

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Cabinet
Date:	6 February 2024
Title:	Adoption of Local Transport Plan 4
Report From:	Director of Hampshire 2050

Contact name: Dominic McGrath

Email: dominic.mcgrath@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to seek a recommendation to Council for the approval for the adoption of the draft new Local Transport Plan (LTP4) as the Council's principal transport policy document.

Recommendations

2. That Cabinet endorses the Local Transport Plan 4 (LTP4) as appended to this report at Appendix 1 and recommends it to full council for approval and adoption.
3. That Cabinet notes the new LTP4 monitoring regime as set out in the supporting report and agrees to delegate authority to the Director of Hampshire 2050 to research, monitor and publish progress reports in line with the monitoring proposals.
4. That Cabinet notes how delivering the LTP4 and associated policies and measures will support the Strategic Plan and meets the Council's statutory duty to publish a Local Transport Plan.
5. That Cabinet agrees to delegate authority to the Director of Hampshire 2050 to make any minor changes to the draft following Cabinet and Full Council and publish the document.
6. That Cabinet agrees to delegate authority to the Director of Hampshire 2050 to undertake any work necessary to advance the actions and strategies listed in LTP4, including authority to review the suite of policies and guidance, and to bring forward proposals to ensure they align with the LTP4 principles and Healthy Streets Framework where possible, to develop and publishing new or update old guidance and to develop other supporting documentation such as area and topic strategies.
7. That Cabinet notes the work ongoing to develop a pipeline of schemes, including a real time digital public interface and agrees to delegate authority to the Director of Hampshire 2050 to undertake any work necessary to keep the pipeline up to date, prioritise measures and in due course add them to the

feasibility and studies programme so long as they comply with the policies set out in the Local Transport Plan.

Executive Summary

8. This paper seeks to secure adoption of the updated Local Transport Plan 4 (LTP4).

Contextual information

9. The Council is required under the Transport Act 2008 to produce and review a Local Transport Plan “that contains the LTA’s policies for the promotion and encouragement of safe, integrated, efficient and economic transport to from and within their area”.
10. The current adopted Local Transport Plan (LTP) was adopted in 2011. The decision to produce an updated LTP was taken by the former Executive Member for Economy Transport and the Environment in March 2020 ([Agenda for Executive Member for Economy, Transport and Environment Decision Day on Tuesday, 10th March, 2020, 2.00 pm | About the Council | Hampshire County Council \(hants.gov.uk\)](#)).
11. A draft for consultation was approved in March 2022 ([Agenda for Executive Lead Member for Economy, Transport and Environment Decision Day, Executive Member for Highways Operations Decision Day and Executive Member for Climate Change and Sustainability Decision Day on Thursday, 10th March, 2022, 2.00 pm | About the Council | Hampshire County Council \(hants.gov.uk\)](#)).
12. Scrutiny of the draft plan was undertaken by the former ETE Select Committee in February 2022,
13. Report on consultation was received by the Select Committee in June 2022, which is outlined below.
14. The Regional Transport Strategy, produced by Transport for the South East (TfSE) provides important policy context for LTP4.
15. The revised final draft of LTP4 is attached as Appendix 1.

Public Consultation

16. Initial engagement on the draft plan was undertaken in early 2021 and showed broad support for the vision, core design principles and policies of the plan. It also tested views on a range of potential measures. A summary of that engagement is available at <https://documents.hants.gov.uk/transport/LTP4-Summaryofinitialfeedback.pdf>.
17. Full public consultation was undertaken on the draft LTP during the period April – June 2022. The consultation outcomes were reported to the former ETE Select Committee on 18 October 2022. A full consultation summary is at [PowerPoint Presentation \(hants.gov.uk\)](#).

18. There were 849 responses, of which 73 were on behalf of groups, organisations or businesses. Overall, the consultation response showed strong support for the proposed LTP4 vision, outcomes and principles.
19. Respondents 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 particularly around more integration between land use and transport planning. The most frequently raised concerns were about funding and resource to carry out the plan and the need for more clarity about how the plan would be monitored.
20. Respondents living in rural areas commonly expressed the view that 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 those with mobility impairments. In almost equal measures respondents stated the plan did not go far enough or went too far. Those who said it did not go far enough, were typically referring to decarbonising the transport system and targets for achieving climate change commitments. Those who said it went too far appeared to be concerned by the core principle wording of "reducing dependency on the private car" and some measures which were interpreted to have impacts on freedom of choice to travel.
21. Overall respondents endorsed the plan and wanted the Council to "move forwards from strategic ideation ('what we want to do') to practical implementation ('how we will achieve it')".
22. Following the completion of consultation it was originally decided that it would be preferable to await the release of Government guidance on the preparation of Local Transport Plans, which was expected imminently at that time. Despite expectations, the release of the expected Guidance has been delayed a number of times and there does not seem any real prospect of it being released soon. Therefore, the decision has been taken to proceed to adoption of the plan, rather than wait further.
23. Regulations governing the production of an LTP specify that Impact Assessments are prepared, to both identify potential impacts of proposals and to guide mitigation of any negative impacts. The statutory requirement is to produce a Strategic Environmental Assessment and a Habitats Regulation Assessment, although the County Council has chosen to go beyond that, in accordance with our own policies. The combined assessment for the LTP4 is termed the Integrated Sustainability Appraisal (ISA) and it is available at [Supporting documentation | Hampshire County Council \(hants.gov.uk\)](https://www.hants.gov.uk/supporting-documentation). The ISA incorporates an Equalities Impact Assessment and a Health Impact Assessment. The production of the ISA has been iterative though the plan preparation policy and has helped guide and shape policy development.

Proposed Additions and Revisions

24. Given the generally positive response to the draft plan, it is not considered that substantial changes are required. However, there are some changes of emphasis required to respond to shifts in the national transport agenda.

Revisions and additions have also been made to respond to points raised in consultation and to changes in circumstance.

25. The main suggested additions and revisions are to address the key points raised during consultation. These can be summarised as follows -
 - a. Changing one of the core principles from “Significantly reduce dependency on the private car” to “Give people a choice of high quality travel options”
 - b. Additional text on monitoring and evaluation (see section below)
 - c. Minor revisions or updates to wording of policies where circumstances have changed such as with the release of the Government’s “Plan for Drivers”.
26. The change to the core principle reflects the concerns raised by some who may have interpreted the inference to “reduce car dependency” to be anti car. In particular those with mobility impairments who are dependent on the car for mobility reasons may have read this in a different way to its intent. The intent was about widening choice not inferring car ownership was bad or that people with mobility impairments would be penalised in some way. To remove the room for misinterpretation the alternative wording is proposed. References to car dependency in the LTP pre adoption draft are purely related to a lack of choice resulting in people having no option but to use a car.
27. It was articulated in the consultation draft that a monitoring framework would be developed to align with the plan post consultation and adoption. The principles for how this will be done are set out in the draft and as per the recommendations above the action to do so is a delegated authority to the Director of H2050 to produce a baseline, set indicators and report against a regular reporting programme which is expected will align with the Economic Strategy monitoring and evaluation and the 5 years cycle of reporting against climate change commitments.
28. A number of minor edits to text have been made to reflect a changing national transport situation and Government guidance. For example some terms like Low Traffic Neighbourhoods are under review by the Department for Transport. The meanings behind some things have a wide range of interpretations and so will be amended to terms which reflect our intention rather than the meaning now attributed to the term ‘Low Traffic Neighbourhoods’.

Monitoring and Evaluation

29. The draft LTP4 notes the importance of monitoring as a way of measuring performance against the proposals in the plan. The draft plan indicates that “Meaningful and affordable indicators will be identified to monitor progress in achieving each of the proposed LTP4 outcomes and ‘success factors’ (see Table 1).” It also notes that “Where possible, monitoring data that is already available and collected on a national, regional or local basis will be used to track progress.”
30. The monitoring activities will aim to monitor the impact of LTP4 in Hampshire and understand to what extent the guiding principles are being realised. It is proposed that a survey programme will be run every three years to collect the supporting data for each guiding principle alongside this, producing a tri-annual monitoring report. Drawing on this data an assessment will be undertaken to gauge progress towards delivering the LTP4 outcomes.

31. The Healthy Streets approach will be used heavily to shape new transport schemes and so this framework will help shape a survey to gather residents' opinions on how their streets change between now and 2050, including, where possible, gathering data directly from people using them. To complement the data collected from road user surveys a supporting evidence base will be developed, including working with the boroughs and districts to understand changes to air quality, and where appropriate noise disturbance, and using local road safety data to understand changes over time and what impacts schemes and programmes have had.

Future Programme of Supporting Documents

32. While LTP4 sets out the strategic transport policies of the Council, there will also be a need to develop a suite of supporting documents. Some of these will develop policy concepts further (e.g. Electric Vehicle Charging Strategy, Parking Strategy) and others will support the implementation of the plan or its interpretation at the local level (e.g. LCWIPs, local area strategies).
33. A prioritised programme of supporting documents will be developed and reported in coming months. One key supporting document will set out a 'pipeline of schemes', which will describe and prioritise the schemes for implementation of LTP4.

Finance

34. Other than activity that is planned to promote the plan to internal and external audiences and to provide training to those who will use the new frameworks established in the plan there are no financial commitments incurred in agreeing to the plan. Such commitment are being externally funded using capacity funding from Government grants.
35. The plan does not incur costs because it sets the vision, principles, policies and core operating frameworks (like the "Healthy Streets Framework") that will underpin how we perform our statutory duties as a transport and highway authority. It sets a "menu" of schemes that are compliant with policy and a clear direction towards securing funding from Government, developers or other external bodies that is in accordance with the plan. Once set it will only occur new expenditure if a significant change is needed which requires a redraft and possible consultation.
36. Financial commitments to deliver and spend are made as business as usual in terms of agreeing the annual feasibility programme, the capital programme and service business plans. They will always reflect what opportunities the Council has to secure funding to deliver the plan and as such the plan is scalable to the level of funding that can be secured. The plan sets the direction not the spend.
37. In the long term if there is insufficient funding to achieve the outcomes set in the plan this will be monitored and tracked.

Consultation and Equalities

38. As outlined in the report, LTP4 has been subject to full public consultation, with the main consultation being undertaken during the Summer of 2022. The consultation outcomes are set out in the report.
39. As highlighted in the report, an Integrated Sustainability Appraisal (ISA) has been prepared in support of LTP4. The ISA process has been iterative as the plan preparation process proceeded, and the plan has been adapted to mitigate potentially adverse effects.
40. The ISA contains an Equality Impact Assessment (EqIA). The final EqIA demonstrates that LTP4 has overall a positive impact on all groups with protected characteristics. The ISA and EqIA is available via the link referenced above.

Climate Change Impact Assessments

41. A detailed carbon assessment is available on the LTP4 web site in the evidence base section. It has greatly informed the plan formation from start to finish, with decarbonising the transport system being one of the main objectives of the plan. It is a geographically tailored assessment of the future carbon impacts of transport and movement in Hampshire and has used a robust methodology and is the evidence base on which plan has been formed.

Conclusions

42. The Local Transport Plan is a key policy document for the County Council and will be a key contributor to achieving carbon reduction and economic development and health objectives. As well as setting out the Council's transport and connectivity policies, it will be key in securing future funding for implementation measure.

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

Hampshire maintains strong and sustainable economic growth and prosperity:	yes
People in Hampshire live safe, healthy and independent lives:	yes
People in Hampshire enjoy a rich and diverse environment:	yes
People in Hampshire enjoy being part of strong, inclusive communities:	yes

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.)

Document

Location

None

EQUALITIES IMPACT ASSESSMENT:

1. Equality Duty

The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited by or under the Act with regard to the protected characteristics as set out in section 4 of the Act (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation);
- Advance equality of opportunity between persons who share a relevant protected characteristic within section 149(7) of the Act (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic within section 149(7) of the Act (see above) and persons who do not share it.

Due regard in this context involves having due regard in particular to:

- The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity which participation by such persons is disproportionately low.

2. Equalities Impact Assessment:

It is a statutory requirement that LTPs should incorporate an Integrated Impact Assessment (IIA), which addresses Protected Characteristics. This has been undertaken throughout the development of the LTP and a full Equalities Impact Assessment (EqIA) was undertaken as part of the plan preparation process. The EqIA is at [Hampshire County Council Draft Local Transport Plan 4: Equality Impact Assessment \(hants.gov.uk\)](https://www.hants.gov.uk/transport/transport-plans-and-strategies/hants-draft-local-transport-plan-4-equality-impact-assessment)

The findings of the IIA are reflected throughout the proposed LTP. It also includes a plan that explicitly targeted at addressing areas where issues of inequality were identified.

Given that the only changes between the consultation draft proposed final plan are minor and do not significantly impact on proposals, the EqIA is considered to apply equally to the final version and no change is needed. The EqIA identifies overall positive impacts for groups with protected characteristics, with strongly beneficial impacts in many instances.

3. Climate Change Impact Assessments

As noted at the consultation draft plan stage, climate change and decarbonisation is a core outcome targeted by the proposed LTP. A high-level assessment and modelling of carbon was undertaken as a part of the LTP evidence base. This has influenced, to a great degree, the policies, design principles and vision, and ultimately the actions and programmes set out in the LTP.