

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	10 March 2020
Title:	Local Transport Plan Development
Report From:	Director of Economy, Transport and Environment

Contact name: Dominic McGrath/Daniel Hunt

Tel: 01962 846054
07719 990573

Email: dominic.mcgrath@hants.gov.uk
daniel.hunt@hants.gov.uk

Purpose of this Report

1. The purpose of this paper is to set out and agree a proposal to revise and update Hampshire's Local Transport Plan (LTP) and engage with key stakeholders as part of this process. The current LTP was agreed and published in 2011 and therefore it is timely that the plan is reviewed and updated to ensure it continues to meet current and future challenges. In particular it would support the emerging Hampshire 2050 Vision and the declaration of a Climate Emergency.

Recommendation

2. That the Executive Member for Economy, Transport and Environment approves the proposed approach to the development of a revised and updated Local Transport Plan for Hampshire.

Executive Summary

3. The current Hampshire Local Transport Plan was published in 2011. It set out a long-term vision for how the transport network in Hampshire would be developed, alongside an initial three-year implementation plan.
4. The intention is to revise and update the LTP to meet current and future challenges – including those highlighted in the “Hampshire 2050” Vision and the declaration of a Climate Emergency.
5. This paper sets out the reasons for updating the LTP, the proposed approach (including engagement with stakeholders), the timescales and decision-making process for the revised LTP.

Contextual Information

6. The Local Transport Act 2008 (“the Act”) contains a statutory requirement for the County Council to produce and review Local Transport Plans and policies.

This forms part of the County Council's role as Highways Authority in Hampshire.

7. Accordingly, the County Council published a Local Transport Plan in 2011, designed to set a 20-year vision and strategy for local transport, for the period 2011-2031. Alongside this, it set out a three-year implementation plan to implement actions arising from the strategy, as is also required by the Act.
8. The LTP was designed to support economic growth and quality of life in Hampshire, while responding to issues like climate change. Its key priority was to protect the highway network, as Hampshire's key transport resource.
9. Whilst the original LTP is considered to have served an important purpose, there have been significant changes at the local, regional and national, transport landscape since 2011. Critically the funding environment is significantly different with the levels of funding being higher and the schemes being funded now different to those previously envisaged. There is an emerging regional sub national transport body in formation which, if it receives statutory status, will look to set a new Regional Transport Strategy. The LEPs are developing their industrial strategies around the Government's four grand challenges. There are also challenges in terms of ageing and changing demographics and new and transformative technologies which have direct transport implications. The "Hampshire 2050" vision and the declaration of a climate emergency require the County Council to review how transport can help play its part in addressing these. Revising and updating the LTP will ensure that a vision, a strategy and action plans are in place to meet these challenges.
10. It should be noted that a report to Cabinet on 6 January 2020 (titled "Interim Progress on Climate Change Strategy and Action Plan") states that the County Council "will need to ensure that reducing greenhouse gas emissions (mitigation) and increasing climate resilience of both our own assets and the wider Hampshire area is central to the work of the organisation and embedded within the delivery of key objectives in all departments". Reducing the climate impact of transport activities in Hampshire will be a key element of this.
11. As a result, it is felt timely to revise and update the LTP, creating a new document that helps address the emerging "Hampshire 2050" vision and the declaration of a climate emergency, as well as taking into account relevant national framework, such as the presumption in favour of Sustainable Development as set out by the National Planning Policy Framework 2019 (NPPF).
12. Alongside this, the revised LTP will set out policies which act in support of the County Council's numerous relevant statutory responsibilities. This includes its roles as Highway Authority and Public Health Authority within Hampshire, its statutory duty to cooperate with Local Planning Authorities on their local plans, and numerous other statutory responsibilities related to public transport, cycling, walking and other areas which are less directly related to transport. It will also support delivery of the Council's Strategic Aims, as set out in further detail in the "Performance" section of this document.

13. It is therefore proposed that work commences to update the core LTP in early 2020, with an aim of delivering a revised draft document in Spring 2021.
14. It is intended that the revised LTP will be developed using a “commissioning” model. The core LTP document will be a framework setting out the vision, desired outcomes and strategy at a high level. It will also set out the “design principles” by which a number of “subsidiary documents”, will then be commissioned. They will then set out more detailed strategies, plans and policies. Subsidiary documents may be developed at a different pace to the overarching LTP reflecting the capacity of available resources and relative urgency of each. Relevant subject matter experts will be commissioned to develop the subsidiary documents.

Engagement with Stakeholders

15. For the revised and updated LTP to be effective, it is vital that it is developed in conjunction with a number of stakeholders, both internal and external to the County Council.
16. Within the County Council, the development of the revised and updated LTP will have a cross-cutting nature across a number of different departments (and the statutory responsibilities that are managed within these departments). These will include Children’s Services, Adults Services, Public Health and Culture, Communities and Business Services.
17. Relevant departments will be engaged throughout the plan development process. Ultimately, a revised LTP will need to be signed-off by Full Council as part of the County Council’s policy framework.
18. Alongside this, it is vital to also to meet the statutory requirement (as per the Local Transport Act 2008) to consult and engage with a range of stakeholders, to include District and National Park Authorities, Parish Councils, LEPs, the transport and development industries, service users alongside businesses, residents and people working in the County. The Local Transport Act also requires the County Council to consult with the Secretary of State. There will also need to be engagement with environmental pressure groups, young people and adjoining authorities to ensure that the LTP takes proper account of concerns.
19. Not only will these consultees be among the target audiences for elements of the revised LTP, but working effectively with them will be vital to developing a Plan that is fit-for-purpose, and ultimately supported by those who will play a key role in delivery of the vision, strategy and policies that are to be set out.
20. This engagement will also be in support of wider collaboration between the County Council and the aforementioned groups, in helping to shape future place and quality of life in Hampshire.
21. The detail of this engagement will be planned as part of the wider planning for delivery of the updated LTP. However it is likely to be undertaken in two stages, the first being engagement through “commissioning dialogue” which will seek to establish which future we and our stakeholders want and then establish the

“design principles” that will allow such a future to be achievable. Following this there will be a second stage which will be a consultation on a recommended approach (according to statutory requirements).

Finance

22. Production of the Local Transport Plan will require significant staff resource and will also require the development of an evidence base. Resource costs will be met from within the Department’s revenue budget, with priorities adjusted to reflect the importance of this work.
23. The vision, strategy and policies or actions contained within a revised Local Transport Plan may relate to construction and maintenance of the highway (including footways and cycleways) and provision of public transport services, both of which could lead to financial implications for the County Council.
24. However, these costs would be managed on a local basis, within established frameworks.

Performance

25. The revised and updated Local Transport Plan will be intended to act in support of the County Council’s four Strategic Aims, namely:
 - Hampshire maintains strong and sustainable economic growth and prosperity;
 - People in Hampshire live safe, healthy and independent lives;
 - People in Hampshire enjoy a rich and diverse environment; and
 - People in Hampshire enjoy being part of strong, inclusive communities.
26. Furthermore, the Plan will support the emerging “Hampshire 2050” vision, and the declaration of a climate emergency.

Consultation and Equalities

27. The LTP will be developed with an integrated impact assessment. This will be broad enough to cover the LTP core documents, and separate assessments will be carried out for subsidiary documents.
28. It is a statutory requirement under the Local Transport Act 2008 to engage fully with both LPAs and the development and transport industries, both in their role as target audience for parts of the vision, strategy and policies that will be set out, and in support of wider collaboration with those groups in helping to shape Hampshire as a place.
29. This engagement will be undertaken throughout the plan development process, and may take the form of formal events, meetings with stakeholders, written communications, or any other form of engagement as appropriate.

30. This decision report concerns the development of a Local Transport Plan, and therefore does not have a direct impact on residents at this stage. Consultation and engagement with stakeholders will take place as part of the development of the new plan. This decision has been assessed as having a neutral impact on groups with protected characteristics.

Next Steps

31. The process of plan development and associated engagement with stakeholders will commence.

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:	no

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:

This decision report concerns the development of a Local Transport Plan, and therefore does not have a direct impact on residents at this stage. Consultation and engagement with stakeholders will take place as part of the development of the new plan. This decision has been assessed as having a neutral impact on groups with protected characteristics.