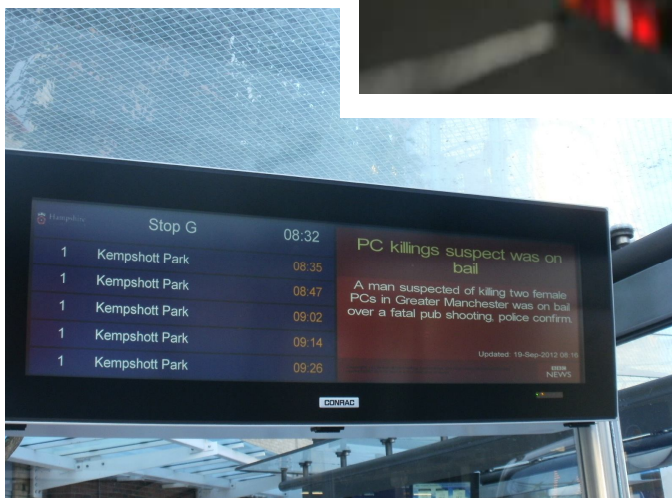


Hampshire Local Transport Plan

Part B: Implementation Plan

2014 – 2017



Updated May 2014

Chapter 8 – Implementation Plan

Keeping Hampshire Moving: A strong track record of delivery

The County Council has consistently shown over a number of years that it possesses the capability and technical and professional skills to deliver a range of transport improvement schemes. At one end of the spectrum, it has delivered a number of large and complex projects such as the Eclipse Bus Rapid Transit (BRT) busway between Gosport and Fareham, completed within budget in April 2012. At the other end of the scale, as part of its Capital Programme, the County Council is delivering a number of low-cost improvements to connect communities and improve safety. In October 2013 Hampshire County Council and First Hampshire and Dorset were announced as joint winners of the 'Transport Team/Partnership of the Year' award at the National Transport Awards in recognition of their successful partnership working to increase bus travel through the Eclipse BRT scheme.

Sources of Funding

This Implementation Plan, published in May 2014, forms part of the LTP document and contains the proposals for delivery of the policies and priorities within the Strategy during the three year period April 2014 to March 2017. This rolled forward Implementation Plan replaces the 2013-2014 Hampshire LTP Three-Year Implementation Plan that was published by the County Council in April 2013. It demonstrates how both capital and revenue funding, available to the authority from central Government, council tax and developer contributions is to be used to deliver Hampshire's transport priorities.

A three-year programme has been developed, to be consistent with the County Council's overall capital programme. As the funding mechanisms that are available to deliver transport improvements are still evolving, this Implementation Plan will need to be refreshed and rolled forward, again in Spring 2015 and annually thereafter, as the levels of funding available to deliver the Plan are established.

To ensure the programmes contained in this chapter are derived consistently, they take information from a variety of different sources. These include:

- Area Transport Strategies and Strategic Transport Implementation Plans;
- Transport Contribution Policy (TCP) scheme lists;
- Emerging Local Development Frameworks and supporting documents including Infrastructure Delivery Plans (where available); and
- Town Access Plans, Transport Statements and Transport Delivery Plans.

There is a range of different sources of funding available to help deliver the long-term Hampshire LTP strategy and implementation programmes. These are briefly summarised below to provide a context for this Implementation Plan.

Government Funding

During 2014/15, the Government will provide funding for transport improvements to local transport authorities in four main categories. The four funding streams allocated by the Department for Transport (DfT) are:

- block funding for highways maintenance (capital);
- block funding for small transport improvement schemes (capital);
- major schemes (capital); and
- Local Sustainable Transport Fund (capital and revenue).

Government provides **block funding** to local authorities to support the development of local transport. This consists of separate funding for maintenance and integrated transport block funding for small transport improvement schemes.

Across the country, Government is providing over £3billion of capital funding over the period 2011/12 to 2015/16 for **highways**



maintenance. This funding is used to help the County Council plan and manage our road network. It covers the whole highways infrastructure asset, including carriageways, footways, bridge and other structures, street lighting and signs and signals. Works may include major resurfacing, maintenance or replacement of bridges/tunnels and occasional reinstatement of roads following natural disasters.

The funding is allocated according to a needs-based formula covering road length and road condition. Funding is not ring-fenced so can be spent according to the County Council's priorities. With limited funding available, it is essential that highways maintenance is prioritised, reflecting its economic and social importance to local communities and safeguarding the largest single local public asset.

Nationally, Government is providing over £1.3billion of **integrated transport** block funding, covering the same period, for small transport improvements. This funding is crucial to help stimulate local economies by reducing congestion, improve road safety and deliver greater support to local communities as they take on the responsibilities highlighted in the Big Society. This funding is allocated according to a needs-based formula, and again in line with the principles of localism, this funding can be spent and prioritised by the County Council however it sees fit. From April 2015 onwards, 43.7% of this integrated transport block funding will be allocated instead to Local Enterprise Partnerships (LEPs) as part of the Local Growth Fund (LGF) – which across England has a total value of £2 billion for 2015/16, to be shared across all 39 LEPs. This funding that will form part of the LGF, will not automatically be reinvested in these types of scheme and a clear case for investment will need to be made to each LEP. The County Council will work closely with both the Solent LEP and Enterprise M3 LEP to continue to deliver a programme of lower-cost transport infrastructure improvements that can demonstrate links to LEP objectives of supporting economic growth.

Major Schemes – The role of LEPs and LTBs in the Prioritisation Process

Nationally, over the 2011/12 to 2015/16 period, the Government indicated that £1.5billion of funding would be provided for local authority major schemes. Local authorities wishing to secure funding for major schemes (those costing £2m or more) are currently required to develop business cases, which are assessed by the Department for Transport.

However, from April 2015, the Government has announced that major schemes funding will be devolved to LEPs, and will form a significant part of funding available via the LGF. Indicatively, the Government has indicated that the total amount of LGF funding available from 2016/17 to 2020/21 will be £2 billion a year. As transport infrastructure is a key facilitator of economic growth, the Government is seeking to ensure that local major transport schemes decision-making is aligned with local economic growth ambitions as set out by LEPs within their Strategic Economic Plans (SEPs). SEPs have a six year lifespan covering the period 2014/15 to 2020/21.

In early 2013, the Government asked each LEP to establish a Local Transport Body (LTB), with a remit of prioritising which major schemes within the LEP area are to be taken forward to the delivery stage. The LEPs each have established Local Transport Bodies (LTBs), who met in July 2013 to agree their major scheme priorities. Each LTB has elected Member representation on them from each Local Transport Authority within the LTB area.

Within their SEPs, the Government expects LEPs to decide how best to allocate LGF investment between skills, housing and infrastructure. The infrastructure component can be invested used to deliver major schemes within LEP areas, and lower-cost capital schemes costing less than £2million. LGF funding contains a component that is calculated formulaically, based on LEP geography. The Government expects LEPs working with Local Transport Authorities to progress those priority major schemes identified by LTBs through developing business cases, to enable the delivery of these priority schemes from 2015/16 onwards. As part of Growth Deals negotiations, the government will award a further element of LGF funding based on a competitive process between LEPs. Those LEPs that are able to demonstrate clearly how their SEP will support job creation and new housing are likely to secure extra funding.

Decisions on the competitive element will not be known until the summer of 2014. The LEPs have included an initial prioritised programme of major schemes within their final SEPs which were submitted to the Government in March 2014. These LEP aspirations include LTB major scheme priorities and additional major scheme priorities. The SEPs for both [Enterprise M3](#)¹⁷⁶ and the [Solent LEP](#)¹⁷⁷ place considerable importance on investing in new transport infrastructure, making the links clear on how this can support economic growth and competitiveness, attract investment and enable development and regeneration. In order to receive LGF major scheme funding, local authorities will need to prepare business cases for their schemes, which will be assessed by the relevant LEP.

Local Sustainable Transport Fund Projects in Hampshire

Between July 2011 and March 2015, the DfT is making £560million available to Local Transport Authorities (LTAs) in England to deliver 96 projects from the Local Sustainable Transport Fund (LSTF). Hampshire County Council has been a partner in four successful bids, which are all now in their final years of the project delivery stage. [Detailed guidance](#)¹⁷⁸ for LTAs on how to develop their bids was published in January 2011. The LSTF supports packages of transport interventions that support local economic growth and reduce carbon emissions in their communities, as well as delivering cleaner environments and improved air quality, enhanced safety and reduced congestion. All 96 successful projects that were awarded LSTF funding are expected to achieve a modal shift from the private car to public transport, walking and cycling.

The DfT's guidance set out 13 criteria against which all LSTF bids were judged, including the contribution to the local economy, reducing carbon, value for money, deliverability and affordability.

LTAs developed their LSTF bids in one of two categories. The 'small projects' category encompassed bids requiring a contribution from the Fund of up to £5million in total over the four years. Funding for projects in this category was being awarded in two

¹⁷⁶ <http://www.enterprisem3.org.uk/uploads/b01eb103c8b05d66ba7d036bcf1267057dc9f5c6.pdf>

¹⁷⁷ http://solentlep.org.uk/uploads/documents/Solent_Strategic_Economic_Plan.pdf

¹⁷⁸ <http://assets.dft.gov.uk/publications/pgr-regional-transportfund-pdf/guidance.pdf>

tranches. Tranche 1 was awarded in July 2011, and Tranche 2 was awarded in June 2012. The 'large projects' category was for bids requiring a contribution from the Fund of between £5million and £50million over the Fund period.

In July 2011, the County Council was awarded £4.1m of Tranche 1 small projects LSTF grant to deliver the '[Hampshire Sustainable Transport Towns](#)' Project¹⁷⁹. Now in its final year of delivery, the project is well on the way to delivering a package of 31 complementary schemes and initiatives to improve the attractiveness of walking, cycling and public transport within the six towns of Andover, Aldershot, Basingstoke, Farnborough, Fleet and Winchester. Alongside 18 capital schemes, the package also contains a number of travel planning initiatives, the promotion of cycling and the 'My Journey' travel awareness marketing campaign.

The County Council is also a partner in three successful **joint LSTF projects** that were awarded funding in June and July 2012. The first of these is a '**large project**' and the remaining two are both **Tranche 2** 'small projects'. All three are now in their final year of delivery.

The '**large project**' is a joint large LSTF project led by the three LTAs of Hampshire County Council, Portsmouth and Southampton City Councils, working together to deliver sustainable transport improvements across the south Hampshire area. The project package is entitled "[A Better Connected South Hampshire](#)"¹⁸⁰ and involves an investment of £31.2m, of which £17.8m is DfT LSTF grant, supported by £13.3m of local contributions. The package comprises three main parts:

1) Low-cost improvements to transport infrastructure along nine corridors to ensure that public transport provides a realistic, reliable and therefore attractive alternative to the private car, linking people to jobs – total cost £16.4m

- Enhancements to 16 bus and rail interchanges;
- Targeted priority measures and junction improvements to improve reliability;
- Better public transport information with 250 Real Time Passenger
- Information screens and provision of information accessible via Smartphones, and through SMS text at other bus stops.
- Integrating public transport and active modes through cycle links and pedestrian and cycle crossings;

2) Integration of public transport with an inter-operable South Hampshire smartcard ticketing system – total cost £9.3m

- ITSO compliant smartcard across bus and ferry services, implemented and run in partnership with South Hampshire Bus Operator Association (SHBOA);

3) A travel marketing campaign – 'My Journey' to achieve behavioural change, to underpin the other two bid components, with a total cost of £5.1m. This work will comprise travel awareness campaigns, station and interchange travel plans, travel planning work with residents and businesses, hospital travel plans, travel to school and college initiatives and promotion of the South Hampshire smartcard ticketing system.

In addition, £300,000 of funding will be used for monitoring and evaluation of the effectiveness of the initiatives contained within the package.

¹⁷⁹ <http://www3.hants.gov.uk/hampshire-transport/transport-schemes-index/hampshire-sustainable-transport-towns-project.htm>

¹⁸⁰ <http://www3.hants.gov.uk/tfsh-jan-2012-lstf-exec-summary.pdf>

The **Two National Parks** joint LSTF project has been developed jointly with the New Forest and South Downs National Park Authorities, with the County Council acting as 'lead' authority together with five other Local Transport Authorities (LTAs) of Brighton & Hove City Council, East Sussex County Council, Surrey County Council, West Sussex County Council and Wiltshire Council. The project entitled "[Sustainable Transport Solutions for England's two newest National Parks](#)"¹⁸¹ has secured £3.9m of funding from the LSTF, supported by a local contribution of £14.38m from LTAs, the private sector, Network Rail and other partners.

The Two National Parks joint LSTF project focuses on the following four key objectives:-

- Improving key public transport gateways into the two National Parks
- Making it easy to reach key attractions within the two National Parks
- Promoting sustainable travel packages to visitors before they arrive and while they are in the National Parks
- Managing traffic effectively with the Parks, so that it does not detract from the visitors' experience

The County Council is one of eleven local authority partners in the "[Walk to School Outreach](#)"¹⁸² joint LSTF project. This project secured £4.76m of LSTF funding to deliver increased levels of walking to school at over 1,000 schools. In Hampshire, two Walk to School project workers are working with a number of schools in the county. The delivery of the project is being overseen by charity Living Streets, with Durham County Council acting as the lead authority.

The County Council is working closely with public transport operators, district councils and community groups to ensure they can play an active role in the delivery of elements of all the successful LSTF projects covering Hampshire.

From April 2015, the Government will include LSTF capital funding within LGF allocations to LEPs. The Government expects LEPs within their SEPs to set out a long-term approach on how it will support sustainable transport infrastructure improvements through the LGF. Both the Solent and Enterprise M3 LEPs within their SEPs have accepted the important role investment in sustainable transport initiatives can play in supporting the local economy, and both LEPs are committed to providing capital funding from LGF resources to support delivery of such improvements.

In December 2013, the DfT announced that it was making available a total of £64 million for LSTF revenue projects in 2015/16. It invited LTAs within England to submit bids by 31 March 2014. The County Council is involved in a total of five bids. The outcome of these bids will be made known in summer 2014. Summaries of each are below, including the amount of LSTF revenue funding that has been bid for:

- **Supporting the economy by transforming travel connectivity in Rural Hampshire - £652,000:** this bid seeks to make it easier for those living in isolated areas to access employment and services. The package seeks to deliver a range of sustainable transport solutions to widen travel choices in rural areas.
- **Stepping up connectivity in the Sci:Tech Corridor and the Blackwater Valley - £1.684m:** this joint bid in partnership with Surrey County Council is

¹⁸¹ <http://www.newforestnpa.gov.uk/looking-after/partnership-working/local-sustainable-transport-fund-bid>

¹⁸² http://content.durham.gov.uk/PDFRepository/Living_Streets_LSTF_Bid.pdf

aiming to encourage greater use of public transport, walking and cycling for local journeys within and between the nine towns of Andover, Aldershot, Basingstoke, Camberley, Farnborough, Guildford, Staines, Whitehill-Bordon and Woking.

- **A Better Connected South Hampshire - £1.73m:** this joint bid is looking to deliver a number of sustainable travel initiatives to encourage travel behaviour change across the South Hampshire travel to work area, including the Isle of Wight, and Portsmouth and Southampton. This is looking to build on the current 'large' LSTF project.
- **The Two National Parks LSTF Programme (2015/16 extension) - £2.053m:** this joint bid covers both the New Forest and South Downs National Park areas (within which there are six Local Transport Authorities areas including Hampshire). It aims to help visitors to both National Parks to make greater use of sustainable transport options, thereby supporting the visitor economy. The bid seeks to build on the current 2 National Parks LSTF project.
- **'Walk To' Project - £3.980m:** this joint bid led by Living Streets and Durham County Council, involving a total of 13 local authorities, of which Hampshire is one, will see targeted support for schools in Hampshire with either high carbon footprints or in areas with higher rates of obesity.

The funding sought will complement capital funding available for sustainable transport improvements from the Local Growth Funds of Enterprise M3 and Solent LEAs.

Pinch-point Fund for the Strategic Road Network

This is funding that has been identified by central government for highway improvements on the strategic road network (motorways and trunk roads) in England. A total of £317 million is being invested in 123 growth-related schemes by the Highways Agency. All the schemes have a cost of around £10 million and have been identified as helping to ease local bottlenecks, improve safety and road layouts. Five of the schemes that have received funding are in Hampshire, worth over £14.8m.

Of these, the following scheme has recently been completed:

- A34/M3 junction 9 Easton Lane improvement, Winchester, a £0.4m scheme to reduce congestion and improve safety by improving signing and lane designations.

Work on one scheme is currently underway and will be completed during 2014:

- A3 Ham Barn roundabout improvement, a £1.2m scheme will reduce congestion by creating a segregated left turn lane from the A3. Entry widths and lane markings will be improved and an additional lane created on the roundabout. This provides improved access to Whitehill Bordon Eco Town, and mitigates traffic growth arising from planned development in Liss, Liphook and Petersfield.

Work on the following three improvements is planned to commence in spring 2014 and be complete during 2015:

- M3 junction 6 and Black Dam improvement, Basingstoke. This major scheme will reduce congestion by increasing capacity at the roundabout. It will be reconfigured in layout so that through traffic lanes heading into Basingstoke from the M3 and A30 will pass through the centre of the roundabout, together with lane widening on the A30 approach and improvements to lane signing and

markings. This will support access to Basingstoke town centre from the M3, providing a reduction in peak hour congestion and improve journey time reliability and will help support regeneration of the Basing View employment area.

- M27 junction 5 improvement, near Eastleigh. This £4.9m scheme will reduce congestion by widening approach roads and slips roads and providing a segregated left turn lane onto the M27 eastbound. This supports several local development plans, including Eastleigh Riverside, Southampton Airport and Southampton City Centre.
- M27 junction 3 improvement, to improve access to Southampton city centre. This £2m scheme will reduce congestion by widening the westbound exit slip road, providing four lanes on all four carriageway sections and installing traffic signals. This will help improve access to the Adanac Park employment site located off the M271 Development and the growth of the Port of Southampton.

Local Pinch Point Fund

As part of the [2012 Autumn Statement](#)¹⁸³ the government announced the creation of a [Local Pinch Point Fund](#)¹⁸⁴ worth £170 million to remove bottlenecks on the local highway network which are impeding growth. The fund is aimed at those schemes that can be delivered quickly with immediate impact. The funding contribution is only available in the 2013-14 and 2014-15 financial years. Local Transport Authorities were given until 21 February 2013 to submit bids to the DfT, and were encouraged to work closely with LEPs to obtain endorsement of their bids.

Guidance on bids was published in January 2013, which stated that Local Transport Authorities will need to contribute at least 30% of total scheme costs. Potential projects fell into the following two categories, with the vast majority falling into the first category given the delivery timescales for investment:

- small schemes requiring DfT funding of between £1m and £5m; and
- by exception, large schemes requiring DfT funding above £5m but no more than £20m. The DfT suggested that bids over £10m are not likely to receive funding unless they can demonstrate exceptional value.

The County Council has been successful in three bids in the £5m or less category, that were submitted to the fund. These are:

Queens Roundabout Capacity Improvements, Farnborough - £4m

ASDA Roundabout Capacity Improvements, Havant - £3.7m

A30 Hartford Bridge Flats junction safety improvements, north of Fleet - £1.48m

All three schemes will help to reduce congestion, improve journey time reliability and help enable delivery of new housing and employment. Construction works on all three schemes will commence in 2014/15, and are expected to be completed by summer/autumn 2015. More information about these three schemes, can be found on our [Funding Bids](#)¹⁸⁵ webpages.

Growing Places Fund

¹⁸³ http://www.hm-treasury.gov.uk/as2012_index.htm

¹⁸⁴ <https://www.gov.uk/government/publications/local-pinch-point-fund-application-pack>

¹⁸⁵ <http://www3.hants.gov.uk/transport-fundingbids.htm>

The [Growing Places Fund](#)¹⁸⁶, has been shared across all LEPs in England. The Enterprise M3 LEP has been allocated £21m of funding and the Solent LEP has been allocated just under £18m. The fund will work as a pump-priming mechanism to deliver transport infrastructure or other physical infrastructure works needed to unlock development opportunities. Some or all of the cost of these infrastructure improvements will then be recouped from a variety of funding mechanisms such as developer contributions on completion of development or enhanced business rates. This process allows the funding to be maintained in the long term and re-used to deliver further infrastructure schemes. A. The first bidding round for infrastructure schemes in both LEP areas took place during Spring 2012. Funding was awarded by the LEPs to successful projects in the summer of 2012. A second round of bidding is expected to take place during the spring of 2013.

In the Solent LEP area, £8m of Growing Places funding has been secured for on and off-site improvements to the Enterprise Zone at the former Daedalus airfield near Gosport, to enable the creation of 750 jobs in the short term, and 3,500 jobs on the site in the longer term. The off-site infrastructure improvements to be delivered during 2014 will include £8.5m of investment to improve the northern part of Newgate Lane, the most direct access route from the Zone to the M27 at Junction 11. This route currently experiences high levels of traffic congestion in both AM and PM peaks. The works will also comprise associated works at the Peel Common Roundabout. The scheme will improve traffic flows, increase the capacity of the corridor, and separate motor vehicles from pedestrians and cyclists.

European funding

From mid 2014, LEPs will have responsibility for the delivery of a large part of the new round of European Structural and Investment Funds for 2014-2020. The new programme will combine the two structural funds, the [European Regional Development Fund](#) (ERDF)¹⁸⁷ and the European Social Fund (ESF). It will also include part of the European Agricultural Fund for Rural Development (EAFRD). Bringing the funds together in this way allows LEPs much greater flexibility in the way money is spent, giving them the ability to focus investment on areas of greatest identified priorities. The Solent and Enterprise M3 LEPs have each produced EU Funding Strategies setting out the sorts of projects and initiatives that would be eligible for funding. These strategies ([Solent](#)¹⁸⁸ and [Enterprise M3](#)¹⁸⁹) provide advice on how bids should be prepared and how they will be assessed.

The County Council will monitor other funding opportunities that arise from Europe and will consider developing funding bids or expressions of interest where there is a strong case and a good strategic fit. These other EU funding streams include:

- Urban Development fund through JESSICA (Joint European Support for Sustainable Investment in City Areas)
- [Intelligent Energy Europe II Programme](#)¹⁹⁰
- [7th Framework Programme for Research and Development](#)¹⁹¹

¹⁸⁶ <https://www.gov.uk/government/publications/growing-places-fund-prospectus>

¹⁸⁷ <https://www.gov.uk/government/policies/supporting-economic-growth-through-managing-the-european-regional-development-fund>

¹⁸⁸ http://solentlep.org.uk/uploads/documents/Solent_EU_SIF_Strategy_-_FINAL2.pdf

¹⁸⁹ <http://www.enterprisem3.org.uk/uploads/c048f6133a5ca818754b877e8440cb9f8d4e215b.pdf>

¹⁹⁰ <http://ec.europa.eu/energy/intelligent/>

¹⁹¹ http://cordis.europa.eu/fp7/home_en.html

- [CIVITAS](#)¹⁹² (CItY-VITAlity-Sustainability)
- [Marco Polo Programme](#)¹⁹³ (Freight Transport)
- [Atlantic Arc](#)¹⁹⁴
- EFFIPLAT (a network of multimodal platforms for the improvement of logistical efficiency in the Atlantic Corridor)
- [PROGRESS](#)¹⁹⁵ (EU's employment and social solidarity programme)
- [Interreg IVB Programmes](#)¹⁹⁶ (Interregional Cooperation Programmes)
- [URBACT II](#)¹⁹⁷ (A European exchange and learning programme promoting sustainable urban development)
- [Trans-European Transport Network](#)¹⁹⁸ (TEN-T)

Developer Funding

The County Council negotiates and secures financial contributions from developers towards transport infrastructure or services to mitigate the additional transport burden imposed on the existing network by new development. The County usually negotiates contributions on the basis of a transport assessment submitted in support of a planning application. The process is then formalised through 'Section 106' legal agreements that require developers to secure provision of, or improvement to, existing transport infrastructure to meet the needs of new development.

The County Council has secured significant amounts of funding for highways in this way. For example, over the last five years since April 2008, £44m has been collected through Section 106 agreements in Hampshire for highways schemes. In addition, since April 2008 there are legal agreements to secure £34m for transport which has not yet been received, that should be paid in the future as developments progress. Much of the funding is secured to be spent on specific projects or within a specific geographical area. It will be used to supplement the Integrated Transport Programme, which would otherwise be extremely limited, due to the current budgetary constraints. However, the introduction of the Community Infrastructure Levy Regulations 2010 mean that Section 106 will be severely restricted from **April 2014**.

The CIL Regulations empower, but do not require, local planning authorities (LPA) to introduce a levy on most types of new development in their areas. The levy can only be implemented by Charging Authorities, defined as any district, borough or unitary authority and so the County Council is not a Charging Authority. The proceeds of the levy will provide new local and sub-regional infrastructure to support the development of an area in line with local authorities' development plans. Such infrastructure includes transport. The levy set by the Charging Authority is a set figure per square metre of development, subject to a minimum net increase of 100 square metre of floor area. It is possible to introduce differential rates per type of development or geographical area but only on the basis of viability evidence to justify such differential rates. The Government

¹⁹² <http://www.civitas-initiative.org>

¹⁹³ <http://ec.europa.eu/transport/marcopolo>

¹⁹⁴ <http://arcatlantique.org/index.php?act=1,3,2,6>

¹⁹⁵ <http://ec.europa.eu/social/main.jsp?catId=327>

¹⁹⁶ <http://www.seupb.eu/programmes2007-2013/interreg-overview/transnational/northwesteuropeprogramme.aspx>

¹⁹⁷ <http://urbact.eu/>

¹⁹⁸ http://ec.europa.eu/transport/infrastructure/index_en.htm

published [Community Infrastructure Levy Guidance](#)¹⁹⁹ in December 2012, which sets out advice to LPAs on the procedures to follow when introducing and operating CIL.

The 11 LPAs within Hampshire intend to introduce a CIL but, due to the differing stages of the various Local Plans, the timescales for doing so is varied. Most LPAs are looking at introducing some form of CIL charging during 2014 or 2015.

At present there is uncertainty over how much funding is likely to be raised through CIL, as initial indications show that the levy will be set low and therefore is likely to generate significantly less than is currently secured through Section 106. This funding is expected to fund a far wider range of infrastructure projects than currently funded through Section 106 and therefore the amount of money likely to be available for County Council infrastructure is uncertain. The current tariff based approach to calculating contributions taken under Section 106 will become unlawful from 6 April 2014 when Regulation 123 of CIL comes into force. From that point forward it will not be possible to use Section 106 to secure contributions for infrastructure that is intended to be funded by CIL. Where no CIL exists, Section 106 contributions can only be negotiated on a case by case basis with a maximum of five planning obligations being permitted to be entered into (back dated to April 2010) for any one infrastructure type or project in order to prevent pooling of contributions under Section 106. The County Council is working closely with district and borough council partners to ensure that all possible funding mechanisms are explored in order to ensure that local and sub-regional transport schemes that are agreed to be priorities can be delivered.

In order to help with the identification of transport priorities within each LPA area, the County Council has developed [11 Transport Statements](#)²⁰⁰ to cover each of the Boroughs and Districts in the county. These statements, which were approved in September 2012, link the strategic policies conveyed within this Local Transport Plan (LTP) to local level issues and aspirations. Each Transport Statement contains a schedules of transport infrastructure requirements, to help inform discussions with developers over measures to mitigate the impact of new development. The Transport Statements build on the Town Access Plans, where these have been produced, but also cover the rest of Districts and Boroughs, encompassing TAP and non-TAP areas alike.

The County Council has worked in partnership with the LPAs in the development of the District and Borough Transport Statements and associated schedules of transport requirements, which will be essential to informing the Districts' Local Plans and associated Infrastructure Schedules required as part of the forthcoming CIL.

The County Council also supports transport directly through its revenue budget. This budget will be under particular pressure during the Implementation Plan period, with priority given to funding maintenance of the road network.

Revenue funding covers the following key areas:

- highway maintenance
- support for bus and community transport services
- concessionary fares
- public transport co-ordination

¹⁹⁹ <https://www.gov.uk/government/publications/community-infrastructure-levy-guidance>

²⁰⁰ <http://www3.hants.gov.uk/transport-planning/transport-statements.htm>

- road safety education and training
- school crossing patrols
- monitoring of traffic including CCTV cameras
- operation of area traffic control centres
- home-to-school transport
- specialised social services transport

Other Sources of Funding

The Government plans to introduce [Tax Increment Financing](#)²⁰¹ powers, which will allow local authorities to invest in infrastructure and capital projects. Councils would be able to pay for transport improvements by borrowing against the increase in business rate revenues expected as a result of the projects. At the time of writing the Government has indicated that separate legislation will be introduced with details and criteria as to how TIF can be used. This will shape the extent to which such funding may be of use to the County Council.

The [New Homes Bonus](#)²⁰² is funding from the Government to match-fund the additional council tax raised when a new home is built. The majority of the Bonus is allocated to the relevant District Council. Where major transport infrastructure schemes are needed to support new development, then the County Council will work with District Councils to explore the scope to use resources from the New Homes Bonus to help support their delivery. The County Council takes the view that it is important that part of the New Homes Bonus should be used to help ensure that vital transport infrastructure can be adequately funded, across district boundaries where necessary.

Capital Programme (Integrated Transport) 2014/15 – 2016/17

The integrated transport capital programme contained within this Implementation Plan details how expenditure secured from the Government Block Funding capital allocation for small transport improvement schemes is to be spent. The programme includes funding for a number of major schemes that have secured funding through the Local Pinch Point Programme and LEP controlled Growing Places funds. Full business cases for schemes seeking major scheme funding from 2015/16 onwards are in the process of being prepared, and will be assessed by LEPs. The programme does however include details of developer funding secured that it is anticipated will be spent on transport expenditure during this period.

On 13 December 2010 Government announced the final local transport capital block settlement for 2012/13. In December 2013, the Government set a final allocation for 2014/15. No indicative allocations have yet been made for 2015/16 or 2016/17. However, for planning purposes, the County Council can expect a 43.7% reduction in the level of grant funding for Local Integrated Transport Capital Block, taking into account anticipated redirection of this proportion of funds to the Local Growth Fund – to be controlled by LEPs. Therefore, it is assumed that the total figure to be allocated to Hampshire for the next three years is £19.6m which is split as shown in Table 8.1. From 2015/16 onwards, there is a possibility that this programme may be expanded if the Solent and Enterprise M3 LEPs secure the level of funding they are seeking from the

²⁰¹ http://www.hm-treasury.gov.uk/press_47_10.htm

²⁰² <https://www.gov.uk/government/policies/increasing-the-number-of-available-homes/supporting-pages/new-homes-bonus>

LGF and decides to invest in local ‘non-major scheme’ transport infrastructure, where it stimulates housing, jobs and growth.

Table 8.1 – Hampshire Local Integrated Transport Allocation 2014/15 – 2016/17

| Year | Local Transport Capital Block Settlement |
|---------|--|
| 2014/15 | £9.821m |
| 2015/16 | £4.911m |
| 2016/17 | £4.911m |

In addition to this it is anticipated that within Hampshire over the next three financial years there will be £15.86m of capital funding available from developers contributions and £22.2m of other funding, either external to Hampshire County Council or from other capital sources.

There is a reasonable level of certainty for the 2014/15 financial year as the Government funding allocation has been confirmed. The allocation 2015/16 is expected to be announced in December 2014, with the allocation for 2016/17 not being made known until budget setting processes occur following the 2015 General Election.

A three-year integrated transport capital programme has been developed which will be rolled forward on an annual basis. The proposed areas of capital expenditure from 2014/15 and 2016/17 are set out in Table 8.2 below. Delivery of a number of major schemes listed for delivery in 2015/16 and 2016/17 is dependent on the level of LGF funding that LEPs secure, and is subject to LEP/ LTB approval of full business cases:

Table 8.2 – Integrated Transport Capital Programme 2014/15 – 2016/17

| Expenditure category | 2014/15 (£000s) | 2015/16 (£000s) | 2016/17 (£000s) |
|---|--------------------|--------------------|--------------------|
| Major Schemes | | | |
| Peel Common Roundabout improvements, Fareham | 1,800 | 0 | 0 |
| Black Dam Roundabout Improvements, Basingstoke – contribution to Highways Agency Scheme | 400 | 0 | 0 |
| Leigh Road/ Passfield Avenue junction improvements, Eastleigh | 1,000 | 0 | 0 |
| A325/ A331 Corridor Improvements at Queens Roundabout, Farnborough | 5,553 | 0 | 0 |
| Dunsbury Hill, Asda Roundabout, Havant | 5,300 | 0 | 0 |
| Hartford Bridge Flats Junction Improvement, north of Fleet | 2,500 | 0 | 0 |
| Whitehill & Bordon Relief Road – Phase 1 – Louisberg Section | 0 | 4,000 | 0 |
| Newgate Lane Improvements, Southern Section, Gosport | 0 | 3,900 | 0 |
| BRT A27 Station Road Roundabout, Gudge Heath Lane Junction Improvements, Fareham | 0 | 0 | 6,511 |
| A33 Strategic Corridor Improvements, Basingstoke – Phase 1 | 0 | 2,000 | 1,500 |
| A30 Winchester Road Roundabout improvements, Basingstoke | 0 | 4,000 | 0 |

| | | | |
|--|---------------|---------------|---------------|
| Dualling of section of A340 in North Basingstoke | 0 | 3,000 | 1,000 |
| Integrated Transport Capital Programmes | | | |
| Safety Schemes | 1,775 | 1,601 | 1,500 |
| Minor Improvements (below £50,000) | 2,164 | 1,140 | 980 |
| Sustainable and healthy access routes | 2,261 | 745 | 80 |
| Accessibility | 2,344 | 1,362 | 600 |
| Junction Improvements | 610 | 1,280 | 350 |
| Pedestrian/ Cycle Crossing Improvements | 960 | 280 | 0 |
| Electric Vehicle Charging Points | 59 | 0 | 0 |
| Transport Major Project Design & Bidding | 1,250 | 1,000 | 1,000 |
| Town Centre Schemes | 488 | 0 | 0 |
| Public Transport Infrastructure Improvements | 141 | 160 | 0 |
| Total | 28,605 | 22,968 | 13,521 |

Safety schemes - this category of expenditure comprises the casualty reduction programme. This programme seeks to improve road safety at locations where there have been clusters of several accidents over a period of time. The sorts of safety measures that could be considered might involve reducing speed limits, additional signs, junction re-lining, coloured surface treatments or, in some cases, minor redesigns of junction layouts.

Minor improvements - this category comprises low cost schemes that have a project cost of up to £50,000. Such schemes might include informal pedestrian crossings (dropped kerbs), sections of new pavement or other similar physical improvements that offer good value for money. It includes funding for measures that will encourage sustainable and healthy forms of travel to schools and other facilities.

Sustainable and healthy access routes - this category encompasses pedestrian and cycle improvements within urban areas to help encourage greater use of these forms of travel for short journeys to access local services and facilities. In some cases, schemes might look to build on existing infrastructure, joining up or extending existing routes and links to form a network of routes. Many of the schemes to be delivered have been identified as priorities within Town Access Plans and Transport Statements.

Accessibility - this area of expenditure comprises a range of improvements within residential urban areas which seek to improve accessibility (taking into account the needs of mobility impaired people) with a particular emphasis on improving access to local retail centres or and services. This category includes schemes that are funded in part from DfT grant as part of the Hampshire Sustainable Transport Towns LSTF project.

Junction Improvements - this category includes improvements to existing traffic signal controlled junctions and minor works to roundabout layouts to reduce congestion in a number of locations.

Pedestrian/ Cycle Crossing Improvements – this area of expenditure seeks to reduce problems of severance for pedestrians and cyclists caused by difficulties in crossing busy road corridors.

Transport Major Project Design and Bidding – this category of expenditure encompasses the cost of developing and designing major transport infrastructure projects. It may also be used to enable preparation of bids to the LEPs for Major Schemes funding, or other funding streams set up by central Government that invite bids such as the Local Pinch Point Fund and any future or successor funding streams

Town Centre Schemes - this category of expenditure is to enable delivery of more attractive street environments within particular areas of town centres, to enhance the quality of the public realm. Such schemes could entail 'shared-space' solutions, repaving work and improvements to street furniture.

Public Transport Improvements - this category of expenditure encompasses improved infrastructure at bus or rail interchanges and the provision of travel information through display screens at bus stops.

Revenue Programme 2014/15 – 2016/17

The revenue programme contained within this Implementation Plan details how the County Council's revenue funding on strategic transport, public transport, maintenance and traffic management is to be allocated for this period. It excludes detail of income and expenditure on staff salaries.

Strategic Transport (revenue)

The investment programme is derived from the analysis of the problems and challenges facing Hampshire, set within the wider context of the vision and the corporate and other partner and stakeholder aspirations. It is therefore essential to ensure that schemes and interventions delivered are able to demonstrate good value for money and meet the overall objectives of the LTP. Revenue expenditure by Strategic Transport is therefore used to fund scheme development, as well as transport studies and feasibility, both across Hampshire and through Transport for South Hampshire, to ensure that this is achieved. Revenue expenditure using DfT Local Sustainable Transport Fund (LSTF) grant is used to deliver a range of travel awareness and sustainable travel initiatives as part of the Hampshire Sustainable Transport Towns and Transport for South Hampshire (A Better Connected South Hampshire) LSTF Projects.

Table 8.3 below, indicates the anticipated revenue expenditure for the three-year Implementation Plan period. The figures for 2015/16 would increase over what is shown should any of the bids to the DfT for LSTF revenue funding listed on page 85 be successful.

Table 8.3 – Strategic Transport Revenue Expenditure 2014/15 – 2016/17

| Expenditure category | 2014/15 (£000s) | 2015/16 (£000s) | 2016/17 (£000s) |
|--|--------------------|--------------------|--------------------|
| Transport studies, feasibility and scheme development | 495 | 495 | 495 |
| Hampshire Sustainable Transport Towns LSTF Project revenue initiatives | 754.5 | 0 | 0 |
| TfSH LSTF Project revenue initiatives (within Hampshire) | 586 | 0 | 0 |
| Contribution to Transport for South Hampshire & Isle of Wight | 90 | 90 | 90 |

Public Transport (revenue)

Revenue expenditure on public transport is principally focused on supporting local bus services and community transport services, as outlined in Table 8.4 below. This anticipated expenditure includes approximately £1.5m funded locally from developers, district councils and other local authorities income.

Other key areas of expenditure are on Public transport information & infrastructure, which includes the Traveline information service, real time information and some bus, rail and ferry infrastructure. Concessionary travel became a County Council function from 1st April 2011 and a budget for 2014/15 of £13.26m has been set. The 2014/15 scheme continues to allow all pass holders to travel from 9am on every bus service operating within Hampshire (as opposed to the statutory minimum of travel from 9:30am) and provides additional support to those eligible for a disabled persons concession. Expenditure on Home to School Transport is funded from Children's Services budgets, while Social care transport is funded from Children's Services and Adult Services budgets.

Table 8.4 – Public Transport Revenue Expenditure 2014/15 – 2016/17

| Area of expenditure | 2014/15 (£000s) | 2015/16 (£000s) | 2016/17 (£000s) |
|---|--------------------|--------------------|--------------------|
| Support local bus and ferry services | 5,650 | 5,650 | 5,650 |
| Community transport services | 1,540 | 1,540 | 1,540 |
| Public transport information and infrastructure | 590 | 590 | 590 |
| Concessionary Fares | 13,260 | 13,260 | 13,260 |
| Home to School Transport | 26,700 | 26,700 | 26,700 |
| Social Care transport | 1,900 | 1,900 | 1,900 |

Traffic Management (capital and revenue)

The management of traffic and travel to facilitate safe and reliable journeys is a cornerstone of transport policy in Hampshire, with a number of separate but integrated work streams contributing to the County Council's corporate aims through targeted interventions. Capital and Revenue expenditure is linked to achieving these aims through:

- meeting targets for reductions in the numbers of people killed or seriously injured;
- engineering measures;
- education and training;
- complying with statutory requirements in respect of maintaining regulatory measures and coordinating street works;
- ensuring that traffic signal installations operate safely and efficiently;
- providing timely and accurate information to enable travellers to make informed decisions about their travel choices.

Table 8.5 below indicates the anticipated expenditure for the three-year implementation period. Please note that some expenditure in this area, in relation to safety engineering and low cost traffic management, is included in Table 8.2.

Table 8.5 – Traffic Management Capital & Revenue Expenditure 2014/15 – 2016/17

| Area of Expenditure | 2014/15 (£000s) | 2015/16 (£000s) | 2016/17 (£000s) |
|---|--------------------------------|--------------------|--------------------|
| School Crossing Patrol service | 1,132 | 1,132 | 1,132 |
| Safety Engineering casualty reduction programmes | see Safety Schemes (Table 8.2) | | |
| Road Safety education and training programmes (including Bikeability training and StreetSense | 789 | 789 | 789 |

| | | | |
|---|--------------------------------|-------|-------|
| campaign) | | | |
| Low cost traffic management interventions | see Safety Schemes (Table 8.2) | | |
| Traffic signal maintenance and operations | 1,004 | 1,004 | 1,004 |
| Traffic and Travel Information | 269 | 269 | 269 |
| Traffic systems energy costs | 295 | 295 | 205 |
| Traffic Management Act interventions | 40 | 40 | 40 |

Maintenance Programme (capital and revenue)

On 13 December 2013 Government announced the final local transport capital block settlement for highways capital maintenance for 2014/15. In December 2012, the Government also announced that Hampshire will receive £6.126 million of additional capital maintenance funding for maintaining and improving highways. The funding is being made available over the 2013/14 and 2014/15 financial years with a total of £2.126 million available in 2014/15. The Government has not yet allocated funding for the 2015/16 financial year, but for planning purposes, it is estimated that funding levels will be broadly similar to the allocations for 2014/15.

The total funding expected from Government for the maintenance of roads in Hampshire over the next three years from April 2014 is split as follows:

Table 8.6 – Local Transport Capital Maintenance Allocation 2014/15 – 2016/17

| Year | Local Transport Capital Block Settlement | Additional Formula funding |
|---------|--|----------------------------|
| 2014/15 | £20.770m | £2.126m |
| 2015/16 | Estimated to be £20.770m | N/A |
| 2016/17 | Estimated to be £20.770m | N/A |

The Government allocation is supplemented by funding from the County Council's own resources to provide the overall highway maintenance programme. Hampshire County Council have adopted an investment programme which will provide additional funding over the Implementation Plan period to improve our highway network. A number of surveys carried out with Hampshire's residents have identified their priorities for investment and this in turn has informed future funding decisions.

Operation Resilience has provided this additional funding, allowing programmes of work which have helped to improve the resilience of the carriageway and drainage assets whilst maintaining the serviceability of other highway assets. The strategy of providing more funding for structural maintenance and reducing the reliance on reactive maintenance supports the Asset Management principles that Hampshire has embraced.

Table 8.7 sets out the current planned levels of expenditure on highway maintenance. It should be noted that the figures for 2015/16 and 2016/17 are estimates of likely levels of spend. The level of annual funding settlements from the DfT and the changing needs of the network will influence annual budget allocations.

Table 8.7 – Maintenance Capital & Revenue Expenditure 2014/15 – 2016/17

| Asset Group | Activity | 2014/15 (£000s) | 2015/16 (£000s) | 2016/17 (£000s) |
|-------------|----------|-----------------|-----------------|-----------------|
|-------------|----------|-----------------|-----------------|-----------------|

| | | | | |
|---|-------------------------|--|--------|--------|
| Carriageway | Structural repairs | 24,000 | 24,000 | 24,000 |
| | Reactive repairs | 4,000 | 4,000 | 4,000 |
| Drainage | Structural Repairs | 4,400 | 4,400 | 4,400 |
| | Cleansing | 1,600 | 1,600 | 1,600 |
| Footways | Structural repairs | 4,300 | 4,300 | 4,300 |
| | Reactive repairs | 350 | 350 | 350 |
| Structures | Structural repairs | 3,600 | 3,600 | 3,600 |
| | Non-Structural Routine | 700 | 700 | 700 |
| Traffic control systems and information systems | Upgrades & replacements | see Traffic signal maintenance and operations & Traffic and Travel Information (Table 8.5) | | |
| Aids to movement | Routine & reactive | 2,200 | 2,200 | 2,200 |
| Environmental (trees, shrubs, grass & weeds) | Routine and reactive | 4,300 | 4,300 | 4,300 |
| Weather emergencies including winter maintenance | | 5,000 | 5,000 | 5,000 |
| Miscellaneous (IT systems, condition surveys, depots) | | 1,500 | 1,500 | 1,500 |
| Management of highway and miscellaneous assets (fencing, cattle grids, hazards etc) | | 2,850 | 2,850 | 2,850 |

Street Lighting

The basic principles and standards applying to street lighting in Hampshire are outlined in the Council's [Street Lighting Policy](#)²⁰³

In 2009, the County Council signed a 25-year street lighting PFI contract with Tay Valley Lighting (Hampshire) Ltd (the Service Provider). The contract commenced on 1 April 2010 and expires on 31 March 2035. Scottish and Southern Energy Contracting, formally SEC Limited, are the nominated operating sub-contractor.

The principal aims of the PFI are;

- Improved/appropriate lighting levels
- Improved road safety
- Crime reduction
- Maximise energy efficiency
- Improved maintenance standards
- Improved structural and electrical integrity

²⁰³ <http://www3.hants.gov.uk/street-lighting-policy-100930.pdf>



Over the next three years the expenditure is estimated to be as follows:

Table 8.8 – Street Lighting Capital & Revenue Expenditure 2014/15 – 2016/17

| Area of Expenditure | 2014/15 (£000s) | 2015/16 (£000s) | 2016/17 (£000s) |
|--|--------------------|--------------------|--------------------|
| Street Lighting expenditure (inclusive of maintenance and replacement works) | 15,822 | 16,513 | 16,768 |
| Energy costs | 3,416 | 3,318 | 3,547 |

Glossary of Terms

| Acronym | Full Title | Explanation |
|--|---|---|
| AONB | Area of Outstanding Natural Beauty | An Area of Outstanding Natural Beauty (AONB) is an area of countryside considered to have significant landscape value that has been specially designated by the Countryside Agency (now Natural England) on behalf of the Government. |
| AQMA | Air Quality Management Area | An identified area where various air pollutant levels breach national limits, requiring action to deal with poor air quality. |
| Active Travel | | Modes of travel which require physical activity, for example, walking and cycling. |
| Better Buses Area Fund | | The aim of this £70m Fund is to increase bus patronage in busy urban areas, through investment in packages of improvements to bus services, to help deliver the Department for Transport's (DfT) aims of creating growth and cutting carbon. |
| Big Society | | Is an idea supported by the Coalition Government which seeks to encourage and enable people, in their everyday lives, homes, neighbourhoods, and workplaces to group together in order to tackle problems affecting them and their communities. This is intended to replace the act of turning to officials, local authorities or central government for answers to these problems. In transport terms, an example would be the voluntary and community sector operation of a village minibus to meet local needs. |
| BRT | Bus Rapid Transit | Provision of dedicated, segregated bus lanes, junction priority, high quality "stations" and other infrastructure to provide a bus-based version of light rail rapid transit, capable of supporting high frequency services and moving large volumes of passengers. |
| Car Club | | Organisations providing cars based in key locations for hire to members via an online or telephone booking system. Car clubs allow infrequent car users to access a car when they need it, without the high cost or parking difficulties associated with car ownership. |
| Community Transport | | Transport provided by voluntary and community sector organisations, using a combination of volunteers and paid staff. Community transport can include taxi-card schemes that subsidise the cost of travelling by taxi, Dial-A-Ride services, community minibuses and voluntary car schemes, moped and mobility scooter hire. |
| Concessionary Travel Scheme (Concessionary Fares) | | From 1 April 2011, Hampshire County Council took responsibility for providing the Concessionary Travel Scheme for older people and people with disabilities within Hampshire. This scheme provides free off-peak bus travel from 9am to 11pm, Monday to Friday, at any time at the weekend and on public holidays. It is intended for older people (who are of eligible age), and disabled users who live in the Hampshire County Council administrative area. Those who meet the criteria for a disabled person's pass will also have the option, as an alternative to the pass, to have vouchers (to the value of £32 per annum) for use on defined community transport schemes such as Dial-a-Ride and voluntary car schemes and taxis. |

| Acronym | Full Title | Explanation |
|---------------------------------|--|---|
| Core Strategy | | This sets out the long term spatial vision for the local planning authority area, as well as the spatial objectives and the strategic policies to deliver that vision. The core strategy has the status of a development plan document. |
| | CPGS | Car Park Guidance System |
| CPZ | Controlled Parking Zone | An area where parking restrictions (typically a requirement to display a valid ticket or permit) are in force. |
| CRP | Community Rail Partnership | Community Rail Partnerships encourage greater use of rail services on rail routes away from main-line corridors by raising their profile in the community. This can be achieved by publicity, developing links with local communities served by the rail route and recruiting volunteers to help 'adopt' stations. |
| Green Infrastructure | | Green Infrastructure is a term used to describe the physical environment within and between cities, towns and villages, specifically the network of open space, waterways, woodlands, green corridors and open countryside that can be used for recreation or leisure purposes. These areas can be connected together by a network of interlinked footpaths, bridleways and cycle paths that connect town centres, public transport nodes, the countryside in the urban fringe, and major employment and residential areas. |
| | Growing Places Fund | |
| HA | Highways Agency | Government agency responsible for managing the trunk road and motorway network. |
| HOV Lanes | High Occupancy Vehicle Lanes | Lanes dedicated for use by buses and cars carrying multiple occupants. Intended to encourage car-sharing by rewarding car-sharers with faster, less congested journeys. |
| HRA | Habitats Regulations Assessment | HRA assesses the likely impacts of the possible effects of a plan's policies on the integrity of internationally important nature sites. These internationally important nature sites include Special Areas of Conservation (SAC) which have important habitat features, Special Protection Areas (SPAs) which relate to bird populations and Ramsar sites which are internationally important wetlands. These are often referred to as Natura 2000 sites. |
| Journey time reliability | | It is important for people making a regular journey that the length of time taken between their origin and destination is reasonably predictable, and does not fluctuate excessively from day to day. Unpredictability adds to costs of business and results in wasted time. |
| | | |

| Acronym | Full Title | Explanation |
|------------|--|---|
| | Local Plan | The local plan is a collection of local development documents produced by the local planning authority (usually either a unitary authority or a district council in two-tier local authority areas) which collectively form the spatial planning strategy for its area. A key component of the Local Plan is the Core Strategy, that provides guidance for developers. The purpose of a local plan is to set out the strategic approach to future development and growth within a local planning authority's area. It sets out site allocations, and also designations and policies to protect important elements of the local environment. Each Local Plan includes one or more statutory development plan documents, which set out development management policies against which all planning applications will be considered. These can include area action plans (AAPs) or supplementary development documents (SDDs), which set more detailed planning requirements. |
| | Legible Cities/ Legible South Hampshire | The Legible Cities concept involves the development of direction signage and maps to enable pedestrians and cyclists to navigate around the city with greater ease and confidence. A Legible South Hampshire project would involve deployment of a common brand of Legible Cities signage in urban locations across South Hampshire. |
| LEP | Local Enterprise Partnership | These bodies are regional or sub-regional organisations that have been set up as partnerships between the private and public sectors to act as catalysts for economic growth. LEPs aim to provide strategic leadership in their areas to set out local economic priorities and prominently feature private sector representation. LEPs address a range of economic growth related issues, such as planning, housing, local transport and infrastructure, employment, skills, and inward investment. The two LEPs in Hampshire are Solent LEP and Enterprise M3 LEP. More information on LEPs is contained in the White Paper ' <i>Local Growth: realising every place's potential</i> ', published in October 2010. |
| | Localism | This agenda, promoted by the Coalition Government seeks to pass down powers, control and responsibility for budgets and delivering services from high levels down to a more local level. This entails giving local councils and communities, at all levels, much greater freedoms to make decisions about how to best meet local needs. |
| LGF | Local Growth Fund | The Government has announced that as part of its devolution agenda, from April 2015, this new capital funding stream will be overseen by LEPs, who will prioritise how capital LGF funding is allocated. The 39 English LEPs will effectively compete for funding based on the strength of their Strategic Economic Plans. This fund is non ring-fenced, and LEP areas can bid for funding to do whatever they think is most needed to help grow their local economy. It can be invested in skills and training, housing and infrastructure. The infrastructure component can be invested used to deliver major schemes within LEP areas, and lower-cost capital schemes costing less than £2million. The LGF will subsume capital funding from the DfT for major schemes, 43.7% of Integrated Transport Capital Block funding and Local Sustainable Transport Fund (LSTF) capital. |

| Acronym | Full Title | Explanation |
|------------------------------------|---|---|
| Local Transport Act | | The Local Transport Act (2008) is an act of Parliament that enables local authorities to better manage bus services, consider introduction of road charging schemes, and also outlines the requirements for delivery of Local Transport Plans. |
| LTB | Local Transport Bodies | The primary role of local transport bodies – involving both Local Enterprise Partnerships and local authorities – is to make recommendations to the LEP on priorities for delivery of a programme of major transport schemes from 2015 onwards and have a role in assessment of scheme business cases. |
| Local Transport White Paper | | Is a Government policy document, published in January 2011, which sets out the approach that Local Transport Authorities should take to ensure that local transport can support economic growth and reduce carbon emissions. This should primarily be achieved by investing in low cost high impact schemes that deliver good value for money improve travel choice and promote the use of sustainable modes of transport (public transport , walking and cycling) |
| LSTF | Local Sustainable Transport Fund | Funding made available from the DfT for local authorities outside London to bid for, to support packages of transport interventions that support local economic growth and reduce carbon emissions in their communities as well as delivering cleaner environments and improved air quality, enhanced safety and reduced congestion. |
| LTA | Local Transport Authority | A Local Authority responsible for the operation, management and development of the highway network (excluding trunk roads and motorways, which are the responsibility of the Highways Agency) within its area. LTAs are also generally responsible for funding socially necessary bus services where they cannot be run on a commercial basis and maintenance and improvement of highway and transport infrastructure (excluding infrastructure under control of the Highways Agency, Network Rail, and private operators). |
| LTP | Local Transport Plan | A Local Transport Plan outlines the transport policies, strategy and implementation plans for Local Transport Authorities. |
| Modal Share | | The proportion of journeys made by a mode (i.e. type) of transport. For example, a modal share of 70% for cars means 70% of journeys are made by car. |
| Naked Streets | | Streets with none (or very little) of the usual street furniture such as traffic lights, signs, kerbs, railings, white lines and other road markings. In certain locations, studies have found that “naked streets” reduce traffic speeds and improve safety for users compared to more traditional street layouts, markings and furniture. |
| National Park | | National Parks are protected areas because of their beautiful countryside, wildlife and cultural heritage. Hampshire contains two national parks. The New Forest National Park was established in 2005 and the South Downs National Park in 2010. |
| Network Rail | | Network Rail is the owner and operator of the national rail infrastructure (track, signalling, stations, car parks and land). It must ensure safe and effective management and development of that infrastructure. |

| Acronym | Full Title | Explanation |
|-------------------------|--|---|
| Pinch Point Fund | | This is funding that has been identified by central government for highway improvements to alleviate congestion. The Pinch Point Fund for the strategic road network (motorways and trunk roads) in England is administered by the Highways Agency, who is allocating the budget of £217 million towards growth related schemes which cost under £10 million and which help ease local bottlenecks and improve safety and road layouts. The <u>Local</u> Pinch Point Fund will see the DfT award funding of up to £5m or in some case up to £10m to LTAs to tackle congestion on the local highway network who meet the bidding criteria. All Pinch Point Fund improvements need to be delivered quickly, and have spent the funding in full by March 2015. |
| | Powered Two-Wheeler | A powered two-wheel vehicle, for example, a motorbike, motor scooter, or electric scooter. |
| PUSH | Partnership for Urban South Hampshire | A partnership between Local Authorities in South Hampshire which aims to deliver sustainable, economic growth and regeneration to create a more prosperous, attractive and sustainable South Hampshire. |
| QBP | Quality Bus Partnership | A partnership between various stakeholders which can include county councils, local district councils, bus operators and sometimes other parties. The local authority improves bus stop access and information, and the bus company improves vehicles and timetables. |
| RGF | Regional Growth Fund | Government funding initiative to encourage private sector enterprise, create sustainable private sector jobs and help places currently reliant upon the public sector make the transition to sustainable private sector growth. Transport initiatives are eligible to receive funding. |
| RoWIP | Rights of Way Improvement Plan | A plan which considers how best to manage and develop the Public Rights of Way network (including bridleways and public footpaths). |
| RTI | Real Time Information | System providing live updates on expected arrival times of buses at each stop, and often also accessible online or via text message. |
| RUS | Route Utilisation Strategy | RUS are geographically based long-term rail infrastructure strategies produced by Network Rail, setting out 'gaps' in railway capacity and priorities for investment. |
| SEA | Strategic Environmental Assessment | SEA is an established tool to help decision-makers consider the environmental impacts of proposed policies, plans and programs. |
| SEP | Strategic Economic Plan | Following Lord Heseltine's review on local economic growth, 'No Stone Unturned', the Government have asked all Local Enterprise Partnerships to develop multi-year, ambitious and visionary strategic plans as to how they want to grow their local economies. These plans should set out the overall, long term strategic vision for the area, should detail how the various partners and stakeholders in the local area will work together and align their existing resources to support growth and should provide an ambitious but evidenced bid into the Government's new Local Growth Fund. |

| Acronym | Full Title | Explanation |
|-----------------------------|--|--|
| Smarter Choices | | Smarter choices are techniques for influencing people's travel behaviour, and encouraging them to make greater use of more sustainable travel options. Such techniques include school, workplace and individualised travel planning, promoting public transport services through as travel awareness campaigns, setting up websites for car share schemes, supporting car clubs and encouraging working at home and video-conferencing. |
| SUDS | Sustainable Urban Drainage System | Urban drainage system designed to reduce the impact of water runoff from urban developments. SUDS generally use systems of collection, storage, cleaning, and controlled release to more slowly release cleaner drainage water back into the environment. These systems are less prone to flooding than conventional drainage. |
| SCS | Sustainable Community Strategy | The Sustainable Community Strategy (SCS) is prepared by local strategic partnerships (LSPs) as a set of goals and actions which they, in representing the residential, business, statutory and voluntary interests of an area, wish to promote. The SCS should inform the local development framework (LDF) and act as an umbrella for all other strategies devised for the area. |
| TAMP | Transport Asset Management Plan | A Transport Asset Management Plan aims to bring together the management processes associated with the maintenance of the transport network with information on the transport assets maintained by a local authority in one document. |
| TAP | Town Access Plan | A local plan containing a package of complementary measures for a town or city that seeks to improve accessibility, reduce congestion, improve sustainable transport modes to offer an alternative to the private car and raise awareness of travel options. TAPs were first proposed within the second Hampshire Local Transport Plan (2006-2011), and since then a number have been produced or are in the process of being produced. Draft TAPs are subject to local public consultation. |
| TfSH | Transport for South Hampshire | Transport for South Hampshire is a delivery agency formed in 2007 for the South Hampshire sub-region, bringing together local transport authorities, transport operators, business interests and government agencies to deliver change. The organisation is a partnership made up of the Local Highway Authorities of Hampshire, Southampton and Portsmouth, together with transport providers and other agencies |
| TIF | Tax Increment Financing | The Coalition government in autumn 2010 announced new powers for Local Authorities to be able to borrow against future estimated local tax receipts. This mechanism could be used to help deliver local transport improvements. |
| Transport Statements | | A Transport Statement has been produced for each District or Borough within Hampshire. They link the strategic policies conveyed within this Local Transport Plan (LTP) to local level issues and aspirations, and build on Town Access Plans. Each Transport Statement contains a schedules of transport infrastructure requirements, to help inform discussions with developers over measures to mitigate the impact of new development. |

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and Freightliner*

www.hants.gov.uk/local-transport-plan