

Board/Committee:	Policy and Organisation Board
Date of meeting:	13 TH July 2022
Title:	Local Transport Plan 4 (LTP4) Consultation – GBC response
Author:	Traffic and Transport Manager
Status:	For Decision

Purpose

This report sets out details of Hampshire County Council’s Local Transport Plan 4 (LTP4) consultation and the Borough Council’s formal response

Recommendation

That the Board:

- i) Supports and welcomes the LTP4 in order to improve transport within Hampshire.**
- ii) Delegates authority to the Traffic and Transport manager to submit the contents of this report and Appended LTP4 Response Form as the Borough Council’s formal response to Hampshire County Council’s LTP4 Consultation.**

1.0 Background

1.1 Hampshire County Council (HCC) has a statutory requirement to have a Local Transport Plan (LTP) in place. In 2011 the previous LTP (LTP3) was produced. Since LTP3 was adopted there have been many changes, particularly with regards to climate change, the economy and technological advances, and consequently LTP3 is no longer considered relevant to current challenges and opportunities.

1.2 From January to February 2021 HCC undertook an early informal engagement exercise in relation to their “Towards a new Transport Plan for Hampshire. This was a high-level document and GBC officers provided feedback. GBC Councillors were notified of the publications and invited to respond individually if so wished. The Draft LTP4 now being considered has been informed by this previous engagement exercise.

1.3 HCC has, in the last two years, completed its 2050 Vision Commission of Inquiry, which has established a vision to achieve better outcomes for the economy, environment and society, and it is considered that transport contributed to all outcomes and challenges. The Draft LTP4 seeks to support the above by developing a transport system that:-

- Supports a vibrant economy
- Is safe and healthy to use
- Does not pollute our environment with poor air quality and noise
- Removes severance (where traffic flow impedes the movement of pedestrians and cyclists) and disparities within our streets and communities, and
- Allows us to live healthier and more empowered lives

The Draft LTP4 is underpinned by an overarching vision that achieves:-

“A carbon neutral, resistant, and inclusive transport system designed around people, which: supports health, well-being and quality of life for all; supports a connected economy and creates successful and prosperous places; and respects and seeks to enhance Hampshire’s unique environment”

- 1.4 The Draft LTP4 also acknowledges that HCC has signed up to the Climate Emergency, and has set carbon neutrality targets for 2050. It is noted that carbon neutrality from transport will not be achieved unless rapid and transformational action is taken locally between now and 2030, particularly in the context of Central Government policies (for example banning the sale of new internal combustion engine cars), which will take time to have an impact.
- 1.5 HCC’s Climate Change Strategy 2020-2050 sets out an approach to carbon neutrality based on a concept of “Avoid, Reduce, Replace and Offset”, which also underpins the approach set out in the Draft LTP4.
- 1.6 There are many new technologies emerging, and these are key to achieving the ambitious targets set by both Central Government and HCC through its LTPs and wider transport planning functions, thereby helping solve transport challenges.
- 1.7 The Draft LTP4 stresses that a key component in meeting transport challenges is a need to reduce dependency on the private car, which is considered key in reducing overall traffic levels. However, whilst the aim is to reduce the use of private vehicles, it does not mean that they have to be given up. The document recognises the importance of private vehicles and the freedoms and opportunities this gives, and in particular for those in isolated locations or with mobility impairments.
- 1.8 Hampshire County Council are inviting feedback on the Draft LTP4, which will help inform the final version that is expected to be adopted by early 2023. It is proposed that the content of this report and the relevant completed sections of the Appended “Local Transport Plan 4 (LTP4) GBC Consultation Response” response form provides the Borough Council’s formal response to this consultation. The consultation deadline was midnight on Sunday, 26th June 2022. However, in order to seek formal approval of the proposed comments at this meeting of the Board HCC have agreed that GBC’s consultation response will be accepted later

2.0 Report

- 2.1** GBC supports the Vision of LTP4, particularly in designing transport systems around people and places, and enhancing Hampshire's environment. The Council notes the achievements of the current transport system in successfully carrying large numbers of people on a daily basis but also the challenges, such as the negative impacts upon the economy of increasing congestion, as well as adverse health and environmental impacts. The Council welcomes the ambition to strive to achieve environmental net gain through our transport infrastructure. The LTP4 requires a shift towards new ways of planning for transport and considering its wider impacts, therefore, it is considered that it will be key to share experiences and learn from best practice in designing, implementing and monitoring in order to maximise success.
- 2.2** The rising cost of running and using public transport in relative terms is concerning, particularly for more deprived boroughs such as Gosport. The Council, therefore, welcomes transport improvements which would reduce residents' outgoing costs, such as active travel, car sharing schemes and new bus routes. The Council has a safeguarded route for the Bus Rapid Transit and proposals to extend the route, including to the new bus station. The Council looks forward to working with HCC to deliver this scheme. Discussions on new bus routes, such as regular loops covering the Borough, and a link into Daedalus, would also be welcomed.
- 2.3** In relation to the above the Council therefore very much welcomes Policy PT3 for expanding the reach of mass transit schemes, which for Gosport would be built upon the success of the existing Eclipse routes and beyond.
- 2.4** The Council recognises the potential for technology to deliver systemic changes to our transport networks, such as through ride-hailing public transport options, increased automation and new modes of travel, such as e-scooters. Whilst the Council welcomes the use of technology it is requested that safe and resilient approaches be incorporated at all times. For example, while e-bikes and e-scooters represent a substantial opportunity to a shift away from private car use, they also present substantial safety concerns to pedestrians, pedal cyclists and other highway users if ridden inconsiderately. As such, more enforcement of suitable methods and riding styles are required. Road safety, especially for vulnerable users, is one of the key barriers for more engagement with active travel. The Council welcomes the central role this plays in LTP4, and would welcome further road safety enhancements in Gosport.
- 2.5** With regard to Electric Vehicle (EV) charging points, the Council considers there to currently be a deficit in Gosport, which is inhibiting the transition to a more low carbon economy. The Council welcomes the reference within the Future Mobility policies to a strategic Hampshire-wide approach to EV charging provision. It is requested that Gosport is considered for the installation of additional charging points, and being mindful that there are a substantial number of properties with no off-street parking including areas

of deprivation and therefore it will be important that such areas are not left behind in being able to embrace EVs.

- 2.6** Based on Government targets to phase out the production of new internal combustion engine cars and vans by 2030 this will result in a rapid up take of electric vehicles over the next decade. In order to match increased demands the efficient roll-out of electric vehicle charging infrastructure and charging capacity will be key to ensuring facilities keep pace with demand. Having appropriate infrastructure is likely to be key in user confidence and helping reducing range anxiety issues and other concerns. Care must be taken to ensure flexibility as these relatively new technologies evolve.
- 2.7** The document makes reference to integrating land use and transport planning and clearly defines what sustainable transport looks like (Policy DM1). The Borough Council supports this integration and intends to embed reference to the LTP4 policies within our emerging local plan. It should be noted however that without strong national planning policies and guidance, the implementation of ambitious transport goals can be difficult for development management officers to secure. We therefore request that HCC use its position to lobby Central Government to strengthen the footing of sustainable travel.
- 2.8** The Council welcomes and supports Policy DM2, in actively master planning new development sites for high quality neighbourhoods. The Council looks forward to continue working with HCC to shape new regeneration sites within the Borough, such as Daedalus and within the Haslar Peninsular, which currently suffer from a lack of public transport and accessibility issues.
- 2.9** The integration of land-use and transport planning, and early engagement with developers and transport providers will be an essential means of ensuring development takes place in the right places and has the necessary transport infrastructure and services at the point of occupation to ensure appropriate and sustainable travel habits are possible and likely to be adopted. Whilst this can be embedded within both Local Plans and Local Transport Plans, there must also be mechanisms available to ensure speculative development includes such considerations.
- 2.10** It is welcomed that Gosport is named as an area for particular focus as part of an Area Strategy. It is considered that Gosport is included as the Borough's transport system is perhaps the biggest challenge for the Borough in terms of economic development and quality of life. The support HCC has provided the Borough in devising two Local Cycling and Walking Infrastructure Plans (LCWIPs) is appreciated, and we look forward to working with HCC and other stakeholders to deliver its objectives. Further support to devise more wide-ranging transport strategies for the Borough, and focused area action plans, would be the logical next step. This could, for example, include the creation of the low-traffic neighbourhoods in the Borough, as referred to within the Draft LTP4.

- 2.11** The provision of Mobility Hubs at key nodes within the wider transport network is seen as a positive driver to encourage the take up of alternative transport modes, particularly as their presence and direct integration of modes will assist in providing choice for seamless journeys. The Council would welcome the exploration of a Mobility Hub with regards to adding complementary facilities to the Transport Interchange, Town Centre and Waterfront areas.
- 2.11** The Council would welcome engagement in discussions around an Area Strategy at an early stage, together with the involvement of the Transport & Planning working group of Gosport's Climate Change Partnership.
- 2.12** The Council supports the Guiding Principles, Core Policies and Outcomes shown within the document. We are also supportive of the integration of the proposed Road User Utility Framework, Movement and Place Framework, and the Healthy Streets Approach.
- 2.13** In terms of Guiding Principle 1 however, the Council does not wish to see driving by private car made more difficult for those that need to use them, and without better alternatives being put in place first, such as convenient and cost-effective car sharing schemes, better cycle lanes or more home working. We note that the document makes reference to there being ten times more jobs being accessible by car than by public transport.
- 2.14** In striving to meet carbon reduction/net zero targets the Council considers there will need to be significant investment in sustainable mode infrastructure to ensure transport routes meet required demands but also exploring ways of reducing the cost of public transport at the point of use so such modes are clearly cheaper than the comparative convenience of using private transport. Clearly this will go beyond the scope of Local Transport Authorities and will need commitment and investment from Central Government, but perhaps with HCC using its lobbying voice in combination with Transport for the South East (TfSE).
- 2.15** It is worth stressing that Gosport Borough already has below average economic performance, and one of the lowest levels of jobs density in the country and we do not wish to make accessing employment any harder for our residents. Excessive congestion caused by the current transport system and the adverse effect of this congestion on productivity and wellbeing is, however, noted and the Council therefore support enhancements to our transport network.
- 2.16** There has been much improvement in recent years by HCC with the support of the Borough Council to alleviate congestion. Where much-needed highway improvement schemes have been delivered to overcome the Peninsula's historic infrastructure deficit (such as through new improved roads), these have, in some cases, been exploited by developers as opportunities for new development which has the potential to severely dilute the benefits these transport improvements are intended to bring. The

Borough Council welcomes the HCC's support in opposing such inappropriate developments.

- 2.17** We strongly support the 'Live locally, travel less' concept of the 20 minute neighbourhood, which would reduce transport demands on the Gosport Peninsula and help make the Borough a more attractive and sustainable place to live. The roll-out of superfast broadband in the Borough would assist in delivering this objective. Currently high numbers of commuters travel out of the Borough to workplaces along the M27 corridor. There are few convenient options to replace these travel routes and, therefore, the Council would welcome new measures, such as the expansion of the BRT, new cycle lanes in a linked network, and new waterbus services, which would provide attractive alternatives to the private car. This could include lobbying water transport providers to allow free carriage of bicycles which could help encourage increased cycle use on both sides of the Harbour which would be attractive for both commuting and leisure travel.
- 2.18** In terms of Guiding Principle 2, the Council would welcome support to regenerate our streets, particularly in Gosport Town Centre, where we have a number of ongoing projects to regenerate the High Street, including the High Street Heritage Action Zone which is supported by Heritage England.
- 2.19** It is considered that there are opportunities for transport to achieve biodiversity net gain in Gosport such as through new street trees, roadside planting and seed mixes in verges which should be maximised where appropriate. Such schemes may accumulate Biodiversity Net Gain credits which have the potential to be sold to developers, making such works more viable. In many cases reduced mowing regimes will encourage biodiversity and reduce costs, however, it is not appropriate to all locations such as where highway safety would be a key constraint, for example, where visibility sightlines are required at highway junctions. When roadworks are being undertaken, opportunities should be taken to assess whether new green infrastructure can be installed at the same time.
- 2.20** Where possible, safe crossings should also be provided for wildlife, such as through green under and overpasses, particularly where it links up areas of habitats.
- 2.21** Whilst understanding the requirements for a shift in emphasis regarding Transport Planning, balancing the views of different groups will be challenging particularly where, for example, this could result in the re-allocation of road space due to general reliance on the private car and the associated embedded usage patterns, including workplace requirements. However, through improvements in the quality of non-car mode environments - and increased journey time - reliability will hopefully be evident, thereby encouraging a modal-shift and only requiring the use of a car when absolutely necessary. With a diverse transport network there will be less reliance on a car to provide a perceived advantage, however, it will remain the case that many people will aspire to own a private car,

which is clearly likely to remain popular for family / leisure requirements as well as an aspirational commodity. Additionally, given the extensive and attractive coastline in the Borough the Council would also welcome consideration of specific sustainable transport options to such areas.

- 2.22** Should road user charging be considered/explored as the LTP progresses, this should only be considered as part of any national scheme so as to not disadvantage certain areas and increase inequalities, which is of particular importance to areas with limited transport accessibility and issues of deprivation.
- 2.23** Any Workplace Parking Levy schemes will require commuters to weigh up factors of travel time and cost and may have the potential of encouraging a modal shift away from the private car for commuting purposes. It is key that there is a genuine choice of alternative modes serving a number of destinations at convenient times.
- 2.24** There would logically appear to be joint ticketing options to pursue, including enhancing Tap-on/Tap-off payment methods across multiple modes to move towards more seamless journeys. Additionally, the Council considers that reviewing charges for younger people, perhaps with certain age-groups having free travel, could embed more sustainable travel patterns from a younger age and be of great benefit both in monetary savings and car dependency. To increase modal choice, the Council also considers that there may be opportunities to explore further water transport initiatives in the wider Solent area.
- 2.25** A key element of the Borough Council's interest in transport modes would also be highlighting the importance of the Gosport Ferry in both the Borough Council's and the wider sub-region's transport network. Increased use of the Gosport Ferry (or other water based transport) has the potential to remove a degree of vehicles driving around the Harbour into the Portsmouth – if this can be encouraged further there will be benefits felt not just in reducing peak-time congestion in Gosport but also through both Fareham and Portsmouth's Air Quality Management Areas. End to end cycle journeys (taking bicycles on the Ferry) would further add to reduced travel by car and other motorised methods between home, Ferry and onward destinations; it would increase convenience and reduce the need for storage facilities at the Interchange, potentially also helping to address some of the issues around crime and theft.

3.0 Conclusion

- 3.1** The principle of the document is very much welcomed and will provide a firm basis for Hampshire County Council as the Local Highway Authority to seek improvements to the transport networks particularly in the context of changing environmental factors, which need to be addressed in a very short space of time. As well as supporting other HCC strategies, LTP4 will also assist in the delivery of a number of the Borough Council's corporate objectives and strategies.

Financial comments:	Services	There will be no immediate cost to the Council as the preparation of the document is being undertaken by HCC
Legal comments:	Services	The report considers a consultation response to the County Council's obligation to produce a Local Transport Plan. As such there are no legal obligations arising to the Council.
Equality and Diversity:		<p>This is a strategy produced by HCC and not GBC and consequently would need to be subject to their internal processes.</p> <p>The Draft LTP4 document has been provided in three formats – a summary document, a full document and an “Easy Read” version, designed for people with learning difficulties, or who prefer to receive information in a more visual format (this also includes an “Easy Read” response form).</p>
Climate implications:	Change	<p>HCC are responsible for addressing climate change implications when finalising the LTP to reflect consultation responses</p> <p>The Draft LTP4 will ensure that transport policies are up to date, reflecting current and expected future requirements with respect to Climate Change responsibilities.</p> <p>Specific GBC officer comments are contained within the proposed response documents</p>
Crime and Disorder:		This is a strategy document produced by HCC. The strategy, policies and any transport schemes arising will need to be assessed in terms of their safety with regard to crime and disorder including appropriate mitigation.
Corporate Plan:		With regards to Developing the economy and improving infrastructure the LTP4 will assist in the delivery of improved transportation
Risk Assessment:		Without an established LTP in place providing a Strategy and Policy Framework for Transport in Hampshire there is likely to be a failure in HCC achieving its ambitions not just for transport investment, but also with regards to climate change, health and well-being, equality and diversity and economic growth targets. Additionally, without

	<p>providing a holistic framework achieving external funding for related schemes would be affected.</p> <p>By providing a consultation response the Council ensures that its views on the impact of the Local Transport Plan upon the Borough are taken into account.</p>
Background Papers:	<p>Draft LTP4 Summary Document:- https://documents.hants.gov.uk/transport/Short-form-HCC-LTP4-summary.pdf</p> <p>Draft LTP4 Full Document:- https://documents.hants.gov.uk/transport/Hampshire-LTP-Final.pdf</p> <p>Draft LTP4 “Easy Read Document” https://documents.hants.gov.uk/transport/2480-4thLocalTransportPlanHCC-EasyRead.pdf</p>
Appendices:	Appendix A - Local Transport Plan 4 (LTP4) GBC Consultation Response
Report Officer:	Author/Lead
	Andrew Broster. Traffic and Transport Manager