

## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Cabinet
<b>Date:</b>	11 February 2011
<b>Title:</b>	Hampshire Local Transport Plan Strategy and Implementation Plan
<b>Reference:</b>	1681
<b>Report From:</b>	Director of Environment

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### 1. Executive Summary

1.1. The purpose of this report is to seek agreement of Cabinet to recommend to Council the proposed third Hampshire Local Transport Plan (LTP), which has to be formally adopted as a policy document by the County Council, replacing the existing LTP, by the end of March 2011. The proposed new LTP is based on a draft LTP strategy, which was subject to a 12-week public consultation carried out between July and September 2010, following a report to the Cabinet in June 2010.

1.2. This paper seeks to:

- (i) provide background context about the third Hampshire LTP;
- (ii) summarise the process followed in developing the new proposed LTP;
- (iii) provide an overview of how the new proposed LTP is structured;
- (iv) summarise the draft three-year Implementation Plan, which sets out a proposed transport investment programme, based on available funding; and
- (v) propose a review of transport funding and delivery models, to ensure that the County Council remains well-placed to deliver transport improvements to support sustainable economic growth and development in Hampshire.

## **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 produce a LTP every five years is replaced by a general duty to keep LTPs under review and update them as the County Council sees 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 managing 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 expectations on content.

2.3 In keeping with the strategic nature and spatial context for strategic transport planning, 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 to provide a more local focus which reflects the different characteristics of these areas and the different local transport issues in each. The area-based local transport 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, the 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 LTP is a corporate policy document.

3.3. A consultation strategy was prepared and taken to Cabinet for approval in June 2010, alongside a set of emerging strategic transport priorities. Subsequently, a 12-week public consultation on six concise draft 'strategy' documents, together with SEA and HRA reports, took place between early July and late September 2010. The six consultation documents were:

- (i) Part A – Long-term Vision;
- (ii) Part B – Emerging Strategic Transport Priorities;
- (iii) Part C – Wider Challenges and Policy Context;
- (iv) Part D – Area-based strategy for North Hampshire;
- (v) Part E – Area-based strategy for Central Hampshire and the New Forest; and
- (vi) Part F – Area-based strategy for South Hampshire.

3.4. In late 2010 the six consultation 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 edited and re-formatted into chapters of the proposed final LTP document.

#### **4. Overview of structure of proposed third Hampshire LTP**

4.1. The proposed third Hampshire LTP is available in the Members' Rooms. Chapters 1 to 7 taken together form the long-term 20-year proposed strategy. Chapter 8 sets out the 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 17 county-wide priorities and policy objectives for transport, based on those shared with Cabinet on June 2010. The 'overall priority' of making the most of what is already in place, has been revised to emphasise the role of transport networks in supporting economic growth and competitiveness. The chapter clarifies the meaning of some of the priorities and what role the County Council will play, either directly or indirectly, through seeking to influence partner organisations and private operators. This is a key part of the LTP, illustrating the importance of the whole County approach, and demonstrating its importance in taking a properly strategic view of transport.

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 into account 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 progress and arrangements for keeping the LTP under review. The County Council has the freedom to choose which indicators best serves its needs and requirements, and has chosen a small number of indicators that either reflect public satisfaction or are measures for the management and maintenance of transport infrastructure.

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

4.7. Chapter 8 '*Implementation Plan*' sets out a three-year programme of expenditure on schemes and improvements that the County Council intends to deliver for transport. A summary of the proposed capital and revenue expenditure is set out below.

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 forms part of the LTP document and contains details of the proposals for delivery of the policies and priorities within the Strategy during the first three-years of the Plan, April 2011 to March 2014. It demonstrates how both capital and revenue funding, available to the authority from central Government support, council tax and developers, are to be used to deliver Hampshire's transport objectives.

5.2. The tables which follow summarise the proposed levels of expenditure on capital and revenue under a number of broad category headings. These are provisional figures which will be presented to Full Council in February once finalised for decision, as part of the annual budget setting process.

### Indicative Expenditure Summary on Transport 2011/12 to 2013/14

Category	Year			Total
	2011/12 (£'000s)	2012/13 (£'000s)	2013/14 (£'000s)	
<b>Capital and Revenue</b>				
Highway maintenance (including street lighting)	59,200	59,200	59,200	177,600
'Operation Resilience'	10,000	10,000	10,000	30,000
Road safety (including school crossing patrol)	2,400	2,400	2,400	7,200
Streetworks and traffic management and travel information	1,600	1,500	1,500	4,600
<b>Capital</b>				
Integrated Transport Programme*	15,730	13,250	10,410	39,390
<b>Revenue</b>				
Public transport (including home-to-school transport and concessionary fares)	49,800	48,700	48,700	147,200
Transport feasibility work and sub-regional planning	550	550	550	1,650
<b>Total</b>	<b>139,280</b>	<b>135,600</b>	<b>132,760</b>	<b>407,640</b>

\*A detailed breakdown of proposed expenditure under this category is shown in the table below:

### Provisional Integrated Transport Capital Programme 2011/12 – 2013/14

Category	Year			Total
	2011/12 (£'000s)	2012/13 (£'000s)	2013/14 (£'000s)	
Safety Schemes	2,556	2,000	2,000	6,556
Minor Improvements (below £50,000)	1,950	2,520	2,200	6,670
Newgate Lane on-line Widening, Fareham	0	0	3,000	3,000
A326 Junction Improvements	0	2,000	0	2,000
Alencon Pedestrian Link, Basingstoke	0	1,400	0	1,400
A30/A340 Winchester Road Roundabout Signalisation, Basingstoke	0	1,100	0	1,100
Andover Bus Station Improvements	2,000	0	0	2,000
Town Access Plan priorities	156	1507	950	2,613
Town Centre Schemes	1,764	400	0	2,164
Sustainable and healthy access routes	2,077	473	510	3,060
Accessibility	1,430	650	650	2,730
Junction Improvements	97	0	1,000	1,097
Public Transport Infrastructure Impvmnts	950	650	0	1,600
Other priorities	2,750	550	100	3,400
<b>Total</b>	<b>15,730</b>	<b>13,250</b>	<b>10,410</b>	<b>39,390</b>

5.3. The implementation plan will take the form of a three-year rolling programme which will be updated annually to reflect the decisions reached by the County Council on capital and revenue spending as part of the annual budget setting process.

## 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. Strategic Transport Delivery Arrangements

- 7.1. With capital funding for transport schemes reducing, and Government policy suggesting that any significant Government transport support will increasingly come from funds targeting economic growth, capital resources through traditional transport programmes will become increasingly scarce, and targeted at low-cost measures. Transport will have to make a strong case for funding, and this will need to be closely related to economic development.

The role of business as key partners in the new Government's approach to economic development and infrastructure prioritisation will be very important.

- 7.2. In this context it is important that the County Council maintains an agile approach to the development of delivery arrangements to support strategic investment and improvement of the strategic transport system which in turn underpins the overall Hampshire economy. It will be critical to maintain and develop the capacity of the County Council's transport service, and this will require new models for both funding and delivery of transport infrastructure. Such a model would have at least a County-wide remit, and it therefore seems sensible to refer to it as the 'Transport for Hampshire' for ease of reference. It is therefore proposed that the Cabinet endorses the exploration of such models, and authorises further work to develop existing and potential new partnerships, focused on funding and delivery of established and emerging transport priorities so that 'Transport for Hampshire' can support the Hampshire economy in its widest sense.
- 7.3. Hampshire as a whole is a key transport area, but the value of transport systems mean that wider, not smaller areas should be the focus for strategic transport planning and delivery. Whilst the Regional arrangements had no spatial or transport logic in themselves, the need to work on cross boundary issues with neighbours should be a key priority if strategic transport improvements are to be delivered to support the Hampshire and wider economy of central southern England. In particular there are key transport links to Dorset/Bournemouth/Poole and Wiltshire in the west, to the Berkshire area to the north and into Surrey and West Sussex to the east of the county. 'Transport for Hampshire' would be a natural development of a model to address these new requirements for strategic delivery. This should include a review of the role and focus of Transport for South Hampshire (TfSH), which will also be reviewing its remit following the approval of the Solent LEP, and the likely accession of the Isle of Wight into the partnership.
- 7.4. There is clearly a particular challenge around public transport integration (bus, rail, ferry) and management of strategic cross boundary trips between the cities, the Isle of Wight and southern Hampshire which may well provide a focus for any revised arrangements for TfSH. It is important, however, that these arrangements do not undermine the integrity of strategic transport work at a 'Transport for Hampshire' level and beyond. It will also be important to ensure that proper arrangements are in place to support any other successful LEP proposals affecting the Hampshire County Council area, and that the overall integrity of strategic transport approach for Hampshire is not compromised, but complemented by any sub-area arrangements to deliver locally distinctive transport improvements matched to local transport needs.

## **8. Recommendations**

- 8.1. That the County Council be recommended to approve and formally adopt the third Hampshire Local Transport Plan as an element of the Council's overall policy framework.

- 8.2. That the County Council be recommended to approve making the implementation plan component of the Local Transport Plan a three-year rolling programme that is considered annually as part of the County Council's Capital and Revenue Programmes.
- 8.3. That the County Council be recommended to approve delegation of decision-making authority to the Executive Member for Environment to make changes of a minor nature to the Local Transport Plan to reflect changes in policy, as part of a process of regular review, to ensure the Plan remains current.
- 8.4. That authority be delegated to the Director of Environment to make minor editorial changes to the Local Transport Plan, to correct factual or typographical errors or to reflect new legislation and announcements on funding, up until the point of publication.
- 8.5. That the proposed review of funding and delivery arrangements for transport across the county be endorsed, to ensure that the County Council is well-placed to secure further capital investment for transport infrastructure to actively support the development of the Hampshire economy.

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

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

**Other Significant Links**

<b>Links to previous Member decisions:</b>		
<u>Title</u>	<u>Reference</u>	<u>Date</u>
Consultation on emerging LTP3 Strategy priorities	871	28 June 2010
Hampshire Local Transport Plan 3	1185	12 January 2010
<b>Direct links to specific legislation or Government Directives</b>		
<u>Title</u>		<u>Date</u>
<b>Local Transport Act</b>		<b>November 2008</b>
<b>Guidance on Local Transport Plans</b>		<b>July 2009</b>

**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.)**

<u>Document</u>	<u>Location</u>
Proposed third Hampshire LTP document	Members' Rooms

## **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 Local Transport Plan 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.