

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Cabinet
Date:	28 June 2010
Title:	Consultation on emerging LTP3 Strategy priorities
Reference:	871
Report From:	Director of Environment

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1. Executive Summary

1.1. The purpose of this report is to provide information on the forthcoming consultation on the emerging transport priorities for the third Hampshire Local Transport Plan (LTP3) and to seek approval for the proposed scope and programme for the consultation.

1.2. This paper covers:

- the background to the project;
- engagement undertaken to inform the emerging LTP3 Strategy priorities; and
- the proposed scope and programme for public consultation in summer and autumn 2010.

2. Contextual information

2.1. Hampshire County Council is required to produce an LTP3 to replace the current LTP2, by the end of March 2011. It will comprise a long-term (20-year) 'strategy' setting out policies and a short-term (3-year) 'implementation plan' to cover delivery. This report relates to the consultation on the strategy element only.

2.2. The finished LTP3, to be finalised and submitted in March 2011, will:

- (i) set out the County Council's transport policies and their relationship with national and local policy objectives within a concise single document;

- (ii) take into account an increasing emphasis on highway maintenance, the need to support Hampshire's economy, emerging Local Development Framework (LDF) priorities, sustainability and the worsening public finance outlook (although the long-term nature of the strategy will look beyond this period of financial constraint);
 - (iii) be a corporate document, relevant to Hampshire, but meeting Government expectations on content; and
 - (iv) leave open the possibility of an early 'refresh' should funding allocations change significantly from expected levels.
- 2.3. The County Council will produce a single LTP for Hampshire. The emerging LTP3 Strategy will cover both county-wide transport priorities and approach and geographically-based area strategies. The area-based strategy for South Hampshire will encompass a common high-level strategic approach with Southampton City Council and Portsmouth City Council in order to address cross-border issues.
- 2.4. In developing the emerging LTP3 strategy priorities, the County Council is taking into account Government guidance on LTP3 published in July 2009. The guidance encourages all duties and strategies relating to transport to be integrated into the LTP, where practicable, and encourages alignment with Sustainable Community Strategies and LDFs.
- 2.5. The LTP3 Implementation Plan for 2011-14 will be confirmed once the financial picture is clearer, following the Comprehensive Spending Review planned for autumn 2010.

3. Finance

- 3.1. In light of the decision of Central Government to immediately reduce public spending to tackle the national budget deficit position it has inherited, transport funding allocations will be significantly reduced compared to historic levels.
- 3.2. On 24 May the new Government announced that it will make an overall budget cut of £683 million for the Department for Transport for 2010/11, including £309 million from 'local transport' budgets. On 10 June this announcement was clarified as entailing the following budget reductions for Hampshire County Council:
- (a) £3.34 million from the Integrated Transport Block, representing a 75% in-year reduction;
 - (b) £100,000 from the de-trunking grant (20%);
 - (c) road safety grant reductions of £490,000 (capital, 100%) and £586,000 (revenue, 27%); and

- (d) in addition a number of other non-transport-specific grants were reduced or de-ring fenced.

However, Highway maintenance spending was specifically protected.

- 3.3. This announcement immediately affects the final year of LTP2 spending, but will have longer-term impact. For 2011/12 onwards, allocations at similar or lower levels are possible for LTP3, while support from local resources is also expected to be lower, partly due to the impact of reduced development activity levels locally. In addition, the financial impact of new duties and pressures on the County Council will need to be considered.
- 3.4. The unfolding situation on public finances, including the Emergency Budget planned for 22 June and the Comprehensive Spending Review scheduled for the autumn, means it will not be possible until later in 2010 to begin to determine the likely level of spending on particular transport priorities. This has an inevitable impact on the level of detail that it will be possible to provide during the consultation planned for summer 2010.
- 3.5. Provision has been made in the budgeted programme for LTP3 for this proposed summer consultation.

4. Engagement undertaken as part of Strategy development

- 4.1. Two rounds of Member workshops took place in autumn 2009 and spring 2010, with the large majority of Members taking part. These workshops have helped shape the emerging priorities that will form the basis of this proposed consultation. Workshops have also been held with district Members and Officers and representatives of the two National Park authorities.
- 4.2. In autumn 2009 an eight-week consultation with stakeholders and the public was conducted to identify key challenges and priorities for LTP3.

5. The emerging LTP3 Strategy transport priorities

- 5.1. As a result of this engagement, 16 emerging transport priorities have been identified and grouped under five themes. It is proposed that these emerging priorities will form the central approach to the LTP3 Strategy. In a climate of limited Government investment in transport, it is suggested that the focus should be on three main priorities (labelled A, B and C in bold below):

- (i) Theme 1: Maintenance and safety of roads

- 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;**

(ii) Theme 2: Management of traffic

- 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; and**
- 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.**

5.2. The remaining emerging transport priorities that the County Council would seek to deliver over the longer term are listed below (and are of equal importance):

(ii) Theme 2: Management of traffic (continued)

- 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;
- E. Promote, where they are stable and serve other transport priorities, the installation of new transport technologies, including navigational aids, e- and m-ticketing and smartcards, delivery of public transport information over the internet and on the move, and electric vehicle charging points;

(iii) Theme 3: The role of public transport

- 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;
- 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;
- 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;
- I. Ensure that travel from home to school affordably serves changing curriculum needs, underpins sustainable schools and maximises individual opportunities for education and training;
- J. Improve co-ordination and integration between transport modes through better local interchanges, for example at rail stations;

(iv) Theme 4: Quality of life and place

- 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;
- L. Contribute, where it is possible and affordable and can make a practical difference, to achieving local and national carbon targets through transport measures;
- M. Reduce the need to travel through encouragement of a high-speed broadband network, support for local delivery of services, and in urban areas the application of 'Smarter Choices' initiatives;
- 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;

(v) Theme 5: Transport and growth areas

- 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; and
- P. Outline and implement a long-term transport strategy to enable sustainable development in growth areas such as Basingstoke and Whitehill-Bordon.

5.3 The emerging strategy priorities will need to be set in the context of pressures including, for example, potential exposure to further alterations in Government policy and funding, as well as concessionary fares in the case of bus-based strategy (outlined above in Priorities F and G).

6. Consultation scope and programme

6.1. The consultation on the emerging LTP3 Strategy priorities is planned to commence in July 2010 and run for 12 weeks to late September. It will be targeted at a range of partners, stakeholders, organisations and the public. The consultation will focus on broad strategy and will invite comment on priorities for the county and approaches for the geographically-based area strategies.

6.2. The draft plan will comprise a series of concise chapters covering each of the main components of the emerging LTP3 Strategy. These will be made available to view and download from the e-consultations web page. Paper copies will be available on request.

6.3. The consultation process will include provision of supporting information in Hampshire Now, in local information centres and main libraries.

- 6.4. A range of events for stakeholders are planned, including a Joint LTP Stakeholder Forum on Tuesday 27 July 2010, when key stakeholders will be invited to discuss the elements of the emerging LTP3 Strategy of interest to them.
- 6.5. The County Council will produce a single LTP to cover all of Hampshire. Areas of common interest in South Hampshire are being discussed with Transport for South Hampshire (TfSH) partners Portsmouth and Southampton City Councils and are likely to lead to a common high-level strategic approach for South Hampshire. This will allow the three authorities a common basis for consultation.
- 6.6. A comprehensive database of stakeholders encompassing both public and private sector organisations has been developed, and details of the consultation documents and how to respond will be sent electronically to all stakeholders. This database has been prepared to ensure that people from different backgrounds and community groups have the opportunity to comment.
- 6.7. The public consultation process will also incorporate the requirements of the Strategic Environmental Assessment (SEA) and Equalities Impact Assessment (EIA), Habitats Regulations Assessment (HRA) and Health Impact Assessment (HIA) processes.
- 6.8. The LTP3 Implementation Plan for Hampshire is not within the scope of this consultation. As described above, firm programmes and spending plans for 2011-14 cannot be published until the Government has confirmed detailed LTP funding allocations. Work will commence on developing a three-year programme during the summer, once the consultation on the emerging LTP3 Strategy priorities is under way. Firm details will follow the planned Comprehensive Spending Review in autumn 2010.

7. Conclusion

- 7.1. Completing the third Hampshire LTP is important to ensure that the County Council is able to set out its transport approach in the form of a long-term strategy and a short-term implementation plan focusing on delivery.
- 7.2. While the unfolding situation on public finances means that it is not possible to present detailed spending plans at this stage, this consultation will give stakeholders and the public an early opportunity to help shape the development of the broad LTP3 Strategy.

8. Next Steps

- 8.1. Following the completion of the 12-week public consultation, the series of concise chapters will be revised to take on board comments from stakeholders and the public. The final LTP3 Strategy and the LTP3

Implementation Plan will be taken to Cabinet for decision in January 2011, and to Full Council in February 2011, for adoption.

9. Recommendation

- 9.1. That the scope and programme for public consultation on the emerging Hampshire Local Transport Plan 3 Strategy priorities be approved.

CORPORATE OR LEGAL INFORMATION:**Links to the Corporate Strategy**

Hampshire safer and more secure for all:	yes
Corporate Improvement plan link number (if appropriate):	
Maximising well-being:	yes
Corporate Improvement plan link number (if appropriate):	
Enhancing our quality of place:	yes
Corporate Improvement plan link number (if appropriate):	

Other Significant Links

Links to previous Member decisions:		
<u>Title</u>	<u>Reference</u>	<u>Date</u>
Direct links to specific legislation or Government Directives		
<u>Title</u>	<u>Date</u>	
Local Transport Act	2008	
Guidance on Local Transport Plans	July 2009	

Section 100 D - Local Government Act 1972 - background documents

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

DocumentLocation

None

IMPACT ASSESSMENTS:

1. Equalities Impact Assessment:

- 1.1. An Equalities Impact Assessment has been carried out, which takes account of the proposed approach to consultation on the emerging Hampshire Local Transport Plan 3 Strategy priorities.

2. Impact on Crime and Disorder:

- 2.1. The LTP3 Strategy will aim to set out how the County Council will look to improve levels of personal security through design of transport improvements.

3. Climate Change:

- (a) How does what is being proposed impact on our carbon footprint / energy consumption?

The emerging LTP3 Strategy priorities will seek to reduce the need to travel and exploit advances in technologies such as low-carbon vehicles and provision of electric vehicle charging points.

- (b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

Both mitigation and adaptation form part of the emerging LTP3 strategy priorities, which will be incorporated into the policy framework and the delivery of the LTP3 Implementation Plan.