places' economic needs;
 - is fully integrated with other areas of policy affecting places (e.g. economic development, climate change and land-use planning);
 - helps places be sustainable and socially connected.
- 3.4 The vision of the County Council is :- *“safe, efficient and reliable ways to get around a prosperous and sustainable Hampshire”*.
- 3.5 The County Council advise that over the next few years there will be substantial reductions in available funding from all sources. This will limit policy choices. Certain options will be unaffordable in the short term, while essential tasks such as highway maintenance will consume a higher proportion of available funding. It is anticipated that the effects of current spending reductions will be felt right through the 20-year period of the proposed LTP strategy, as the system catches up with years of underinvestment. Even when the 'normal' situation has been recovered there will only be enough investment available to satisfy a fraction of our transport needs.
- 3.6 The County Council suggest that these funding constraints can be offset to a degree through better structural maintenance and traffic management; working to reduce dependence on the private car and encouraging low-carbon transport.
- 3.7 However, traffic and travel are social and economic activities requiring a 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. People will make choices based on their circumstances, and the role of the County Council is to ensure that, where practicable, such choices exist.

4 Part B: Emerging Strategic Priorities

- 4.1 Hampshire County Council is seeking to identify policies and interventions that are most likely to achieve the vision over the next 20 years. The proposed strategic transport priorities are set out in Part B of the consultation documents with explanatory text (see Appendix B to this report). It is recognised that the funding gap will limit ambitions in the short term, but it is expected that economic growth will return over the second half of the plan period enabling delivery of the more aspirational elements of the strategy.

5 Part C: Wider Hampshire Challenges and Policy Context

- 5.1 Part C (Appendix C) outlines the wider policy context for the transport strategy (it is recommended that this is read before Parts A and B). It discusses how transport can contribute to wider policy objectives of improving or protecting :-

- the economy
- the environment
- safety & health
- quality of life and place
- equality of opportunity
- meeting the needs of older people and children

6 Consultation paper on draft Strategy for South Hampshire

- 6.1 This consultation paper (Appendix D) sets out the characteristics of South Hampshire and the national and local policy background guiding the formulation of LTP3.

- 6.2 It identifies six key challenges that the proposed transport strategy must address as follows:-

1. Securing funding to deliver transport improvements during a prolonged period of public-sector spending restraint;
2. Ensuring the timely delivery of transport infrastructure;
3. Ensuring continued reliable transport access to the sub-region's three international gateway ports and airport, (and the hinterland they serve);
4. Maintaining the existing highway network and improving its resilience to the effects of climate change;
5. Widening travel choice to offer people reasonable alternatives to the private car for everyday journeys and reducing the need to travel, moving towards a low-carbon economy;
6. Managing the existing transport network to ensure that journey time reliability is improved.

- 6.3 The paper identifies seven key outcomes developed by TfSH which

are complementary to the corporate priorities of Hampshire, Portsmouth and Southampton. :-

1. Increased modal share for public transport walking and cycling
2. Reduced need to travel and reduced dependence on the private car
3. Improved journey time reliability for all modes
4. Improved road safety within the sub-region
5. Improved accessibility within and beyond the sub-region
6. Improved air quality and environment
7. Promoting a higher quality of life

- 6.4 Thirteen emerging policies (Appendix D, Policies A to M) form the policy framework through which the TfSH authorities will seek to address the challenges. The paper provides information on why and how these policies are being promoted. Delivery options listing more specific transport measures are also identified.

7 Response to Consultation on Proposed Local Transport Plan Strategy for all Hampshire

- 7.1 The County Council questionnaire contains the following questions with regard to the vision and strategic transport priorities for wider Hampshire. A suggested response is provided in italics below.

- 7.2 **Do you agree with the transport vision for Hampshire of “safe, efficient and reliable ways to get around a prosperous and sustainable Hampshire”? (Q1) (ref. Part A, Page 2)**

Yes

- 7.3 **Do you have any comments regarding the transport vision for Hampshire or the general content of Part A of the consultation? (Q2)**

We recognise the challenges raised within Part A of the consultation and feel the transport vision for Hampshire should be supported.

7.4 Indicate the priority by which each of the emerging strategic transport priorities for Hampshire should be addressed. (Q3)

The wording of the 16 priorities below has been abbreviated from that set out in Part

<i>Suggested levels of priority</i> ✓	Highest priority	High priority	Medium priority	Low priority	Not a priority
Priority A: Providing a safe, well-maintained and more resilient road network in Hampshire, as the basic transport infrastructure on which all forms of transport depend, and the key to continued casualty reduction	✓				
Priority B: Maximise the efficiency of existing transport networks	✓				
Priority C: Apply a 'speed management' approach vehicle speeds to reduce traffic impact on community life and encourage considerate driving			✓		
Priority D: Developing coherent policy approaches to parking, including small-scale or informal park and ride arrangements as well as supporting major 'park and ride' schemes			✓		
Priority E: Promoting the installation of new transport technologies		✓			
Priority F: Working with bus operators to grow bus travel and reduce dependence on the private car for journeys on main bus routes		✓			
Priority G: Maintaining a 'safety net' of basic access to services through Community Transport, including car-based provision such as car clubs and shared taxis				✓	
Priority H: Working with rail partners to deliver long-term rail investment			✓		
Priority I: Ensuring that travel from home to school affordably serves changing curriculum needs, underpins sustainable schools and maximises individual opportunities for education and training			✓		
Priority J: Improving co-ordination and integration between transport modes through better local interchanges, for example at rail stations		✓			
Priority K: Application of 'Manual for Streets' design principles to streetscapes in towns and residential areas			✓		
Priority L: Contributing to achieving local and national carbon targets through transport measures			✓		
Priority M: Reducing the need to travel through encouragement of a high-speed broadband network, support for local delivery of services, and (primarily in urban areas) the application of 'Smarter Choices' initiatives		✓			
Priority N: Investing in walking and cycling infrastructure, primarily in urban areas, to provide a healthy alternative to the car for local short journeys to work, local services or schools	✓				
Priority O: Over the longer term, developing bus rapid transit and premium public transport provision in South Hampshire	✓				
Priority P: Outlining and implementing a long-term transport strategy to enable sustainable development in growth areas	✓				

7.5 Do you have any comments regarding the emerging strategic transport priorities A to P? (Q4)

The strategic priorities are generally supported and all are important. The priorities indicated align with the priorities for the Borough of Gosport.

One size does not fit all, and policies and measures must not be too idealistic. The best fit for the local circumstances is required reflecting what can be practically and economically delivered to meet local travel patterns and essential needs.

Urban areas are different from rural areas and not all areas of similar characteristics are equally well provided. Some have seen significant investment and others, such as Gosport, have not. This has caused a significant infrastructure deficit within Gosport and this should be reflected in any County wide transport priorities.

There should also be a strategic priority to safeguard land and enable or deliver future highway improvements to reduce traffic congestion, improve journey time reliability, and address environmental and safety issues (inc. severance, noise, air quality) which effect quality of life. This would be consistent with Policy M of the South Hampshire Emerging Transport Policies (ref. Consultation paper on Draft Strategy for South Hampshire)

7.6 Do you have any comments on the content of Part C? Has anything important been omitted? (Q5)

With regard to the Planning Policy Context, Part C notes that the South East Plan has been revoked by the coalition government. However some authorities in South Hampshire are continuing to use the PUSH South Hampshire Strategy as a framework to guide their Local Development Frameworks. The quantum of development identified in the strategy has been developed through joint working and tested through public consultation.

8 Response to Consultation on Proposed Local Transport Plan Strategy for South Hampshire

8.1 The County Council questionnaire contains the following questions regarding transport policies and priorities specifically for South Hampshire, as set out in Appendix D. A suggested response is provided in italics below.

8.2 Do you agree with the transport vision for South Hampshire? (Q5)

Yes, we agree with the vision.

8.3 Do you have any comments regarding the transport vision for South

Hampshire?

The strategy is endorsed

8.4 Do you agree with the challenges facing South Hampshire that have been identified? (Q6)

We agree with the challenges.

Securing adequate funding for transport has long been a major challenge with has now become considerably harder. However it is also a challenge within the South Hampshire urban areas to find the space and the practical transport solutions to implement effective transport improvements and to address environmental and social restraints. It can be difficult to resolve conflicts of interest in both urban and rural areas arising from significant transport proposals.

The historical growth in demand for travel has been both generated and met by the car. Meeting demands for future growth through non car modes in a way that does not stifle economic growth will therefore be a considerable challenge. In the last 10 years travel by walking, cycling and public transport has stagnated and modal share in Hampshire has been low. A substantial growth in these modes will be required to reduce congestion and mitigate other adverse impacts of car use. This will need to be encouraged by significant investment in Smarter Choices and infrastructure to encourage travel change.

8.5 Indicate the priority by which each of the Transport Outcomes for South Hampshire should be addressed (Q7)

	Highest priority	High priority	Average priority	Low priority	Not a priority
<i>Suggested levels of priority ✓</i>					
Outcome 1: Increased modal share for public transport and active travel		✓			
Outcome 2: Reduced need to travel and reduced dependence on the private car	✓				
Outcome 3: Improved journey time reliability for all modes		✓			
Outcome 4: Improved road safety within the sub-region		✓			
Outcome 5: Improved accessibility within and beyond the sub-region			✓		
Outcome 6: Improved air quality and environment			✓		
Outcome 7: Promoting a higher quality of life		✓			

8.6 Do you have any comments regarding the Transport Outcomes for South Hampshire that have been identified?

Maintaining and improving economic performance should be an additional high priority outcome.

8.7 Indicate the priority by which each of the Emerging Transport Policies A to M should be addressed (Q9):

<i>Suggested levels of priority</i> ✓	Highest priority	High priority	Average priority	Low priority	Not a priority
Policy A ("Work with the Highways Agency, Network Rail, ports and airports to ensure reliable access to and from South Hampshire's three international gateways for people and freight")?		✓			
Policy B ("To optimise the capacity of the highway network and improve journey time reliability for all modes")?		✓			
Policy C ("To achieve and sustain a high quality, resilient and well-maintained highway network for all")?	✓				
Policy D ("To deliver improvements in air quality")?			✓		
Policy E ("To develop strategic sub-regional approaches to management of parking to support sustainable travel and promote economic development")?			✓		
Policy F ("To improve road safety across the sub-region")?		✓			
Policy G ("To promote active travel modes and develop supporting infrastructure")?	✓				
Policy H ("To deliver high quality road-based public transport networks that are accessible, easy to use and are supported by appropriate priority measures")?	✓				
Policy I ("To further develop the role of water-borne transport within the sub-region and across the Solent")?		✓			
Policy J ("To deliver targeted investment in rail infrastructure and service improvements")?			✓		
Policy K ("To work with Local Planning Authorities to integrate planning and transport")?	✓				
Policy L ("To deliver high quality public realm improvements")?		✓			
Policy M ("To safeguard and enable the future delivery of highway improvements within the sub-region")?	✓				

8.9 Do you have any comments regarding the Emerging Transport Policies for South Hampshire that have been identified?

It is not clear how sub-regional management of parking to support

sustainable travel can also promote economic development within South Hampshire. Whilst it is accepted that private vehicle in congested areas inhibit commercial traffic there first has to be realistic travel choice. It should be recognised that there are local circumstances that will determine parking policies and that that a uniform parking policy across the sub region may not be appropriate.

8.10 Of the potential options for delivery listed within Policies A to M, which measures would you MOST like to see delivered? Please explain the reasons for your views. (Q10)

*Policy A: Investigate the potential for hard shoulder running and variable speed limits to enhance capacity of the motorways.
Reason: To better accommodate existing traffic and future development and to facilitate BRT.*

*Policy C: Transport Asset Management Plan to facilitate efficient maintenance programmes.
Reason: There are no long term economies in neglecting future maintenance.*

*Policy G: Delivery of comprehensive walking and cycling networks and secure cycle parking at key destinations.
Reason: To encourage cycling as a healthy, environmentally friendly alternative to car travel and to take advantage of the exceptionally favourable topography of Gosport*

*Policy H: Development of BRT and bus priority and a supporting comprehensive network with improved through ticketing and interchange.
Reason: To build on the investment in Stage 1. To improve the quality and opportunity for travel by existing users and encourage modal shift. To better provide for younger and older generations of non car owners.*

*Policy K: Better integration of the LTP with the Local Development Framework.
Reason: Transport is often critical to successful development. Local Planning Authorities depend upon the LTA's to promote and deliver transport improvements. Their timely input is critical to the production of robust development plans and delivery of measures.*

*Policy K: Seek developer contributions from new development
Reason: To mitigate the impact of new development on existing transport networks*

Policy M: Safeguarding the route for the Stubbington Bypass and Newgate Lane corridor improvements. Delivering the improvements identified in the Strategic Access to Gosport Study.

Reason: *To address the historical under investment within Gosport; to tackle congestion and encourage inward investment to reduce the need to travel.*

Of the potential options for delivery listed within Policies A to M, which measures would you LEAST like to see delivered? Please explain the reasons for your views.

All measures are supported to some degree. There are none we would exclude.

9 **Conclusion**

- 9.1 The consultation package submitted by Hampshire presents a comprehensive insight into emerging transport policies and an opportunity for the Borough Council to convey their views and priorities.
- 9.2 It is recommended that the Borough respond to the consultation in the manner suggested in paragraphs 7 and 8.

Financial Services comments:	None
Legal Services comments:	None
Service Improvement Plan implications:	Development Services SMP includes a task to prepare the LDF Core Strategy including transport policies and measures which this report informs.
Corporate Plan:	The Local Transport Plan is largely consistent with the corporate priorities of tackling congestion, responding to climate change, attracting investment to Gosport's economy and maximising local employment opportunities.
Risk Assessment:	The real importance of the LTP is in what transport improvements it can deliver. Past LTPs have promised much and delivered little. Critical funding sources and decision making effecting transport improvements in Gosport are not in its control.
Background papers:	Hampshire County Council Consultation Response Forms :- (i) Consultation on draft Strategy for South Hampshire. (ii) Consultation on Proposed Local Transport Plan Strategy for Hampshire.
Appendices/Enclosures:	Consultation on Local Transport Plan Strategy for Hampshire.

	<u>Appendix A:</u> Long Term Transport Vision <u>Appendix B:</u> Emerging Strategic Transport Priorities <u>Appendix C:</u> Wider Hampshire Challenges and Policy Context <u>Appendix D:</u> Local Transport Plan 3 : Consultation on a draft Strategy for South Hampshire
Report author/ Lead Officer:	David Duckett

Appendix A

Consultation on Local Transport Plan Strategy for Hampshire

Part A: Long Term Transport Vision

Appendix B

Consultation on Local Transport Plan Strategy for Hampshire

Part B: Emerging Strategic Transport Priorities

Consultation on Local Transport Plan Strategy for Hampshire

Part C: Wider Hampshire Challenges and Policy Context

**Local Transport Plan 3
Consultation on a draft Strategy for South Hampshire**

Consultation on a Local Transport Plan Strategy For Hampshire

Part A: Long-term Transport Vision



Hampshire County Council is currently developing a new Local Transport Plan (LTP) Strategy for Hampshire covering the period 2011-2031. As part of this process, the County Council is seeking the views of interested parties on its proposed strategy. The consultation material has been produced in six sections, to enable interested parties to respond to the parts of the strategy that are of interest to them.

This section (**Part A**) sets out a long-term vision of what kind of transport system the County Council will seek to develop over the next 20 years within the new LTP strategy, and should be read in conjunction with **Part B**, which outlines the emerging strategic priorities for transport within Hampshire as a whole, and **Part C**, which sets out the wider Hampshire challenges and the policy context for the new LTP strategy

Part A: The Long-term Transport Vision

Transport is in many ways the lifeblood of society. Hampshire's transport network carries people, goods and services – our social and economic lifeblood – continuously to every corner of the county. In many places it is a modern and efficient network, while in others it is in need of significant investment; but everywhere it is a vital and precious asset on which most activities depend.

In Hampshire every day:

- 644,000 people travel to work;
- 170,000 children travel to school;
- 22,000 people receive essential care services;
- 774,000 people do their shopping;
- The Police respond to over 1,800 incidents;
- HGVs travel 1.6 million vehicle kilometres;
- You, your family, your neighbours and your colleagues are free, at a moment's notice, to walk, ride, drive, get a lift, catch the bus, train, aeroplane or ferry, call a taxi or cycle.

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.

Transport is for people, lives and places

Our starting-point 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: this proposed LTP strategy (taking Parts A to F as a whole) can help them do so in ways that maximise opportunity, health and the value of time.

During the next 20 years people's lives and the ways they move around will change – in some ways perhaps the change will be dramatic, however in most cases it will be slow and some hardly at all. Children may travel to one school or several federated schools; shoppers may be collected up 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 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 policy known as ‘personalisation’ more tailored transport services can help support people’s independence and widen the life choices available to them.

It is the Council’s role to ensure 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.

It is also about the health and prosperity of the places where they live and work. The County Council must therefore ensure that transport:

- respects and protects the physical quality of places;
- serves places’ economic needs;
- is fully integrated with other areas of policy affecting places (e.g. economic development, climate change 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 those people and places, balanced against those of the wider Hampshire community.

This vision for people, their lives and the places they live and work in is our proposed vision for transport in Hampshire:

“safe, efficient and reliable ways to get around a prosperous and sustainable Hampshire”.

Constraints and choices

Of course, there are constraints. 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, especially for capital schemes traditionally funded by central Government – in fact this consultation probably marks a point at which the prospects for investment in transport have rarely been bleaker. 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, to the point where they are unaffordable.

Others may be affordable but inconvenient. Promised new technologies may be disappointing or delayed. And, despite the best-laid plans of the state – for example the landmark Climate Change Act, which mandates an 80% reduction in carbon emissions – the natural behaviour of people, organisations and markets will always be difficult to regulate.

Finally, it is easy to forget that Hampshire's transport network was built long ago and cannot be redesigned, moved around or easily adapted to suit changing life patterns. Jobs and houses 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.

The role of the County Council

The County Council can offset some of these constraints, for example through 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, so the right balance between control and freedom must be found. 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, which proposes some strategic priorities for transport in Hampshire over the next 20 years. These priorities, set out in **Part B** of our consultation documents, have been identified on the basis that while the funding gap will limit our ability to be ambitious in the short term, as economic growth returns over the second half of this period it will be increasingly possible to deliver the more aspirational elements of our strategy.

The Road Ahead

Over the 20-year period of this proposed LTP Strategy, 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 **Part B**, reflect this expectation. However, as economic growth recovers in the period to 2031, traffic congestion is forecast by the Government to increase substantially, beyond the official peak capacity of busy Hampshire road corridors such as the M3 or M27. If this happens, motorists will 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. 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 attractive alternatives are available for people to choose.

The County Council will be able to mitigate some of the expected increase in congestion through better traffic management and small local improvements; and, for those who find increased congestion unacceptable, we will ensure that there is the opportunity to switch to public transport, for example bus-based rapid transit systems benefiting from

priority measures. National investment in railways may also increase choice; but 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 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, we do not expect the broad pattern of travel to change significantly.

Looking at the prospects for investment, in the **short term** funding may be available nationally for Government priorities, such as low-carbon transport infrastructure, and the County Council will take such opportunities if they serve our overall transport priorities. Meanwhile the focus for our own local investment is likely to be in the basic soundness and efficiency of the network; for although the transport network cannot be rebuilt, it must be maintained – and as we have seen above, its extraordinary productivity makes it well worth maintaining.

Should there be a return to significant national investment in transport in the **medium term**, the County Council should be in a position to fund and implement local improvements to Hampshire's transport system, as set out in **Parts D to F** of this consultation. 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. We will, however, need to adapt our plans in the light of changing political, economic and social circumstances, and we will consider any strong business case for schemes that satisfy local needs being funded by acceptable local means.

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 prosperous and sustainable Hampshire**.

Consultation on a Local Transport Plan Strategy For Hampshire

Part B: Emerging Strategic Transport Priorities



Hampshire County Council is currently developing a new Local Transport Plan (LTP) Strategy for Hampshire covering the period 2011-2031. As part of this process, the County Council is seeking the views of interested parties on its proposed strategy. The consultation material has been produced in six sections, to enable interested parties to respond to the parts of the strategy that are of interest to them.

This section (**Part B**) outlines the emerging strategic priorities for transport within Hampshire as a whole and should be read in conjunction with the overall long-term transport vision (**Part A**), the wider Hampshire challenges and policy context (**Part C**) and proposed approaches for three geographical areas of the County (**Parts D, E and F**).

Part B: Strategic Transport Priorities

Our overall priority – Making the most of what we have

The County Council's overall emerging priority for the next five years is to ensure the safety, soundness and efficiency of the transport network in Hampshire. With Government investment likely to be limited, our emphasis will not be on attempting to enlarge the network through major capital projects, but will instead be focused on three main priorities covering maintenance, safety and management (labelled A, B and C below).

Looking ahead to 2031 we have also identified a further 13 priorities (labelled D to P). The 16 priorities have been grouped under five themes: maintenance; management of traffic; the role of public transport; quality of life and place; and transport and growth areas.

Theme 1 – Maintenance and safety of roads

The importance of maintenance has recently been emphasised by the severe weather during the 2009-10 winter, which had a devastating effect on the condition of Hampshire's roads and created a significant problem in terms of highway maintenance. As well as routine repairs to the network, there is a need to deliver greater climate resilience (to flooding and heat as well as winter conditions) on the County's roads. The importance of highway maintenance is consistently reinforced by customer surveys. The County Council has recognised that this has to be addressed; and hence has determined that maintaining the highway asset must be the single highest priority of the LTP.

The County Council's initial response to this need is through 'Operation Restore' and 'Operation Resilience'. 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' will rectify the damage caused by the severe weather of 2010, while '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. Operation 'Restore' will be executed in 2010 with Operation 'Resilience' starting in 2011. Although the focus will be on delivery in the following few years, the strategy to be developed will span 15 years to 2026.

Promoting and increasing road safety will remain a key element of the County Council priorities. Programmes will be targeted at reducing the number of killed and seriously injured casualties 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.

Main Priority A: 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.

Theme 2 – Management of traffic

Traffic congestion is forecast to be an increasing feature of travelling on both the strategic and local road networks in Hampshire. An emerging strategic priority for this LTP is to effectively manage and maximise the capacity and efficiency of the existing network, and hence improve journey time reliability. This can be achieved through a range of Intelligent Transport System (ITS) measures, complemented by traditional traffic management, network interventions and urban traffic control. These will help businesses and individuals more effectively plan journeys, thereby supporting the efficient and sustainable movement of people and goods, and reducing pollution and carbon emissions.

Speed management is an important element of this LTP, through the application of a philosophy and approach that aims 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 principles that people should be able to move about their communities without the intimidation of traffic travelling at excessive speed.

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

Main Priority C: Continue to apply a speed management philosophy and approach, aiming to reduce the impact of traffic on community life and promote considerate driver behaviour.

Further priorities for managing traffic during the period to 2031:

Priority D: 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;

Priority E: 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.

Theme 3 – The role of Public Transport

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.

The LTP transport strategy 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 is 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.

Priority F: Work with bus operators through the Quality Bus Partnership approach to grow bus travel and reduce dependence on the private car for journeys on inter- and intra-urban corridors;

Priority G: 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 car clubs and shared taxis;

Priority H: 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 and (where viable) new or re-opened stations or rail links, and upgrades of existing routes and stations;

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

Priority J: Improve co-ordination and integration between transport modes through better local interchanges, for example at rail stations.

Theme 4 – Quality of life and place

Hampshire is rich in both natural and built landscapes, and maintaining the quality of its environment is a challenge that residents expect the County Council to meet. Investing in attractive public spaces and streetscapes in urban centres can engender a sense of community identity and pride, as well as support retailers and other local businesses.

Priority K: 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;

Priority L: Contribute, where it is possible and affordable and can make a practical difference, to achieving local and national carbon targets through transport measures;

Priority M: Reduce the need to travel through encouragement of a high-speed broadband network, support local delivery of services and in urban areas the application of ‘Smarter Choices’ initiatives;

Priority N: Invest in 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.

Theme 5 – Transport and growth areas

An effective and reliable transport network is essential to accommodating natural demographic growth and promoting economic success in Hampshire. If increased housing and employment development is delivered there will be considerable extra pressure placed upon the local road network as well as the motorways and trunk roads.

Priority O: Over the longer term, develop bus rapid transit and premium public transport provision in South Hampshire as a strategic transport direction, including investigation of the potential of water-borne transport, to reduce car dependence and improve journey time reliability;

Priority P: Outline and implement a long-term transport strategy to enable sustainable development in major growth areas.

Consultation on a Local Transport Plan Strategy For Hampshire

Part C: Wider Hampshire Challenges and Policy Context



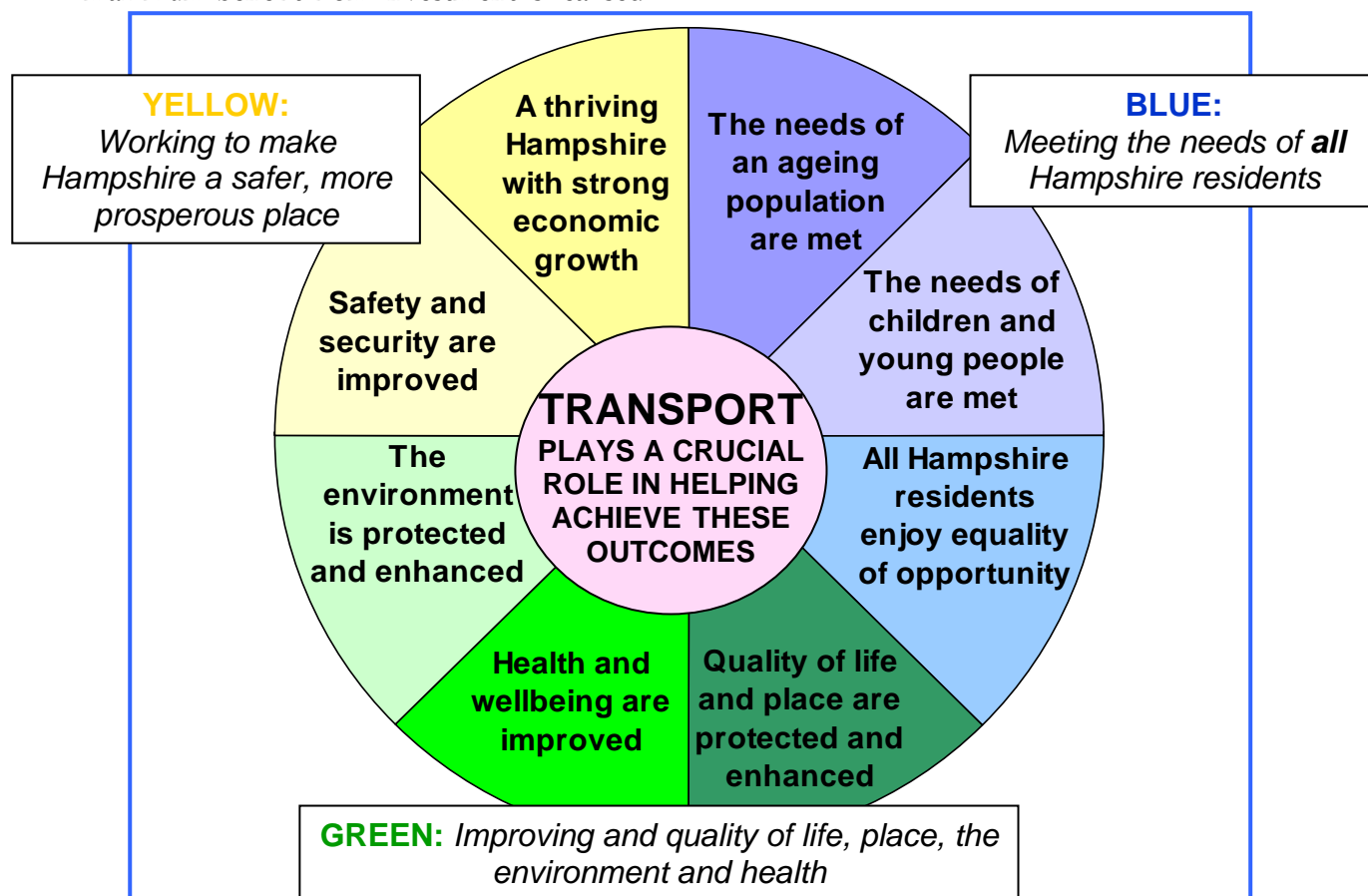
Hampshire County Council is currently developing a new Local Transport Plan (LTP) Strategy for Hampshire covering the period 2011-2031. As part of this process, the County Council is seeking the views of interested parties on its proposed strategy. The consultation material has been produced in six sections, to enable interested parties to respond to the parts of the strategy that are of interest to them.

This section (**Part C**) outlines the wider policy context for the transport strategy for Hampshire as a whole and should be read in conjunction with the overall long-term vision (**Part A**), the emerging strategic priorities for transport within Hampshire as a whole (**Part B**) and proposed approaches for three geographical areas of the County (**Parts D, E and F**). It makes reference to Government policies on transport which may be subject to review by the Coalition Government elected in May 2010, and therefore also needs to be read in the context of any policy announcements made during the consultation period.

Part C: Wider Hampshire Challenges and Policy Context

Transport is not an end in itself; and 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 underpins how transport is provided now and in the longer term.

This LTP will therefore be shaped by how transport can contribute to these wider policy objectives. Eight broad outcomes have been identified (derived from the [Hampshire Sustainable Community Strategy](#)), towards which transport can contribute, in terms of policy, management and ensuring the maximum benefit from investment is realised.



This LTP will be developed in the context of a wide range of national, regional and local transport policy documents. Central to this is the Government [Guidance on Local Transport Plans](#), published in July 2009. Hampshire's transport strategy will be based on a good understanding of the challenges and opportunities within Hampshire, and will look to contribute towards the County

Council's [corporate priorities](#). The challenges detailed below under these eight wider themes, were consulted on as part of an initial consultation for the LTP in Autumn 2009, and broadly reflect the principal issues that the County Council will need to address over the LTP period.

Transport and the Economy

An effective and reliable transport network is essential to economic success in Hampshire. The main policy documents on this theme are:

- [The Stern Review on the Economics of Climate Change](#),
- [The Eddington Transport Study](#),
- [Delivering a Sustainable Transport System \(DaSTS\)](#).

DaSTS sets out how the previous Government proposed to meet the challenges set by Stern and Eddington and identifies five national transport goals:

- To support national economic competitiveness and growth, by delivering reliable and efficient transport networks;
- to reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of tackling climate change;
- to contribute to better safety, security and health and longer life expectancy by reducing the risk of death, injury or illness arising from transport, and by promoting travel modes that are beneficial to health;
- to promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society; and
- to improve quality of life for transport users and non-transport users, and to promote a healthy natural environment.

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 and in the long run may only lead to additional capacity being soaked up by new traffic.

Transport and the environment

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

Through the [Climate Change Act 2008](#) the previous Government committed the United Kingdom to an 80% reduction in carbon emissions by 2050. The DfT publication, [Low Carbon Transport: A Greener Future](#) (2009) sets out those activities that will need to be undertaken over the years up to 2050 to meet these targets. The DfT set out the role local transport authorities can play in helping to reduce carbon emissions from transport within:

[Delivering Sustainable Low Carbon Travel: An Essential Guide for Local Authorities](#) (2009).

Development of a low-carbon economy and transport system presents huge opportunities for national prosperity, health and the wider environment. 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, that 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.

Transport and safety

The County Council has an excellent track record of reducing road casualties through targeted investment of road improvements and focused maintenance work, supported by education and training programmes. In [A Safer Way: Consultation on Making Britain's Roads the safest in the world](#), (2009), it is proposed to set a new target to reduce road casualties by one third over the decade to 2020. A new ten-year national road safety strategy is anticipated to be published by the end of 2010. Alongside priorities of casualty reduction, and reducing speeding, this suggests more effort is needed to improve safety on rural roads and tackle poor road user behaviour.

Transport policy also needs to consider how it can reduce crime and the fear of crime, for example, through careful design and street lighting.

Transport and health

The DfT [Active Travel Strategy](#) recognises the health benefits of active travel modes. 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. The County Council's emerging LTP strategy will aim to encourage more active travel patterns where practical, improve road safety and air quality and tackle problems of stress by better managing traffic flow, helping to reduce emissions and noise.

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, and support retail.

Better urban design, by applying the principles set out in [Manual for Streets](#) (2007) 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](#). The aim of this document, covering streets with speed limits of 30 mph or less, is to provide guidance to developers in how to design attractive streetscapes.

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 pockets of 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 and 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 and 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, with significant increases predicted in the elderly population. 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.

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](#) (2009-2012).

Transport plays a key part in achieving this through provision of home to school transport and transport for the 14-19 age group. 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 approaches to these services that deliver better value for money are required. Public transport services are used by children and young people to access leisure, shopping and recreation opportunities. The move towards the new “academy” style of modules being delivered on different locations, sites and buildings will create different transport needs, as will the “extended schools” programme.

The school run is a significant generator of traffic, and adds to congestion problems in the morning peak during term-times. Encouraging greater use of sustainable travel modes for journeys to school is a significant challenge.

Planning Policy Context

With the recent change of Government, the policy context within which this LTP is being developed is changing. At the time of drafting, [The Coalition: Our programme for government](#) had recently been published. This highlights that existing national priorities for a dynamic economy, sustainability and improved well-being and quality of life all remain. However, they will now be delivered as part of a new national planning framework within which Regional Strategies, including the South East Plan, are to be abolished and replaced by a national framework of National Policy Statements (NPS) and then plans developed at the local level. This will have significant transport implications, given that previous planning had been on the basis of growth outlined in the South East Plan. More detail on the Government’s plans will appear in the autumn within a [Decentralisation and Localism Bill](#). Policy documents that provide the current planning policy context for delivering this LTP are as follows:

- **Local Development Frameworks (LDFs)** - All eleven district and borough councils in Hampshire, and the New Forest National Park Authority, prepare LDFs outlining the spatial planning strategy for that particular local area;
- **Hampshire [Rights of Way Improvement Plan](#)** - incorporates a series of seven area-based Countryside Access Plans, and outlines measures to improve access to the countryside.
- **[Planning Policy Guidance Note 13 \(PPG13\)](#)** – may be superseded by a transport NPS.

Local Transport Plan 3

Consultation on a draft Strategy for South Hampshire



Hampshire
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Transport
for South Hampshire

South Hampshire Local Transport Plan 3 Proposed Joint Strategy

This document sets out the proposed approach to transport for the South Hampshire sub-region to 2031. A transport strategy is being developed jointly by the three Local Transport Authorities of Hampshire County Council, Portsmouth City Council and Southampton City Council, working together as [Transport for South Hampshire \(TfSH\)](#) (opens in a new window). The content of the shared strategy will be included within the final Local Transport Plan 3 documents being developed by the three Local Transport Authorities, which will be published by April 2011. To help keep this joint strategy concise, it includes a number of hyperlinks, to a range of web pages where further explanation and detail is available.

Characteristics of South Hampshire

- South Hampshire encompasses the cities of Portsmouth and Southampton, and the urban centres of Eastleigh, Fareham, Gosport, Havant and Romsey as well as Totton and the Waterside;
- It is the largest urbanised area in the south of England outside London, home to almost 1 million people;
- South Hampshire boasts excellent transport links by air, road, rail and sea to the rest of the UK and beyond;
- It contains three international gateways. The [Port of Southampton](#) is the second biggest container port in the UK by throughput and the busiest passenger cruise ship port in the UK. The [Port of Portsmouth](#) is a busy freight and ferry port for cross-channel services, and the adjacent Naval Base is of great importance to the economy. [Southampton Airport](#) is a regional airport, serving a range of destinations across continental Europe and the Channel Islands;
- The sub-region has 275km of coastline designated, either nationally or internationally, for its nature conservation value;
- The South Hampshire economy is strong in the sectors of business services, advanced manufacturing, logistics, marine, aviation and creative industries; and
- Its economic performance has historically lagged behind the South East average. The [Partnership for Urban South Hampshire \(PUSH\)](#) is working to address this through creation of new jobs, improving workforce skills and productivity, reducing levels of economic inactivity and regeneration of urban centres.

Policy Background

The proposed transport strategy for South Hampshire is being formulated in accordance with existing and emerging national legislation, policy and guidance and a number of key sub-regional and local level plans and strategies:

Level	Legislation, plan, strategy or guidance
National legislation	<ul style="list-style-type: none">• The Local Transport Act 2008;• The Climate Change Act 2008;
National policy and guidance	<ul style="list-style-type: none">• The Coalition: Our programme for government (May 2010);• Guidance on Local Transport Plans (July 2009);• Delivering a Sustainable Transport System, (November 2008);• Delivering a Sustainable Transport System: the logistics perspective (December 2008);• Low Carbon Transport: A Greener Future (July 2009);• A Safer Way: Consultation on Making Britain's Roads the safest in the world (April 2009);• The Eddington Transport Study (December 2006);

	<ul style="list-style-type: none"> • The Stern review on the Economics of Climate Change (October 2006);
Sub-regional policies and strategies	<ul style="list-style-type: none"> • The South Hampshire Agreement - Multi-Area Agreement (MAA); (March 2010) • Towards Delivery: The Transport for South Hampshire statement (April 2008) • The Urban South Hampshire 2014-19 Delivery Strategy • TfSH Reduce Strategy
Local plans	<ul style="list-style-type: none"> • Current and emerging Local Development Frameworks of local planning authorities; • The Sustainable Community Strategies of Hampshire, Portsmouth and Southampton; • Corporate strategy of Hampshire, and Corporate Plans of Portsmouth and Southampton; • Children and Young Peoples Plans of Hampshire, Portsmouth and Southampton.

The South East Plan (May 2009) is not included in the list above in light of the Government's stated intention to abolish Regional Spatial Strategies, replacing them with locally set targets for housing and employment growth. Further detail will appear in the autumn within a [Decentralisation and Localism Bill](#).

Transport Vision for South Hampshire

The vision of the TfSH authorities is to create:

"A resilient, cost effective, fully-integrated sub-regional transport network, enabling economic growth whilst protecting and enhancing quality of life and environment"

It is intended that this vision would be delivered through the set of thirteen transport policies detailed within this document.

Challenges facing South Hampshire

Building on consultations carried out between November 2009 and February 2010, the TfSH authorities have identified six key challenges that the proposed transport strategy must address:

1. Securing funding to deliver transport improvements during what is expected to be a prolonged period of public-sector spending restraint;
2. Ensuring the timely delivery of transport infrastructure;
3. Ensuring continued reliable transport access to the sub-region's three international gateway ports and airport, (and the hinterland they serve);
4. Maintaining the existing highway network and improving its resilience to the effects of climate change;
5. Widening travel choice to offer people reasonable alternatives to the private car for everyday journeys and reducing the need to travel, moving towards a low-carbon economy;
6. Managing the existing transport network to ensure that journey time reliability is improved.

Transport Outcomes

TfSH have developed seven outcomes, which are complementary to the corporate priorities of Hampshire, Portsmouth and Southampton. These outcomes define the policy framework for delivery. The table overleaf details how the policies contribute to the outcomes:

Outcome	Policies that contribute
1. Increased modal share for public transport and active travel	B, C, E, F, G, H, I, J, K, L
2. Reduced need to travel and reduced dependence on the private car	E, F, G, H, I, J, K
3. Improved journey time reliability for all modes	A, B, C, E, G, H, I, J, M
4. Improved road safety within the sub-region	C, F, G, L
5. Improved accessibility within and beyond the sub-region	A, B, H, I, J, K
6. Improved air quality and environment	A, B, D, E, F, G, H, I, J, K, L, M
7. Promoting a higher quality of life	C, F, G, H, K, L, M

Emerging transport policies

The thirteen emerging policies that follow (Policies A to M) set out the policy framework through which the TfSH authorities will seek to address the challenges. The philosophy of [Reduce-Manage-Invest](#) is central for each proposed policy. This means the TfSH authorities will work to reduce the need to travel, maximise the use of existing transport infrastructure and deliver targeted improvements. A combined approach to delivering the policies will enable us to deliver the proposed transport vision, address the challenges and achieve the outcomes set out above. The policies constitute a package, with each policy contributing to and complementing the others. For each policy there is a toolkit of delivery options, from which the Local Transport Authorities will select the most appropriate for inclusion within their Implementation Plans. Many of these delivery options will be common to each authority. Implementation Plans are three year programmes setting out which schemes will be delivered.

Policy A: Work with the Highways Agency, Network Rail, ports and airports to ensure reliable access to and from South Hampshire's three international gateways for people and freight.	
<i>Why?</i>	The three international gateways serve a large hinterland. Making sure that people and goods can flow easily and reliably to and from these gateways will maximise their contribution to the wealth and health of the wider UK economy. The economic success of all businesses within South Hampshire depends on maintaining or improving levels of journey time reliability on strategic road and rail corridors.
<i>How?</i>	The TfSH authorities will seek to influence investment decisions at national level to ensure timely investment to enable the best use to be made of existing transport infrastructure and deliver new infrastructure or capacity where most needed to improve journey time reliability. The TfSH authorities will work to encourage a greater share of onward movement of container freight traffic is catered for by rail.
<i>Delivery options</i>	<ul style="list-style-type: none"> Investigate the potential for hard shoulder running and variable speed limits on the busiest sections of motorway; Traffic lights at busiest motorway onslips to improve traffic flow; Work towards a joint traffic control centre; Improvements to quality and availability of travel information; Port Traffic Management Plans; Investigate the potential for provision of passing loops at suitable locations where limited capacity is a problem, to enable more freight to be moved by rail.

Policy B: To optimise the capacity of the highway network and improve journey time reliability for all modes	
<i>Why?</i>	Increasing levels of congestion affect both the operation of strategic linkages which are often already at-capacity, and journey time reliability, impacting on economic productivity across the sub-region.

<i>How?</i>	The TfSH authorities will work to better manage the existing highway network to ensure that existing capacity is optimised and used efficiently. This will entail using traffic signal and other highway technologies, helping to improve network management, bus priority, journey time reliability for all forms of travel and contribute to modal shift. Real-time traffic and travel information will be gathered and disseminated through a variety of sources and systems in a timely, efficient manner to enable people to make informed decisions about their travel choices.
<i>Delivery options</i>	<ul style="list-style-type: none"> • Upgrading and enhancing Urban Traffic Control systems enabling bus priority and Real Time Passenger Information; • Improved road network operation; • Pre- and in-journey travel Information (using static and mobile media); • Improvements to Information Systems on the local highway network; • Car Park Guidance Systems; • High Occupancy Vehicle (HOV) Lanes; • Investigation into the removal of traffic lights at specific locations.

Policy C: To achieve and sustain a high-quality, resilient and well-maintained highway network for all

<i>Why?</i>	Physical highway infrastructure deteriorates with age and use, and as a result requires regular maintenance to ensure that it meets the needs of users and provide for the safe movement of people and goods. The economy and well-being of the sub-region depends on having a well-maintained highway network that can cater for the movement of people and goods. The effects of climate change will necessitate a highway network that is more resilient to more extreme weather conditions.
<i>How?</i>	Each Local Transport Authority will tailor the delivery of highway maintenance to the particular needs of their own areas. Each authority has its own arrangements with highway maintenance contractors. However, as a general rule, highway maintenance investment will be targeted where it is needed to ensure value for money whilst protecting and enhancing the condition of the existing network, factoring in the 'whole life costs' of assets.
<i>Delivery options</i>	<ul style="list-style-type: none"> • Transport Asset Management Plans; • Maintenance contracts; • Improved maintenance and energy efficiency of street lighting; • Improvements to highway drainage; • Delivery of maintenance programmes.

Policy D: To deliver improvements in air quality

<i>Why?</i>	Congestion creates higher levels of air pollution as queuing traffic, especially in more restricted or confined spaces, generates higher concentrations of vehicle emissions and therefore poor air quality. Air Quality Management Areas (AQMAs) are places where pollutant levels exceed government thresholds. Twenty Air Quality Management Areas (AQMAs) have been identified within urban areas across the sub-region.
<i>How?</i>	The TfSH authorities will work with key partners, environmental health professionals and transport operators to mitigate the impacts of traffic on air quality. The principal causes of poor air quality will be addressed by implementing a strategic area-wide approach within each urban centre to minimise the cumulative effect of road transport emissions. This can be achieved through measures promoting modal shift towards public transport modes, walking and cycling, reducing single occupancy car journeys and tackling congestion.
<i>Delivery options</i>	<ul style="list-style-type: none"> • Air Quality Management Areas and Air Quality Action Plans; • Promotion of cleaner, greener vehicle technologies e.g. alternative fuels;

	<ul style="list-style-type: none"> • Car Share Schemes; • Support for private car-hire schemes.
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Policy E: To develop strategic sub-regional approaches to management of parking to support sustainable travel and promote economic development	
<i>Why?</i>	The cost and availability of parking has considerable influence on travel choices and if not managed in a co-ordinated manner can act as a barrier to efforts to widen travel choice. If insufficient parking is provided or if prices are considered high, then parking can be displaced into residential areas further out from town centres. Provision of free staff workplace parking may make it less likely for people to choose to use alternative travel methods.
<i>How?</i>	The TfSH authorities will encourage better co-ordination between local authorities with responsibilities for car parking to improve the way existing parking is used and priced. Discounts can be offered to encourage car sharing and low-emission vehicles. Park and ride sites offering lower cost parking than in urban centres can help reduce congestion and address poor air quality in the centres. It is important that parking management measures are implemented alongside improvements to sustainable travel modes to help increase the attractiveness and viability of these alternatives over private car trips, to support widening travel choice.
<i>Delivery options</i>	<ul style="list-style-type: none"> • Develop complementary policy approaches to parking; • Controlled Parking Zones; • Improved management and supply of residential parking; • Park and ride network (e.g. bus and rail based systems); • Improved parking at some railway stations; • Car park guidance systems; • Workplace travel planning; • Car clubs; • Provision of electric vehicle charging points within car parks.

Policy F: To improve road safety across the sub-region	
<i>Why?</i>	Road traffic collisions, as well as causing distress to those involved, also result in wider costs to society in terms of cost of providing healthcare treatment to those injured, and loss of productivity. Accidents create tailbacks and delays that adversely affect journey time reliability within the sub-region.
<i>How?</i>	Work to date has been effective at reducing incidences of speeding and unsafe road-user behaviour through education, engineering and enforcement. Reductions in speed limits and crossing improvements within built up areas have further improved the safety of vulnerable road users.
<i>Delivery options</i>	<ul style="list-style-type: none"> • Speed Management measures; • Traffic Management measures; • Safer Routes to schools schemes; • Road Safety education and training to improve road user behaviour.

Policy G: To promote active travel modes and develop supporting infrastructure	
<i>Why?</i>	Encouraging and making it easier for people to choose to walk or cycle for everyday journeys helps people to build physical activity into their routines, improving health and general wellbeing. Increasing the number of journeys undertaken by Active Travel modes will help to tackle the obesity epidemic, improve air quality and reduce congestion.
<i>How?</i>	The TfSH authorities will work with key health and activity partners (e.g. Sport England) to develop a network of high quality, direct, safe routes targeted at pedestrians and cyclists. Well-designed routes and secure cycle parking can be partly delivered through the planning system. Pro-active marketing and

	participative events will radically increase the profile and understanding of the benefits of active travel.
<i>Delivery options</i>	<ul style="list-style-type: none"> • A Legible South Hampshire project to provide integrated, high-quality information for public transport, walking and cycling; • Delivery of comprehensive walking and cycling networks (e.g. Green Grid); • Crossing improvements for pedestrians and cyclists; • Cycle hire scheme for urban centres; • Delivery of improved secure cycle parking facilities at key destinations.

Policy H: To deliver high-quality road-based public transport networks that are accessible, easy to use and are supported by appropriate priority measures

<i>Why?</i>	Improving the quality of public transport will widen travel choice giving a viable alternative to the private car for certain everyday journeys. For those without access to a car, buses and taxis are often the only realistic travel option for journeys to access goods and services. As new jobs are created, more people will wish to access the city centres of Southampton and Portsmouth and it is essential that a good quality bus service is provided along main corridors. This will accommodate growth whilst reducing the overall carbon footprint of transport and prevent deterioration of journey time reliability on main routes into urban centres.
<i>How?</i>	The TfSH authorities will work closely with bus operators to plan and deliver service improvements and develop Bus Rapid Transit corridors to ensure that the bus is a reliable and attractive alternative to the private car, with accurate and up-to-date information on how services are running. Measures to take advantage of advances in ticketing technology such as smartcards will improve the affordability, convenience and attractiveness of buses.
<i>Delivery options</i>	<ul style="list-style-type: none"> • Development of a Bus Rapid Transit (BRT) network and other innovative public transport solutions between main centres; • Bus Priority measures; • Development of a comprehensive premium urban bus network offering high frequency services using high-quality vehicles; • Improved strategic interchanges and high quality bus stop Infrastructure; • Improved travel information in user-friendly formats; • Measures to support taxi services; • Improved ticketing (e.g. smartcards, ticket purchase via mobile phones); • Support for Community Transport services.

Policy I: To further develop the role of water-borne transport within the sub-region and across the Solent

<i>Why?</i>	The sub-region already has a good network of ferry services, connecting coastal settlements. Enhancing the integration between waterborne transport and other sustainable travel modes through improved interchanges, will help widen travel choice and reduce peak hour congestion.
<i>How?</i>	The TfSH authorities will work to improve the quality of bus, taxi and cycle interchange facilities at ferry terminals, particularly Town Quay in Southampton, The Hard in Portsmouth and Gosport.
<i>Delivery options</i>	<ul style="list-style-type: none"> • Development of improved transport interchange facilities for buses and taxis at ferry terminals; • Improved ticketing (e.g. smartcards, ticket purchase via mobile phones); • Provision of secure cycle parking in the vicinity of ferry terminals.

Policy J: To deliver targeted investment in rail infrastructure and service improvements	
<i>Why?</i>	The rail network in South Hampshire is of strategic importance for both passengers and freight. There is potential to grow the modal share of rail for passenger and freight movements both within and beyond the sub-region. This policy will seek to facilitate a greater role for rail for local journeys within the sub-region. Targeted improvements to rail can help this mode provide an attractive alternative to the car for peak hour commuter journeys to key employment areas.
<i>How?</i>	The TfSH authorities will encourage investment in rail infrastructure such as track capacity, improved station facilities, and enhanced interchange facilities at main rail stations to make rail a more attractive option. Further investment in train services is also needed. The TfSH Rail Communications Protocol will be used to take forward improvements to the South Hampshire rail network ensuring more passengers and freight are carried by rail and improve rail service frequencies.
<i>Delivery options</i>	<ul style="list-style-type: none"> • Investigate the potential for provision of passing loops at suitable locations where limited capacity is a problem, to enable more freight to be moved by rail; • Re-opening freight only lines for passenger use (e.g. Waterside line); • Improving rail access to Southampton Airport from the east and west; • Increasing capacity on the rail route between Eastleigh and Fareham; • Improved station and key city centre interchange facilities; • Working with train operators to deliver station travel plans; • Further development of Community Rail Partnerships (CRPs); • Improved capacity for cycles, wheelchairs and pushchairs on trains; • Use of rolling stock suitable for the type of route across the network.

Policy K: To work with Local Planning Authorities to integrate planning and transport	
<i>Why?</i>	The location, scale, density and design of new development and the mix of land uses has a significant influence on the demand for travel. Encouraging development on brownfield sites close to existing shops and services, and supporting higher density, mixed use development helps reduce the need to travel and the length of journeys, and makes it easier for people to walk, cycle or use public transport.
<i>How?</i>	The TfSH authorities will work with local planning authorities across the sub-region to encourage higher density and mixed-use developments to be located within main urban centres, in locations that are easily accessible by a range of travel methods. Planning authorities will be encouraged to locate new housing and employment development within close proximity, to help reduce the need to travel and encourage the use of sustainable travel modes. Good design of residential developments will ensure that key services are provided locally and that neighbourhoods are walkable, with good cycle and public transport links to nearby urban centres. Residential and workplace travel planning will be used to effectively manage the journeys created with development.
<i>Delivery options</i>	<ul style="list-style-type: none"> • The current and emerging local planning authorities' Local Development Frameworks (LDF) infrastructure delivery plans will be developed alongside the Implementation Plan sections of the Hampshire, Portsmouth and Southampton Local Transport Plans; • Seeking developer contributions from new development to mitigate the impact of new development on existing transport networks; • Residential and workplace travel planning.

Policy L: To develop and deliver high quality public realm improvements	
<i>Why?</i>	The quality of streetscape can have a big influence on the vibrancy of a place and the way people use streets. Place-making initiatives and the development of 'Naked Streets' will provide a better setting for people friendly activity, providing a more user-friendly public realm for pedestrians, vulnerable road users and cyclists. Public Realm improvements, utilising high quality materials, with careful detailing and public art will add to the character, feel and ownership of local places.
<i>How?</i>	Within cities, town and district centres, the TfSH authorities will reduce street clutter and make streetscape improvements using high-quality materials and street furniture to enhance the public realm and its accessibility.
<i>Delivery options</i>	<ul style="list-style-type: none"> • Reducing street clutter (e.g. pedestrian guard railing); • Streetscape enhancements (e.g. lighting, paving, planting, and street furniture); • Delivering improvements that follow the design principles set out in current design guidance and informed by examples of best practice.

Policy M: To safeguard and enable the future delivery of highway improvements within the sub-region	
<i>Why?</i>	A limited number of targeted highway improvements have been identified which would serve to address problems of localised congestion, unlock development sites with highway access problems and tackle adverse impacts of traffic on quality of life in communities.
<i>How?</i>	Delivery of major schemes for highway improvements is dependent on funding decisions by government and external contributors. The TfSH authorities will safeguard the routes of proposed highway improvements and continue to work with these agencies to secure funding for these schemes.
<i>Delivery options</i>	<ul style="list-style-type: none"> • Safeguarding routes of proposed bypasses for communities where heavy traffic causes problems of severance, noise and poor air quality (e.g. Botley, Stubbington); • Delivering highway access solutions to unlock Eastleigh River Side for new employment uses; • Enabling developer-led road improvements to facilitate access to planned major development areas (e.g. North Whiteley); • Developing a new motorway junction on the M275 serving Tipner, Portsmouth; • Providing a bridge link from Tipner to Horsea Island.

To respond to this consultation, please visit the consultation web portal at:

<http://southampton.limehouse.co.uk/portal>

This site is hosted by Southampton City Council on behalf of the three Local Transport Authorities and Transport for South Hampshire.

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