

Draft Hampshire Local Transport Plan 4

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Stewart Wilson, Principal Transport Planner, Hampshire County Council

Hampshire's Local Transport Plan 4 – what is it?

Draft Local Transport Plan 4

Full document
April 2022

 Hampshire
County Council



hants.gov.uk

- Statutory requirement for local transport authorities to formulate transport policies and publish them as a local transport plan (Transport Act 2000)
- A transport plan describes a council's strategy and policy framework for transport and is used as a guide for investment priorities as well as being considered by other agencies when determining their planning or delivery decisions
- The current Hampshire Local Transport Plan (LTP3) was developed in 2011 but is no longer relevant to today's challenges and opportunities

Timetable for LTP4 development & adoption

- LTP4 has been developed and consulted on in several stages:
 - Extensive scoping and stakeholder engagement work (2021/22)
 - Developing an evidence base incl. carbon emissions forecasts (2021/22)
 - Public consultation on draft LTP4 between (April to June 2022)

[Updated LTP guidance from DfT expected in 2022 but ongoing delay]

- **LTP4 put forward for adoption in 2024** - this presentation covers the draft LTP4

What are the 'big issues' for LTP4?

Climate change

If we carry on with existing policies and practice, we will not achieve carbon neutrality from transport by 2050 (in line with the **Hampshire Climate Change Strategy**)

Health and society

Transport plays a vital role in shaping lives – health, wellbeing, equality and diversity. High levels of car use are contributing to obesity and poor health.

Sustainable economic recovery and growth

We need to reinvent our high streets and regenerate centres – supporting local living. We need a shift in thinking about how we support economic growth in the context of climate change.

The LTP at a glance..

LTP Outcomes



Climate change

- Carbon neutrality
- Improve network resilience

Environment



- Better air quality and less noise disturbance
- Biodiversity net gain

Economy



- Connected economies and successful places
- Sustainable housing and employment growth

Society



- Active lifestyles
- Equality of opportunity

Strategic framework

2 x Guiding Principles

Reduce the overall need to travel and significantly reduce dependency on the private car.

Provide a transport system that enables high quality and prosperous places and puts people first.

9 x Core Policies

Delivery approach

8 x Themes

19 x Theme Policies

- Healthy Places
- Public Transport
- Future Mobility
- Rural Transport
- Balancing Travel Demand
- Asset Management
- Development and Masterplanning
- Strategic Infrastructure



Implementation and monitoring

Area based strategies

Scheme prioritisation

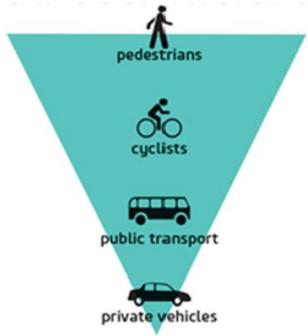
Funding

Performance indicators and targets

Theme - Planning for People and Places

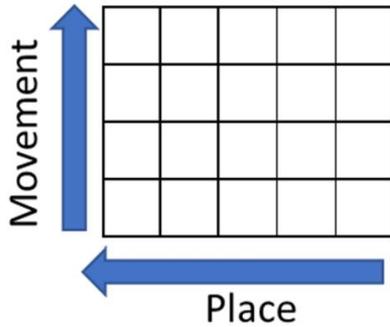
The LTP4 promotes approaches which create high quality places, encouraging active and public transport use, social interaction, and create stronger communities

Transport Utility Hierarchy



Transport User Hierarchy
- Who we prioritise

Movement & Place Framework



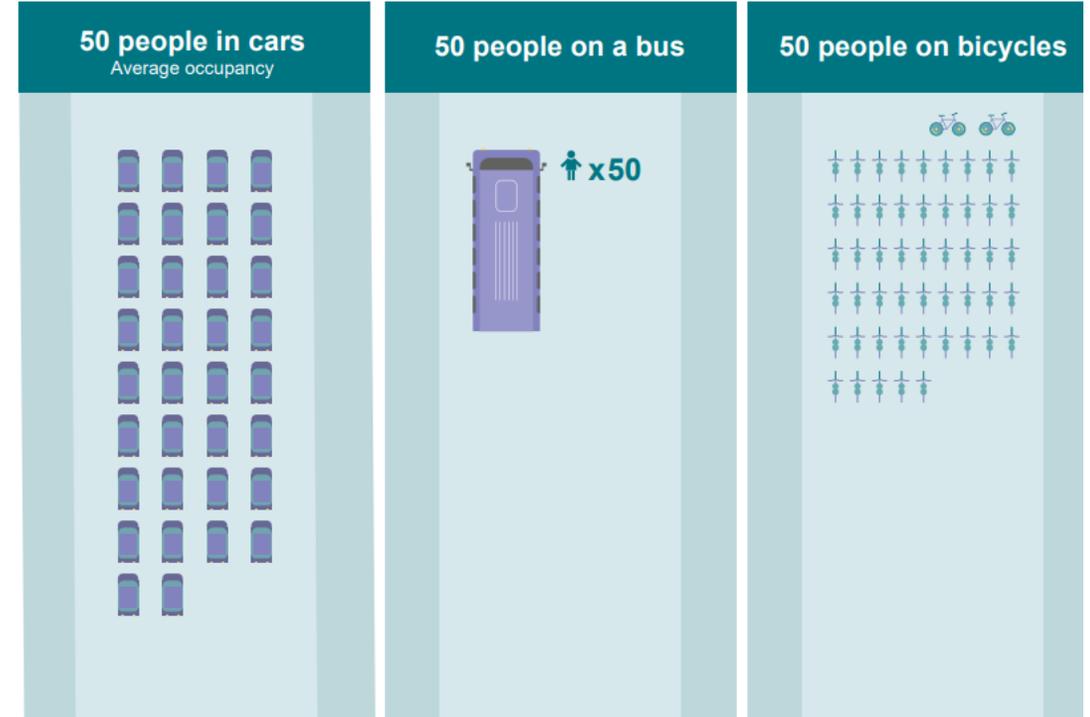
Movement and Place Framework - Identifies the relative balance between 'movement' and 'place' in different locations and informs decisions about the types of interventions required

Healthy Streets



Source: Lucy Saunders

Healthy Streets approach - A holistic framework for creating environments that feel attractive, comfortable, and safe for walking and cycling, regardless of confidence, age and ability



In many areas, attractive walking, cycling and public transport options are able to carry far more people in a more efficient manner than a car focused approach

Theme Policy - Development and Masterplanning

Support sustainable housing and employment growth and regeneration that positively supports our LTP4 vision



Transport factors for high-quality developments

- are 'accessible' or 'highly accessible';
- offer a mix of uses;
- achieve appropriate density of development;
- have good public transport access;
- achieve the necessary critical mass needed to encourage self-containment and support viable public transport services and frequencies;
- having been assessed for their transport carbon impacts, are compliant with carbon neutrality targets, or where this is not achievable, the impact is offset;

Making it happen – route map to 2050

Short-term: 0 to 5 years

- Delivery of BSIPs and LCWIPs
- Achieving the cultural shift required, both within our organisation and amongst our delivery partners and stakeholders
- County Council leading by example
- Embedding Movement & Place Framework

Medium-term: 5 to 10 years

- Seek to deliver the measures required to support a mass shift in mode use
- Encourage further uptake of new concepts and technology solutions
- Achieve the transition from traffic growth to traffic reduction

Longer-term: 10+ years

- Seek to consolidate travel behaviours in the context of significantly reduced car dependency, people-centric places, and fundamental changes in land-use which enables more local living and reduces the need to travel

Challenges:

- Investment for transport & place-making
- Behaviour change

Local Cycling and Walking Infrastructure Plan

- Evidence-based plans that identify preferred walking and cycling routes and a long-term (e.g.10 year) programme of infrastructure improvements – to improve & increase cycling
- Link with other strategic planning documents including Local Transport Plan & Local Plan - envisaged that LCWIPs will become fully adopted HCC policy documents
- Winchester City LCWIP was developed as part of the Winchester Movement Strategy; new/updated Winchester LCWIP now being produced covering Winchester District



Bus Service Improvement Plan & Enhanced Partnership

OUR CHARTER FOR BUS PASSENGERS

Setting standards for bus services across our region*

- 1 A safe, clean and green travel experience**

A safe, clean and comfortable travelling environment

Well maintained vehicles, with plans for electric buses

Up-to-date and accessible timetable information and waiting environment at bus stops
- 2 Service standards**

Reliable services with at least 85% of services operating on time (not more than one minute early or more than five minutes late)

In the event of delay or service cancellations best efforts will be made to minimise inconvenience and keep customers informed
- 3 Information**

Timetable and service information will be as accurate and relevant as possible, and often available in a range of formats

Timetable information, bus maps and travel guides are provided on operator websites and at:

 - myjourneysouthampton.com/bus
 - travellinesw.com
 - hants.gov.uk/transport/publictransport/timetables
- 4 Inclusivity**

Public transport that accommodates a wide range of accessibility needs where practical

A friendly travelling environment where all customers are treated with respect, honesty and impartiality
- 5 Value**

Free travel for under 5s**

A range of ticket options, with different payment methods including cash and contactless

Discounted travel for ages 5 to 15

Promotions and offers available periodically
- 6 Customer feedback**

Customer comments, compliments, suggestions and complaints are welcomed, particularly where expectations have not been met. Please contact the relevant service operator in the first instance:

AMK www.amk.co.uk	Bluestar bluestarbus.co.uk/contact	Cresta Coaches 01962 773236	First Solent firstbus.co.uk/help-and-support
More bus morebus.co.uk/contact	Reading buses reading-buses.co.uk/contact	Salisbury Reds salisburyreds.co.uk/contact	Stagecoach stagecoachbus.com/help-and-contact
Unilink unilinkbus.co.uk/contact	Xelabus xelabus.info/contact	Any passenger who is unhappy with the way an operator has handled their complaint can contact Bus Users UK bususers.org	

amk bluestar more Reading buses reds Solent Stagecoach unilink Xelabus

*Within Hampshire and Southampton **There may be a limit on the number of free under 5s per fare paying adult, please check operator websites for details. This charter does not affect your statutory rights, and does not change or create any new legal relationship between bus operator, local government and passenger.

Hampshire County Council SOUTHAMPTON CITY COUNCIL



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- £2 capped single fare funded by Government extended until 31 Dec 2024
- Enhanced Partnership Plan launched April 2022 & updated in April 2023 – to be revised by June 2024
- Bus Passenger Charter published
- Community bus marketing campaign
- Radio marketing to promote older persons concessionary free travel
- Bus Route Investment Plans – for 35 busiest high frequency bus corridors
- HCC awarded £7.13m of BSIP+ revenue funding for supporting bus services
- Station Interchange Strategy for all rail stations being developed