

HAMPSHIRE COUNTY COUNCIL

Report

Committee:	Environment and Transportation Select Committee
Date of meeting:	26 January 2011
Report Title:	Local Transport Plan 3
Report From:	Director of Environment

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1. Purpose of Report

1.1. To update the Select Committee on the third Hampshire Local Transport Plan (LTP), and the factors that have shaped its development.

2. Contextual information

2.1. Hampshire County Council is required, under the Local Transport Act 2008, to produce a third LTP to replace the current LTP, by the end of March 2011. The third Hampshire LTP comprises a long-term (20-year) 'strategy' setting out policies and a short-term (three-year) 'implementation plan' to cover delivery. The statutory duty to provide an LTP every five years is replaced by a general duty to keep LTPs under review and update them as is seen fit.

2.2. The proposed third Hampshire LTP seeks to:

- (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 the need to support Hampshire's economy, an increasing emphasis on highway maintenance, sustainability and reductions in public spending (although the long-term nature of the strategy will look beyond this period of financial constraint); and
- (iii) be a corporate document, relevant to Hampshire, but also meeting Government requirements on content.

2.3 The County Council has produced a single LTP for Hampshire. The 'strategy' element covers both county-wide transport priorities and approach and three geographically-based area strategies. The area-based strategy for South Hampshire encompasses a common high-level strategic approach shared

with Southampton City Council and Portsmouth City Council in order to address cross-boundary transport issues.

3. How the proposed third Hampshire LTP was developed

3.1. In developing the 'strategy' element of the new proposed LTP the County Council has taken into account:

- (i) the three corporate priorities, Hampshire Sustainable Community Strategy, and other corporate plans and strategies;
- (ii) the statutory duties and responsibilities of the County Council relating to transport and travel;
- (iii) the views of County Councillors, stakeholders and members of the public which have been sought at various stages in the process;
- (iv) various sources of data (including the 2008 Place Survey and the National Highways and Transport Survey 2010);
- (v) recent developments in Government policy (including funding reductions, localism, Big Society and Local Enterprise Partnerships, the Regional Growth Fund and Local Sustainable Transport Fund);
- (vi) legal requirements to carry out a Strategic Environmental Assessment (SEA) and Habitats Regulations Assessment (HRA) of the LTP; and
- (vii) Government guidance on development of LTPs.

3.2. A considerable amount of engagement and consultation has been undertaken at the different stages of preparing the LTP, with County Councillors, stakeholders and the public, to ensure that the Plan takes account of their views. Throughout the process, officers from departments from across the authority have worked together to ensure that the proposed LTP3 is a corporate policy document.

3.3. A series of workshops for County Councillors took place in October and November 2009. These workshops helped to ensure that Councillors were at the heart of identifying and shaping the initial priorities.

3.4. Following the workshops an eight-week consultation with stakeholders and the public was carried out to seek views on the key challenges and priorities that the third Hampshire LTP needed to address. As part of this process a workshop was held with district councils and national park authorities, including their portfolio holders.

3.5. Taking into account feedback from these exercises, a set of emerging strategic transport priorities for the whole County was developed. The views of Cabinet were sought on these informally in February 2010. The emerging county-wide priorities and initial draft outlines of the three area-based

strategies were prepared and discussed at a further round of workshops with County Councillors in March 2010.

- 3.6. A consultation strategy was prepared and this was taken to Cabinet in June 2010, alongside the emerging strategic transport priorities for approval. Subsequently, a 12-week public consultation took place on six concise draft 'strategy' documents between early July and late September 2010. The six documents were:
- Part A – Long-term Vision
 - Part B – Emerging Strategic Transport Priorities
 - Part C – Wider Challenges and Policy Context
 - Part D – Area-based strategy for North Hampshire
 - Part E – Area-based strategy for Central Hampshire and the New Forest
 - Part F – Area-based strategy for South Hampshire.
- 3.7. A parallel consultation took place with statutory consultees on SEA and HRA reports. An Equalities Impact Assessment was carried out on the six draft strategy documents.
- 3.8. Details of the consultation and how to respond were sent to over 600 organisations, including all Parish Councils. Details were also sent to all County Councillors. Three workshops for stakeholders were organised to take place during summer 2010 and were attended by 98 representatives from 72 different external organisations.
- 3.9. All comments raised by the 280 respondents to the consultation exercise were considered. A list of proposed changes, to address the comments made, was discussed with the Executive Member for Environment in October 2010. A summary of results was published on Hantsweb in early November 2010.
- 3.10. Meetings on the Implementation Plan element of the new LTP took place with all district councils and both national park authorities during August and September 2010. The purpose was to understand their priorities for transport over the next three years so they could be reflected in the Plan and to consider how the LTP can align with Local Development Frameworks.
- 3.11. Work on drafting the Implementation Plan element of the third LTP began following the Government's Comprehensive Spending Review announcement on 22 October 2010. This was then further developed in light of the announcement of the Local Government Settlement by the Department for Transport on 13 December 2010, which set out the funding allocations for Hampshire for local integrated transport and road maintenance.

3.12. In late 2010 the six consultation LTP 'strategy' documents were revised and updated to reflect recent Government policy announcements, especially with regard to reductions in levels of funding (both capital and revenue) allocated to the County Council, and the views expressed through the consultation process. The six parts were re-formatted into chapters of the proposed final LTP document.

4. Overview of structure of proposed LTP3

4.1. Chapters 1 to 7 taken together form the long-term 20-year proposed strategy. Chapter 8 will set out a three-year Implementation Plan.

4.2. Chapter 1 '*The Transport Vision*' sets out a proposed vision for transport in Hampshire:

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

The chapter aims to make it clear what the County Council is able to deliver through the LTP, by emphasising constraints, including the substantial reduction in funding for transport and local government. The chapter also now takes into account recent Government policy developments, such as localism, "big society", and their potential implications.

4.3. Chapter 2 '*Transport Priorities*' sets out three main transport priorities and 14 further policy objectives which, taken together, form the policy framework for the LTP across the county, based on those shared with Cabinet in June 2010. The priority from the consultation draft LTP, of making the most of what we already have, has been revised to emphasise the role of transport networks in supporting economic growth and competitiveness. The chapter clarifies the meaning of each of the priorities and policy objectives and what role the County Council will play, either directly or indirectly, through seeking to influence partner organisations and private operators.

4.4. Chapter 3 '*The Hampshire Context*' contains background information about Hampshire and provides a synthesis of wider policies and plans that have been taken account of in the development of the strategy part of the proposed LTP, and aims to show how the LTP contributes towards the delivery of the Hampshire Sustainable Community Strategy.

4.5. Chapter 4 '*Monitoring and Review*' covers the approach to monitoring of progress and arrangements for keeping the LTP under review. The County Council has the freedom to choose which indicators best serve our needs and requirements, and has chosen a small number of indicators that either reflect public satisfaction or that are measures for the management and maintenance of transport infrastructure.

4.6. The next three chapters cover the three area-based transport strategies, Chapter 5, '*Transport Strategy for North Hampshire*'; Chapter 6 '*Transport Strategy for the Central Hampshire and the New Forest area*'; and Chapter 7

'South Hampshire Strategy'. The South Hampshire Strategy was developed jointly with Southampton City Council and Portsmouth City Council.

- 4.7. Chapter 8 *'Implementation Plan'* will set out a three-year programme of expenditure on schemes and improvements that the County Council intends to deliver for transport. The financial information to be included within this part of the LTP is being developed alongside the budget setting process of the County Council and will be added to this chapter once finalised, for the reasons set out in the next section of this report.
- 4.8. In addition, to fulfil the County Council's duties with regard to SEA and HRA, an SEA Environmental Report and HRA Screening Report have been produced and will form appendices to the LTP.

5. The proposed three-year Implementation Plan

- 5.1. The Implementation Plan will form part of the LTP3 document and will set out proposals for delivery of the policies and priorities within the Strategy during the first three-years of the Plan, 2011/12 to 2013/14.
- 5.2. The LTP will be considered by Cabinet on 11 February 2011 alongside the proposed County Council capital and revenue budgets. Once the budget has been finalised, the Implementation Plan will be updated to show how both capital and revenue funding will be used to deliver Hampshire's transport objectives.
- 5.3. The LTP needs to be considered by Cabinet on 11 February 2011 because the Implementation Plan will contain the proposed levels of expenditure on capital and revenue to be agreed at that meeting. Following Cabinet, both the LTP and the proposed budget will be presented to Full Council for decision on 24 February 2011.

6. Proposed approach to keeping the LTP under review

- 6.1. It is proposed that the Plan should be reviewed regularly (no more frequently than on an annual basis).
- 6.2. It is suggested that decision-making authority to make changes of a minor nature be delegated to the Executive Member for Environment, to ensure that the LTP reflects changes in policy by national Government or at the corporate level.
- 6.3. As the LTP will be primarily a web-based document, the latest version of the LTP would be available from the LTP Hantsweb page, together with a list of the changes made in each review of the Plan.

7. Conclusions

- 7.1. The Hampshire LTP is a concise statement of the approach of the County Council towards transport and travel.
- 7.2. Current funding reductions require the Plan to have a clear focus on highway maintenance and an ability to maximise the efficiency of the existing network.
- 7.3. The Plan focuses on supporting economic growth, whilst looking to manage and reduce adverse environmental impacts.
- 7.4. The Implementation Plan element of the LTP will be a rolling three-year programme, linked to the corporate capital and revenue programme processes, to ensure it is accurate and up-to-date.
- 7.5. The third Hampshire LTP will be a living plan, subject to regular review.

8. Next Steps

- 8.1 As previously stated in Section 5 of the report, the Hampshire LTP will be taken to Cabinet on 11 February and Full Council on 24 February 2011 for decision. The LTP once approved will be published by 1 April 2011.

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.)

Document

Location

None

ACW/2308

IMPACT ASSESSMENTS:

1. Equalities Impact Assessment:

- 1.1 An Equalities Impact Assessment has been carried out on the proposed third Hampshire Local Transport Plan.

2. Impact on Crime and Disorder:

- 2.1 The LTP refers to 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 proposed third LTP contains priorities that seek to reduce the need to travel, improve travel choice through investment in sustainable forms of travel, 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 LTP priorities, which will be incorporated into the policy framework and the delivery of the LTP Implementation Plan.