

# Hampshire County Council Local Transport Plan 4 Consultation

4 April to 26 June 2022  
Insight Summary

## Consultation context

Hampshire County Council (HCC) has a statutory requirement to have a Local Transport Plan (LTP) which sets out its vision for future transport and travel infrastructure.

The current Local Transport Plan (LTP3) was developed in 2011 but is no longer relevant to today's challenges and opportunities.

Over the course of the last two years a new draft Local Transport Plan (LTP4) has been developed which:

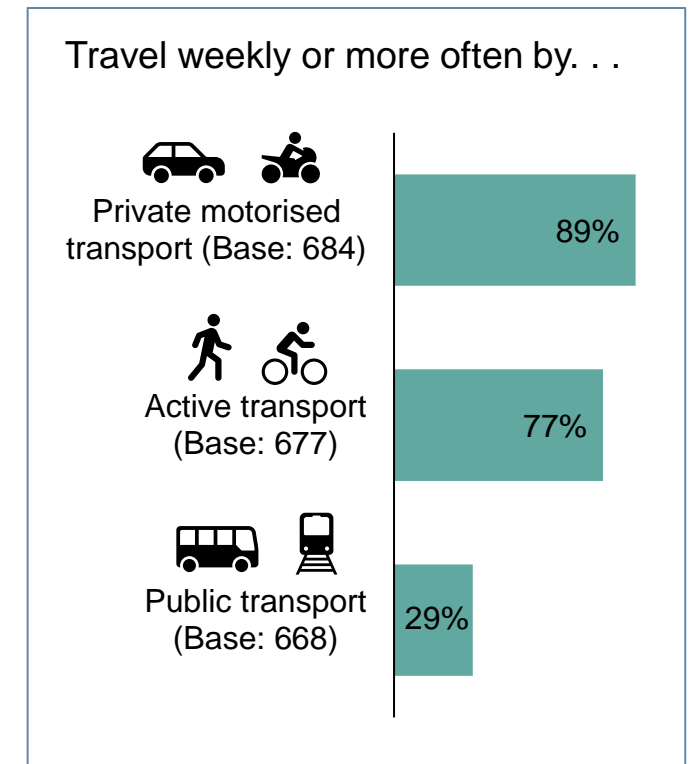
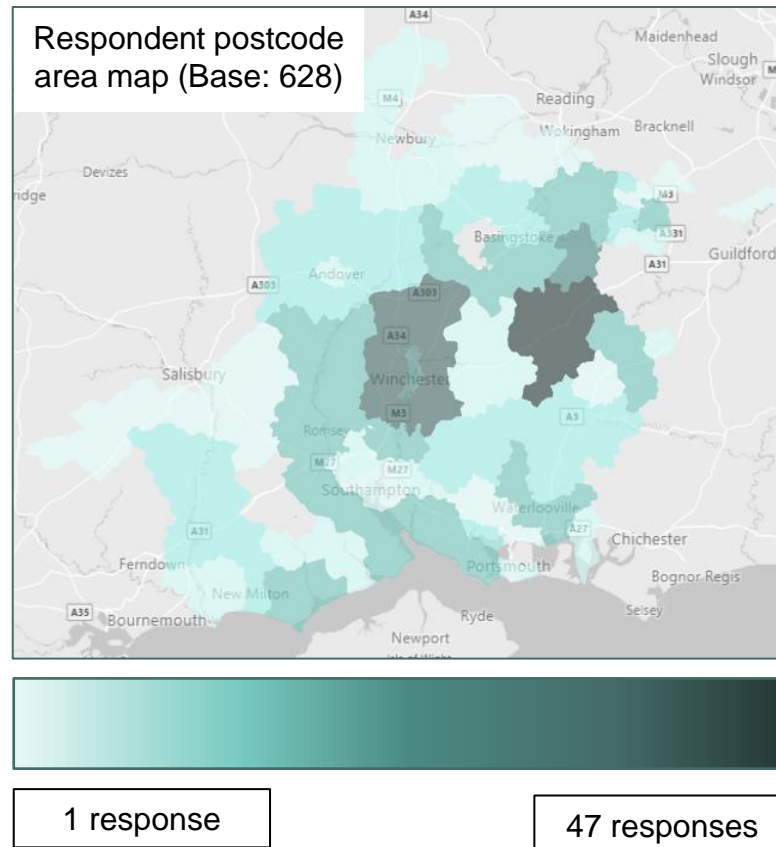
- describes the County Council's transport vision for 2050, the key transport outcomes we are seeking to achieve, and the principles that would guide future investment and decision making in relation to transport and travel;
- sets out transport policies covering all aspects of transport planning, delivery, and operation (i.e. the 'rules' about how we would do things and how we want others to do things);
- presents our approach to delivering the Plan – 'making it happen', setting out a roadmap to 2050 and how we would prioritise, fund and deliver interventions, and monitor our progress; and
- supports the County Council's wider strategies, plans and priorities.

The draft LTP4 reflects extensive scoping and stakeholder engagement work and was presented for formal consultation from 4 April to 26 June 2022, to identify whether any further changes were required before it is considered for adoption.

The consultation was promoted via a wide range of channels, including press releases and media activity, targeted and organic social media posts, physical displays on bus stops, resident newsletters and direct communication to stakeholders - requesting response and onward dissemination.

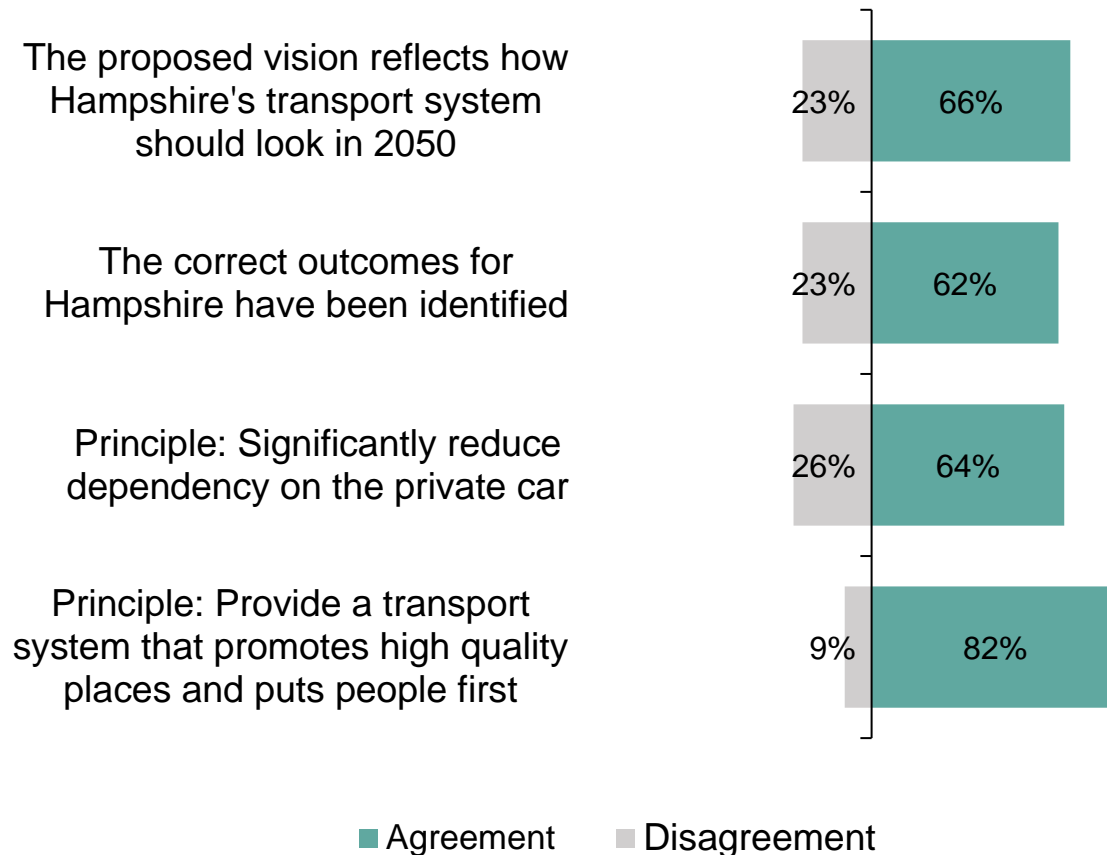
# Consultation response

In total, the consultation received 849 responses, of which 770 were submitted via the consultation Response Form, and 79 as unstructured responses via email, letter or social media.



# Overall, the consultation response showed strong support for the proposed LTP4 vision, outcomes and principles

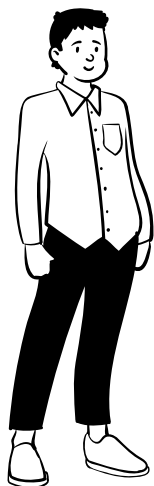
To what extent do you agree or disagree



Verbatim comments suggest that support could increase further if:

- the public transport system was cheaper, faster, convenient and more reliable;
- the needs of those who can't use public/ active transport were better accounted for (e.g. elderly, disabled and rural residents);
- local infrastructure enabled less use of petrol vehicles (e.g. more e-charging, better cycling/ walking/ park and ride facilities);
- clear targets and funding were provided to demonstrate that outcomes were realistic and change viable

# Demographic variances within the feedback



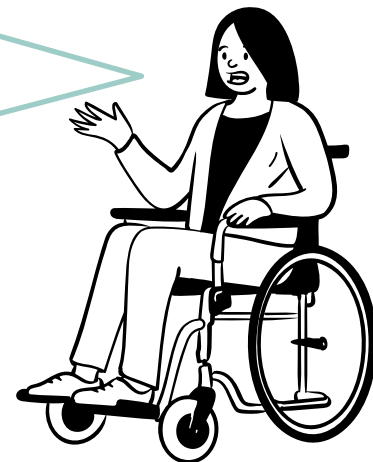
As a younger respondent (aged under 45) I am generally positive and confident about the LTP4, and tend to support all elements



As a female respondent, I am more positive and confident about the LTP4 than responding males



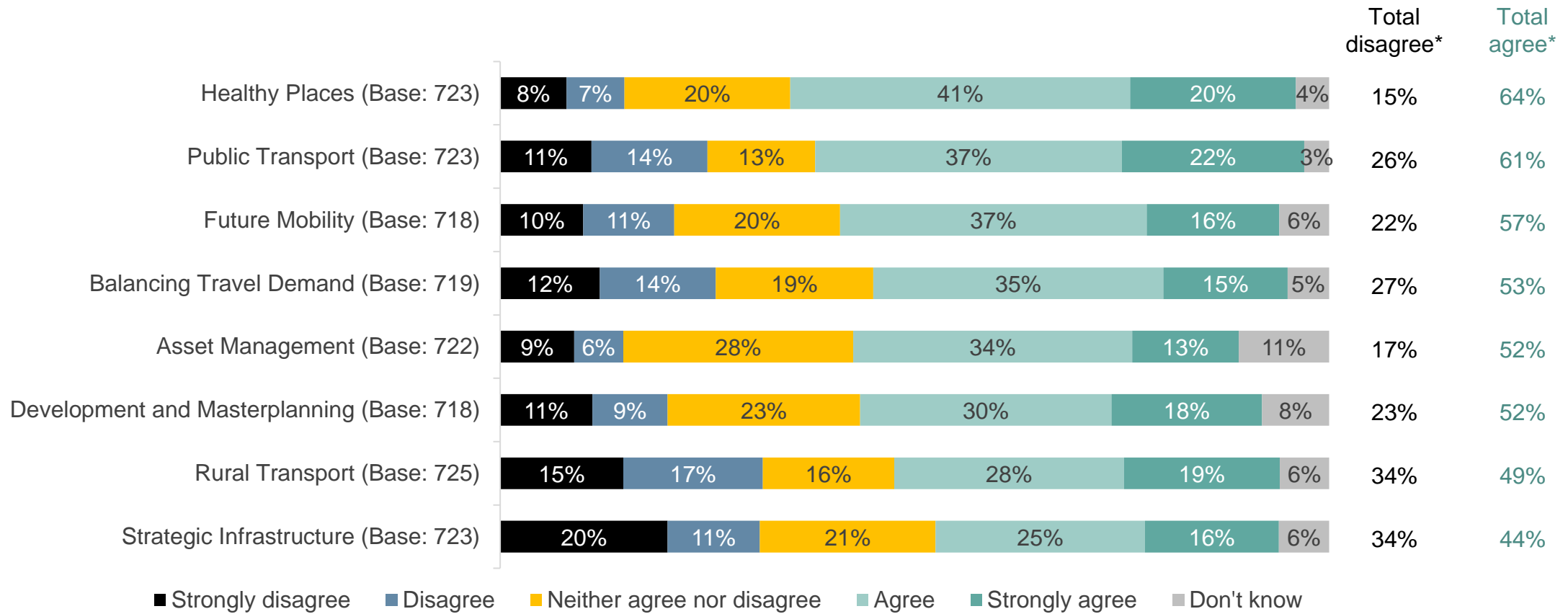
As an older respondent (aged 65+) I'm broadly supportive, but have doubts over some elements, such as Public and Rural Transport outcomes and reducing dependency on the private car



Having a disability, I am less likely to agree with the proposed approach to the outcomes outlined in the LTP4 than respondents without a disability

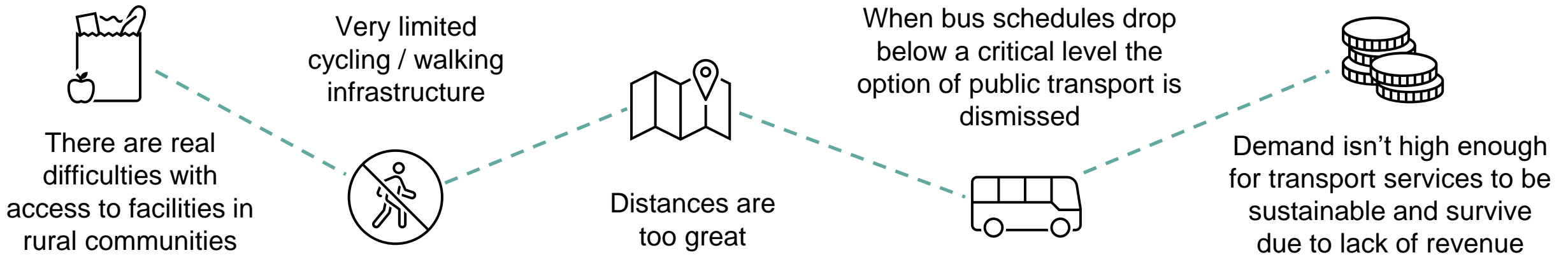
Agreement with the proposed approach to meeting outcomes was significantly higher than disagreement across all themes. However, a majority view was not achieved for either Rural Transport or Strategic Infrastructure.

To what extent do you agree or disagree with the proposed approach to meeting our outcomes in the following areas?



Source: Response Form. \*re-based to exclude 'don't know'

Rural respondents feel that they have no alternative but to continue to use the private car.



Responses highlight concerns that the LTP4 is perceived as too urban-centric:

- Public transport and active modes of transport work well in urban/metropolitan areas but not in suburban/rural areas.
- It assumes that job opportunities, housing options and transport requirements are needed just in the main towns or cities.

## Responses submitted by or in accordance with the views of campaign groups help to illustrate their concerns about the proposed approach to managing strategic infrastructure



Expanding and improving the strategic road network (policy SI1) was felt to contradict with the vision, outcomes, policies and principles within the plan. Specifically, it was felt to contradict with reducing private car use and carbon emissions



Concern it could suppress the viability of greener alternatives



Need an approach to longer distance transport as well as local transport



The plan should also support alternatives to airfreight and increased motorway traffic






Strategic rail improvements should be developed and brought forward, such as decarbonising freight trains and developing rail-based infrastructure for international freight



## Modal variances

At an overall level, there is little difference between views of private / public / active transport users. However, there is a lot of overlap between modes of transport use, with the majority of respondents using a mix of different modes (albeit varying in frequency). Stripping out the overlap within modal use reveals that car users who don't use public transport or active transport are those most likely to oppose the LTP4.

Total agree* with proposed approach to	Private vehicle users 	Public transport users 	Active transport users 	Private vehicle user never uses <u>public</u> transport	Private vehicle user never uses <u>active</u> transport
Healthy Places	61%	65%	64%	43%	44%
Public Transport	58%	68%	61%	37%	43%
Future Mobility	54%	59%	57%	29%	37%
Balancing Travel Demand	50%	54%	54%	31%	28%
Rural Transport	47%	51%	50%	30%	38%
Asset Management	50%	53%	53%	31%	35%
Development and Masterplanning	50%	54%	53%	29%	37%
Strategic Infrastructure	43%	47%	45%	28%	39%

People want / need to have cars

Plans are too urban centric / a car is needed in rural areas

It takes too long to travel by public / active transport

Private transport will continue to be used, so LTP4 should aim to improve the experience for private vehicle users as well

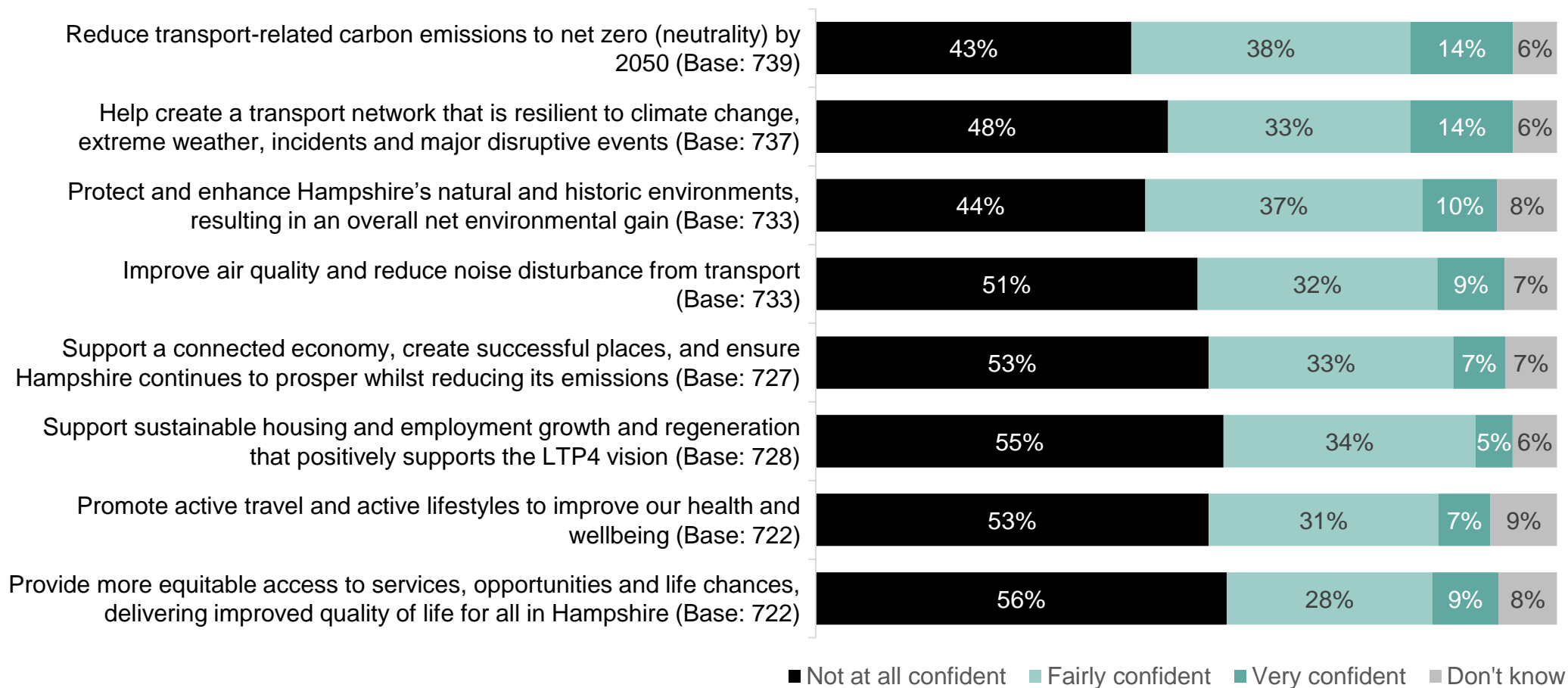
Public transport is too expensive

LTP4 is not practical / don't believe it can or will be carried out

Concern for those with disabilities

Despite the broadly positive support for the County Council's direction and approach, many respondents were yet to be convinced that it would lead to tangible outcomes.

Assuming sufficient funding, how confident do you feel that the policies within the proposed Local Transport Plan 4 will...



This included all responding campaign groups who, although broadly supportive of the LTP4's strategic direction, lacked confidence that the proposed policies would achieve any the intended outcomes

The main reason was that the plan underestimated the challenge and the policies would need to go a lot further to achieve the outcomes. In particular:

- More analysis should be done and data provided to fully understand the scale of the problem
- There should be greater urgency and the timescale needs to be sped up
- More investment and resources are required
- Practical steps and a clearer methodology with quantifiable measurements to monitor progress is needed
- '20 is plenty' commented that a county wide 20mph speed limit in towns, villages and residential areas and reviewing and reducing the 60mph limit would be a cost-effective and essential way to help a number of the aims

	20 is plenty	Green Travel Hampshire	WinAcc	Fleet Cycling / Cycle Alton	New Forest Green Party
Vision reflects how Hampshire's transport system should look in 2050	✓	✓	✓	✓	✓
Correct outcomes for Hampshire have been identified	✓	✓	✓	✓	✓
Principle: Significantly reduce dependency on the private car	✓	✓	✓	✓	✓
Principle: Provide a transport system that promotes high quality places and puts people first	✓	✓	✓	✓	✓
Approach: Healthy Places	✓	✓	✓	✓	✓
Approach: Public Transport	✓	✓	✓	✓	✓
Approach: Future Mobility	✓	✓	✓	✓	✓
Approach: Balancing Travel Demand	✓	✓	✓	✓	✓
Approach: Rural Transport	✓	✗	✓	✗	✓
Approach: Asset Management	✓	✓	✓	✓	✓
Approach: Development and Masterplanning	✓	?	✓	✓	✓
Approach: Strategic Infrastructure	✗	?	✗	✗	✗
Confidence: Carbon net zero	✗	✗	✗	✗	✗
Confidence: Resilient transport network	✗	✗	✗	✗	✗
Confidence: Protect and enhance the environment	✗	✗	✗	✗	✗
Confidence: Improve air quality and noise pollution	✗	✗	✗	✗	✗
Confidence: Connected economy	✗	✗	✗	✗	✗
Confidence: Sustainable housing and employment	✗	✗	✗	✗	✗
Confidence: Active travel and lifestyles	✗	✗	✗	✗	✗
Confidence: Equal access to services and opportunities	✗	✗	✗	✗	✗

✓ agree / confident    ? don't know / on the fence / have some concerns or questions    ✗ disagree / not at all confident

Low levels of confidence also reflected a perceived lack of ambition by the County Council, based on observations of previous transport schemes (e.g. LCWIPS, LTN's and ATS) and relationships with strategic planning authorities

Overall, reasons for lack of confidence seem to fit primarily into one of two camps – those that feel there is the will but not the infrastructure, and those that cite a lack of will, targets or vision to succeed

## Will, but no infrastructure

Public transport isn't up to the task  
The current system can't cope  
Infrastructure for electric cars is not in place  
Need better cycling infrastructure  
It can't be done  
No funding guaranteed  
Roads need upgrades or repairs  
Too many houses being built  
New developments lack infrastructure / amenities  
People don't live close to work  
Lack of Government support  
Little segregation of pedestrians from traffic  
Rural areas lacking transport facilities  
Insufficient co-ordination with other Local Authorities  
Too reliant on profit-driven transport companies  
Doesn't allow for future technical developments

## Lacking the will, targets or vision

The plans are not urgent enough  
The plan is unaffordable  
Don't trust the County Council to carry it out  
The County Council lacks the capability to do it  
It's just a wish list  
No clear targets  
Too vague  
Lack of urgency  
Too optimistic / unrealistic  
Don't think it will ever happen  
Not ambitious enough  
Targets are less than guidelines  
Previous attempts haven't worked

Within the response, we also heard from a broad range of statutory consultees, included national and regional bodies, District and Borough Councils, neighbouring authorities, transport strategists and operators

### **Statutory consultees who responded to the consultation:**

- Basingstoke and Deane Borough Council \*
- Eastleigh Borough Council †
- Enterprise M3 Local Enterprise Partnership
- Fareham Borough Council \*
- Go South Coast \*
- Gosport Borough Council †
- Hart District Council \*
- Historic England \*
- National Highways \*
- New Forest District Council \*
- New Forest National Park Authority \*
- Planning Policy, East Hampshire District Council
- Portsmouth City Council
- Rushmoor Borough Council \*
- South Western Railway \*
- Southampton City Council
- Test Valley Borough Council †
- Transport for the South East \*
- Winchester City Council \*

### **Other key stakeholders who responded to the consultation:**

- Bournemouth, Christchurch and Poole Council \*
- Cycling UK
- Hampshire Chamber of Commerce †
- Regeneration Team, East Hampshire District Council
- Surrey County Council
- Sustrans \*

\* Indicates where an unstructured response was submitted. All others responded via the Response Form.  
† Indicates where an unstructured response was submitted in addition to responding via the Response Form.

In general terms, responding key stakeholders and statutory consultees supported the proposed LTP4, its vision aims and the direction that transport planning was being taken in



They were particularly supportive of the focus on reducing reliance on the private car, planning for people and places, prioritising sustainable transport, climate change and decarbonising the transport system.



There was also strong support for more joined up working and early discussions around transport planning and land use - although tempered by concerns about recent budget and service cuts, the availability of funding and resource to carry out the plan and a need for more practical details about how the plan would be implemented.



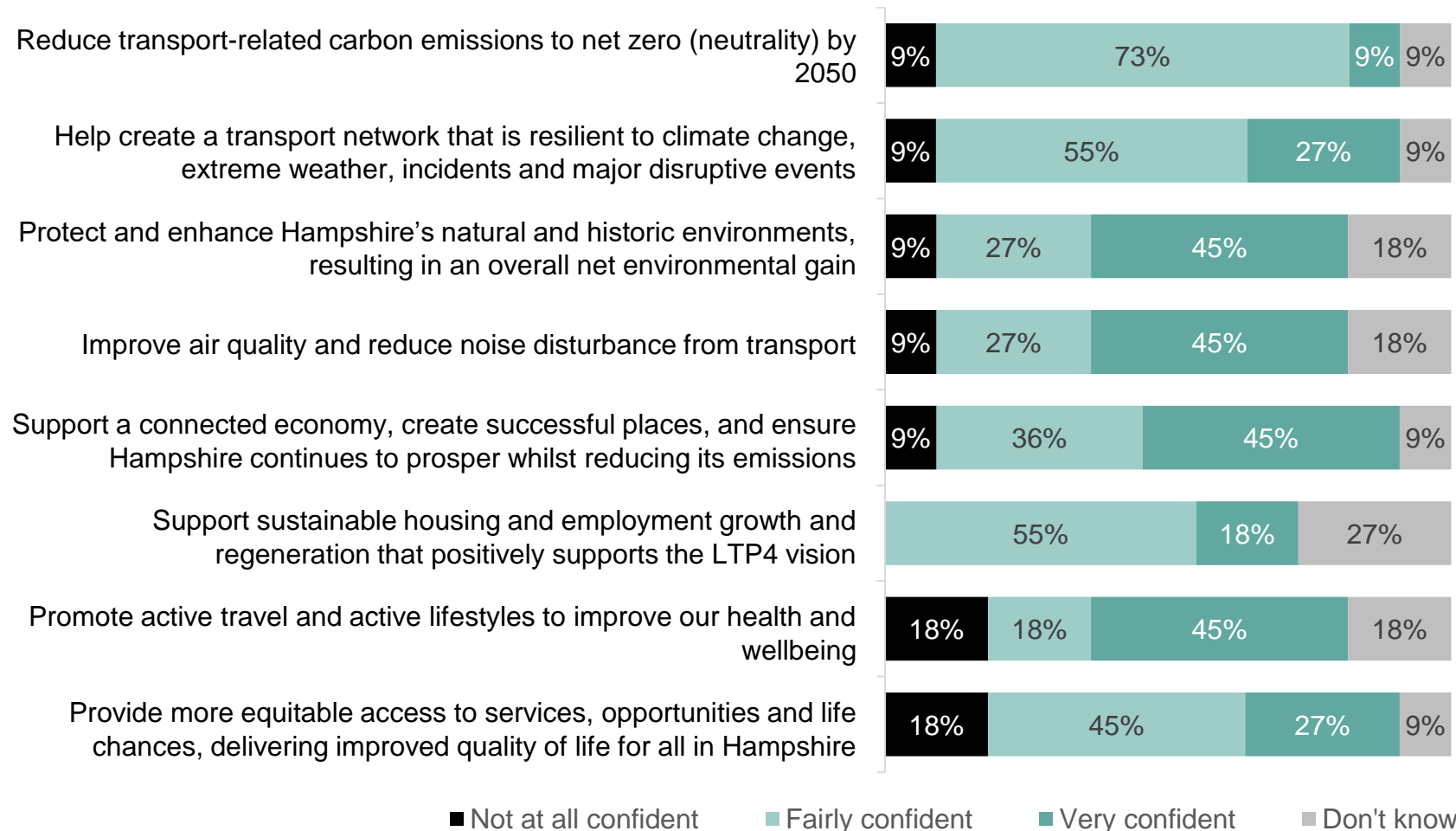
Responses also reflected concerns around the current lack of realistic, practical, reliable and affordable alternatives to the private car, particularly within rural areas. It was felt that the alternatives need to be both improved and expanded before car use could be reduced. Some also highlighted that care would need to be taken to ensure that the plans didn't disadvantage any particular groups.



Some key stakeholders and statutory consultees felt that the proposed policies won't go far enough, or the timescales are too slow, to allow the outcomes to be achieved.

# And were more confident that the LTP4 would drive real change

Assuming sufficient funding, how confident do you feel that the policies within the proposed Local Transport Plan 4 will...



## Reasons for lack of confidence:

- The policies don't go far enough
- Needs more detail / data
- Needs more detail
- The policies don't go far enough
- Needs more detail
- The policies don't go far enough
- EV's still harm air quality
- Needs more emphasis on rural transport options
- The policies don't go far enough
- Better / safer routes, storage and access are needed for cyclists
- The policies don't go far enough
- Concerns about funding, especially when other services are being cut

- Relatively small sample
- Strategic direction of vision and outcomes broadly supported
- Endorsement to move forwards from strategic ideation (what we want to do) to practical implementation (how we will achieve it)
  - detailed assessment of specific schemes
  - costed, measurable objectives
  - confirmed funding and resources
  - specific actions
  - clear timescales
  - partnership arrangements (e.g. LPA's)

*Broaden it, plan it, cost it, but  
above all, get on with it*

LTP4 consultation respondent





Step 0 – Review consultation findings; adapt, prepare and scope LTP4 and supporting activities

Step 1 – DfT publish LTP4 guidance

Step 2 – HCC Review guidance and adapt LTP4 for adoption

Step 3 – LTP4 goes to Cabinet and Full Council for agreement

Step 4 – Develop plans and guidance

Step 5 – Cycle of: plan – deliver - monitor and repeat on 5 years cycle in line with climate change budget periods

Note:

Emerging LTP4 guidance

- Requires pipeline of schemes which means HCC need to invest in developing plans and action plans locally
- Decarbonisation and monitoring performance against carbon pathways likely to be a key measure
- Is expected to be linked to LTP grants for road maintenance and improvement - incentivised or withheld payments
- Bus Service Improvement Plans and Active Travel Funding Awards from Central Government are also key