

CABINET

Thursday, 7 July 2022

RESPONSE TO HAMPSHIRE COUNTY COUNCIL'S LOCAL TRANSPORT PLAN 4 CONSULTATION

Report of the Sustainable Transport Planner

Recommendation

It is recommended that Cabinet notes the response to Hampshire County Council's 'Local Transport Plan 4 Consultation' attached at Appendix 1.

Summary

Hampshire County Council (HCC) has consulted residents and other stakeholders on the proposed Local Transport Plan 4 (LTP4), which will replace the existing LTP3 to provide a framework to guide all future transport planning and investment.

The Council's response has been agreed by the Leader of the Council and Portfolio holder for Transport under delegated powers due to the consultation deadline falling before this Cabinet meeting date.

Statutory Powers

Localism Act 2011

Strategic Implications

2. Transport is a cross-cutting issue that underpins all areas of the Corporate Plan. Most actions fall within the Tackling Congestion objective, but the actions also deliver against the Council's Economic (Prosperous Place), and Health and Wellbeing (Healthy Communities) corporate objectives.

Introduction

3. 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. LTP4 will replace the current Local Transport Plan (LTP3) which was developed in 2011, which is considered no longer relevant to meet modern challenges and opportunities.
4. LTP4 describes the HCC transport vision for the period 2022 to 2050, sets out key outcomes and transport policies covering all aspects of transport planning,

delivery, and operation and prioritises how interventions will be funded, delivered and monitored.

5. It proposes changes in transport policy covering all aspects of transport planning, delivery, and operation which:
 - shift away from planning for vehicles, towards planning for people and places;
 - reduce reliance on private car travel;
 - support sustainable economic development and regeneration;
 - meet national priorities to decarbonise the transport system;
 - promote active lifestyles.
6. The biggest differences between LTP4 and previous LTPs are:
 - the creation of a road user utility framework;
 - a movement and place framework to help us decide how best to change our streets and spaces and balance competing needs;
 - a new approach to integrating land use and transport planning by clearly defining what sustainable transport looks like;
 - an approach to adapting our infrastructure to respond to climate change;
 - policies that support decarbonisation and electrification of the vehicle fleet;
 - policies that set out how HCC will make use of new technology to solve transport challenges; and
 - policies that set the ambition to deliver a transformational change in public transport, walking and cycling networks and systems.
7. Between 7 January and 28 February 2021, HCC consulted on the proposed key transport outcomes, vision, core design principles, a range of potential measures and the principles that will guide future investment and decision making in relation to transport and travel. The feedback from this consultation is available here: <https://documents.hants.gov.uk/transport/LTP4-Summaryofinitialfeedback.pdf>
8. HCC has recently undertaken a public consultation on the draft LTP4 which, if adopted, would affect how people travel in Hampshire in the future. The 12-week consultation opened on 4 April 2022 closed on 26 June 2022. Further information about the consultation can be found at: <https://www.hants.gov.uk/transport/localtransportplan/haveyoursay>
9. The Council's response to the consultation is attached at Appendix 1. Due to the timescales of this consultation, the response was agreed by the Cabinet Portfolio Holder for Transport and the Leader of the Council.
10. In addition to addressing the specific consultation questions including the general principles and policies in the Plan, the -response also draws particular attention to the HCC 2050 carbon neutrality target, the need to consider a well-maintained public transport network as one of the desired outcomes, the challenges and opportunities posed by the impact of the COVID-19 pandemic

on public transport and the need to identify defined and prioritised areas and schemes at this stage to begin to deliver against the objectives of the Plan.

Financial Implications

11. Transport initiatives are delivered through local funding (Developer Contributions, Council Tax, national funding (Grants) and the Council has a long history of supporting schemes. Whilst there are no direct financial implications to the Council in relation to this report, LTP4 will likely have a significant impact on the availability of funding for projects delivered in Eastleigh over the period of the plan.
12. The LTP4 sets the policy framework against which HCC will develop area transport strategies and area action plans. The LTP4 identifies that new or refreshed (transport) strategies will be brought forwards over the next 5 years, including for the Eastleigh area. Detailed schemes will be reported as appropriate with any suggested financial implications brought back to Cabinet.

Risk Assessment

13. The proposed vision and associated outcomes for travel and transport will impact on all residents of the Borough and may disproportionately affect low-income household and vulnerable road users if not considered by HCC at an early stage in the development of travel and transport policy.
14. By not submitting a response to the consultation there is a risk that HCC may decide on a course of action without appreciating the risks and local implications for communities.
15. Through the development of the Plan, HCC may identify infrastructure and service requirements that cannot be delivered without additional funding or investment. There is a risk that the Borough Council could be expected to bridge funding gaps of future schemes.

Equality and Diversity Implications

16. The Equality Act is not relevant to the decision in this report because it is a response to a consultation by an external organisation. Therefore, it is considered that for this decision the Equality Duty does not need to be addressed and an Equality Impact Assessment (EqIA) has not been carried out.
17. It is a statutory requirement that LTPs should be supported by an EqIA, which addresses Protected Characteristics. The EqIA has been included within the supporting documents and will be updated following the public consultation and submitted alongside the final document when it is presented for approval.

Climate Change and Environmental Implications

18. Very significant shifts in travel behaviour are required to achieve the proposed outcome of LTP4 to reduce transport-related carbon emissions to net zero (neutrality) by 2050.
19. HCC developed a carbon calculation tool to inform the LTP. The tool demonstrates the scale of the emissions gap that needs to be closed in order for Hampshire to meet its carbon reduction commitments. It also assesses how effective different types of transport policies might be in helping to close this gap. The tool can be found at:
<https://www.hants.gov.uk/transport/localtransportplan/supportingdocumentation>

Conclusion

20. Cabinet is asked to note and ratify the consultation response at Appendix 1.

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Appendices Attached: 1 – EBC Consultation Response – LTP4

LOCAL GOVERNMENT ACT 1972 - SECTION 100D

The following is a list of documents which disclose 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. This list does not include any published works or documents which would disclose exempt or confidential information.

Background Paper - Response to Hampshire County Council's Local Transport 4 Consultation, February 2021
<https://meetings.eastleigh.gov.uk/documents/s50030406/HCC%20Consultation%20Response%20Report.pdf>