

EBC response to HCC Local Transport Plan 4 consultation (Feb 2021)

Eastleigh Borough Council welcomes the opportunity to comment on the proposed vision, outcomes and guiding principles which will inform the development of the Local Transport Plan 4. The follow points set out the Councils comments on the consultation papers in addition to the completed survey:

1. In July 2019 EBC declared a climate and environmental emergency, and in doing so committed to:
 - put in place measures to ensure that the Council's own operations and functions achieve carbon neutrality by 2025
 - work with partners to aim for all projects and services delivered in the Borough to achieve carbon neutrality by 2030
2. The proposed outcome of 'A carbon neutral, resilient Hampshire' includes a target to 'reduce transport-related carbon emissions to net zero (neutrality) by 2050'. At a time of environmental and climate emergency Eastleigh Borough Council considers this to be unambitious and would support a Plan which sets a faster pace of change with more determined time scales.
3. There is an opportunity to capitalise on the positive impacts that the COVID-19 pandemic has had on travel, both increasing active travel and reducing the need to travel. To aid in the COVID-19 recovery a short-term Plan, covering 18 months to 2 years, should be developed to specifically target the immediate re-structuring and rebuilding of transport and travel to support the local economy including town & village centres, employment, cultural and leisure locations.
4. However, the impact of COVID-19 on public transport has been considerable and it will take time for consumer confidence to be restored in the safety of this mode of transport following the government's advice to avoid it in the early stages of the pandemic.
5. Throughout the pandemic investment in public transport from local authorities has continued and this has ensured that many local services have continued to operate. Should patronage levels remain lower than pre covid levels there is a risk that some previously commercial services are reduced or withdrawn. A clear investment strategy which is developed in partnership with local operators is needed to secure existing as well as increased provision in the future.
6. The County Council should ensure that Revenue Budgets to support transport and travel services are not reduced, rather that there is an acceptance that there may be increased levels of support required for a limited period to assist in rebuilding services following COVID-19.
7. The consultation documentation includes the proposed measure 'Seeking to establish a more influential role with local planning authorities in determining sustainable and accessible development location and form'. The County Council is a key stakeholder in the planning process and is consulted at the earliest stage in both the development of planning policy and at pre application or application stage of the planning process. EBC welcomes HCC to take a more active role in the planning process but this

objective appears to under estimate their existing role which is often limited by resourcing and internal issues within the County Council.

8. The consultation documentation appears to omit the importance of working in partnership with neighbouring highway authorities and important stakeholders, most important for Eastleigh would be Southampton City Council Solent Transport, the Solent Local Enterprise Partnership (LEP) and the Partnership for South Hampshire (PFSH).
9. The proposal to 'trial flexible and demand responsive services' fails to build upon the knowledge gained from existing services provided in the area and national best practice. Taxi share and demand responsive community transport services have been in operation in the Borough for some time and EBC would welcome an extension of this type of service into areas which are currently isolated from existing public transport provision or where no traditional commercial public transport services could be supported. Provision of demand responsive services could be especially beneficial to residents in rural and some suburban settings but would only help to address social inequalities if services were targeted to all potential users not just those in receipt of the of the older persons bus pass. In order to be attractive this the booking arrangements for this type of service will need to be web based and accessible via a range of platforms.
10. The extent of the plan period is of concern to EBC. With technological change happening at such a high speed there is a risk that the LTP may become out dated within the plan period. EBC would expect the LTP to be subject to regular review and amendment.
11. The consultation documentation focuses on active and road travel in the County, a clear vision of how bus travel can be developed and prosper through the Plan period is needed and there is no specific reference to rail, air and ferry transport which also play an important role across the region.
12. EBC recommends that HCC should undertake a detailed EQIA on LTP4 to ensure that any impacts on people with protected characteristics are identified, minimised, mitigated and managed.
13. EBC wishes to continue to work alongside the County Council to secure and deliver improvements to infrastructure across the Borough such as accessibility improvements to Hedge End Station.

HCC Consultation Questionnaire

Drivers of change

How important do you consider each of the drivers of change to be, in terms of their implications for transport in Hampshire up to 2050? (Please select one option per row)

| | Very unimportant | Unimportant | Neutral | Important | Very important |
|----------------------|------------------|-------------|---------|-----------|----------------|
| Changing Climate | | | | | x |
| Changing Economy | | | | | x |
| Changing Society | | | | | x |
| Changing Environment | | | | | x |

| | | | | | |
|---------------------|--|--|--|--|---|
| Changing Technology | | | | | X |
| COVID-19 Pandemic | | | | | X |

If there are any other drivers that you feel should be considered, please outline which and why below:

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How do you think the Transport Plan should respond to the possible short and longer-term impacts associated with COVID-19?

COVID-19 has had a significant impact on public transport over the past year, with government advice to avoid public transport adding to this. Providers in the area have continued to provide a good level of service and ensure that their fleet is kept clean and safe for travellers. However, with patronage still well below 2019 levels there is a real challenge ahead, particularly for services which are run on a commercial basis. This needs to be a key consideration within the LTP4.

In addition, since the first national lockdown there has been a dramatic increase in the number of people walking and cycling; there is a great opportunity to promote and sustain these active travel behaviours as restrictions ease and investment into new and upgraded facilities will provide people with confidence that they can continue to do so safely.

To aid in the COVID-19 recovery a short-term Plan, covering 18 months to 2 years, should be developed to specifically target the immediate re-structuring and rebuilding of transport and travel to support the local economy including town & village centres, employment, cultural and leisure locations.

That during this period the County Council should ensure that Revenue Budgets to support transport and travel services are not reduced, rather that there is an acceptance that there may be increased levels of support required for a limited period to assist in rebuilding services following COVID-19.

Vision and outcomes

How strongly do you agree or disagree with the following statements?

| | Strongly disagree | Disagree | Neutral | Agree | Strongly agree |
|--|-------------------|----------|---------|-------|----------------|
| The inclusion of a specific transport vision is beneficial | | | | | X |
| The proposed vision appropriately reflects how Hampshire's transport system should look in 2050 (taking into account its role in delivering a better environment, economy and society) | | | | | X |

Are there any changes to the proposed transport vision you would recommend – if so what and why?

See above comments on the timescales. There is opportunity to include reference to the adoption of technological advancements within the vision statement, this would present a more challenging and visionary approach and show a commitment to significant change in

the way services are planned, supported and delivered.

How important or unimportant are each of the proposed transport outcomes? (Please select one option per row)

| | Very unimportant | Unimportant | Neutral | Important | Very important |
|---|------------------|-------------|---------|-----------|----------------|
| reduce transport-related carbon emissions to net zero (neutrality) by 2050 | | | | | x |
| a resilient and reliable transport network | | | | | x |
| a transport network that protects and enhances our natural and historic environments | | | | | x |
| improved air and noise quality | | | | | x |
| a transport system that supports a connected economy (for people and goods), creates successful places (for living, working and visiting), and ensures Hampshire continues to prosper whilst reducing its emissions | | | | | x |
| support future housing, employment and regeneration needs sustainably | | | | | x |
| a network that promotes active travel and active lifestyles to improve our health and wellbeing | | | | | x |
| a transport system that ensures that everyone has equal access to services, opportunities and life chances, delivering improved quality of life for all in Hampshire | | | | | x |

If there are any other outcomes you feel should be included, please clarify which and why here:

Another outcome which should be considered is 'An improved transport network that is well maintained'. A high quality and well-maintained public highway support the achievement of the overall objectives and is an important factor in road safety.

Guiding principles

To what extent do you agree or disagree with each of the guiding principles? (Please select one option per row)

| | Strongly disagree | Disagree | Neutral | Agree | Strongly agree |
|--|-------------------|----------|---------|-------|----------------|
| | | | | | |

| | | | | | |
|--|--|--|--|--|---|
| Significantly reduce dependency on the private car and reduce the overall need to travel | | | | | X |
| Create a transport system that improves the quality of place and puts people first | | | | | X |

If there are any other guiding principles that you feel should be considered as the emphasis for the Transport Plan, please outline which and why below:

Reducing the dependence on private car use is key to achieving the overall vision.

In addition EBC would suggest that the hierarchy of transport is applied throughout the production of the LTP4

Which of these measures do you think the County Council should investigate further in order to significantly reduce dependency on the private car and reduce the overall need to travel? (Please choose all that apply)

| | |
|---|--|
| x | Delivering a step change in the quality of walking and cycling infrastructure, with a focus on utility and comfort, as well as safety |
| x | Re-prioritising spaces in favour of walking and cycling to create attractive and safe environments |
| x | Providing education, training and publicity to encourage active travel |
| x | Mass transit networks, involving prioritised road space |
| X | Enhanced ticketing options providing better value for money |
| X | Developing a stronger partnership with public transport operators |
| X | New models of car ownership and usage, such as shared mobility / subscription based mobility services |
| X | Developing mobility hubs where public and shared mobility modes can be accessed along with other key services |
| X | Establishing mobility credit schemes for those agreeing to no longer own a car |
| X | Demand management measures based on pricing mechanisms (e.g. congestion charging or workplace parking levies) |
| X | Changing parking supply, tariffs and location - such as reduction in urban centre parking supply in association with park and ride or mass transit systems |
| X | Enhanced travel planning activity |
| X | Seek to maximise the role of technology in meeting our daily needs (remote working, online services etc) |
| X | Build upon the shifts in behaviour resulting from the Covid-19 pandemic |
| X | Trialing flexible and demand responsive services, including serving rural communities |
| X | Promoting community based shared mobility schemes |
| | Seeking to establish a more influential role with local planning authorities in determining sustainable and accessible development location and form |
| X | Focusing on sustainability, rather than traffic impact of developments |

Given limited funding, which of the following measures should be prioritised? (Please

choose your top three)

| | |
|---|--|
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Which of these measures do you think the County Council should investigate further in order to create a transport system that supports high quality and prosperous places and puts people first? (Please choose all that apply)

| | |
|---|---|
| X | Establishing a 'link and place framework' to guide the design of the transport network - recognising that routes and spaces have many different functions |
| X | Reshaping and repurposing urban centres away from the private car to put people first |
| X | Implementing charging zones, such as Clean Air Zones or Low Emission Zones, where there is poor air quality caused by transport |
| X | Seeking measures, such as low traffic neighbourhoods, to remove through traffic from local centres |
| X | Seeking contributions from developers to mitigate impacts on a 'zero harm' basis, in terms of air quality from transport |
| X | Implementing plans to better manage / rationalise logistics and delivery and impacts on local communities |
| X | Introducing measures within town / city centres to support the use of zero emission vehicles |
| X | Safer traffic speeds, with more widespread introduction of lower speed limits where appropriate |
| X | Designing streets for all ages and abilities |
| X | Providing more support through education and training, particularly targeted at more vulnerable users such as children and older people |
| X | Designing places in the right way (once it is put in the right sustainable locations) |
| X | Greater dialogue with developers at an earlier stage |

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|---|---|
| X | Interchange / mobility hubs and mobility services which integrate multiple travel modes |
| X | Working with operators to continuously improve the delivery of travel information, making use of technology to increasingly provide accurate, personalised and 'live' journey information |
| X | Support and promote key transport strategic infrastructure that serve economic hubs, international gateways or improve connectivity in the sub-region |

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| | Working with operators to continuously improve the delivery of travel information, making use of technology to increasingly provide accurate, personalised and 'live' journey information |
| X | Support and promote key transport strategic infrastructure that serve economic hubs, international gateways or improve connectivity in the sub-region |

If you would recommend any other measures to support either of the guiding principles, please outline these below:

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