

Local Transport Plan 4

Full document
February 2024





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This document is the **Full LTP4**, primarily aimed at transport professionals and key stakeholders and partners directly involved in delivering the vision, outcomes, guiding principles and policies.

This will be accompanied by a shorter **Summary LTP4** providing a higher level overview for the public and other stakeholders.

A detailed **Policy Review** and **Evidence Base** supports both documents.

Foreword

There is a need to plan ahead for how our transport system should develop over the next 30 years and this document seeks to do that.

In recent years Hampshire County Council has completed its **2050 Vision Commission of Inquiry**. It established a vision to achieve better outcomes for the economy, environment, and society. Transport contributes to all these outcomes and there are some key challenges ahead. This plan focuses on those challenges and seeks to develop 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 County Council has signed up to the **Climate Emergency and set carbon neutrality targets for 2050**. We have calculated that we will not achieve carbon neutrality from transport unless we take rapid and transformational local action between now and 2030. This is because the changes being considered by Central Government, including the ban on internal combustion engine sales, will take time to have an impact; so action is needed now.

New technologies are emerging and we need to unlock their potential to help solve our transport challenges. They include a move towards electrification of all vehicles but even if we do that it won't solve all our transport challenges. Whilst desirable, electrification does not solve air pollution, road safety or help us manage congestion.

At the heart of meeting our transport challenges is the need to provide people with choice of high quality travel options, to reduce our dependency on the private car and reduce traffic levels. The Department for Transport (DfT) forecast that if we carry on as we are traffic will grow by 22% between 2015 and 2035¹. The stark reality is that Hampshire's streets do not have the

space to accommodate this. We can't deliver or afford increased capacity on that scale, and even if we could it would create poor and unhealthy places to live.

Whilst this means using cars less, it does not mean we have to give them up. This Local Transport Plan (LTP4) recognises the freedoms and opportunities that private vehicles give to those with access to such a vehicle, particularly in rural isolated locations or to those with mobility impairments. But it acknowledges a need to rebalance our transport system. It is not balanced when in real terms the cost of motoring in the UK has fallen by 15 per cent over the last 20 years, whilst over the same period bus fares have increased by 40 per cent². Nor is it balanced when the poorest members of our society are being disadvantaged or impacted the most by all of the transport challenges listed above.

Our **Hampshire County Council Climate Change Strategy 2020-2025** sets out a philosophy and approach to carbon neutrality which focuses on the concept of AVOID, REDUCE, REPLACE and OFFSET, which also underpins the approach set out in this LTP4.

Avoiding the need to travel is something the pandemic has required us to do particularly for commuting. The rise in homeworking, for those who can, should be embraced.

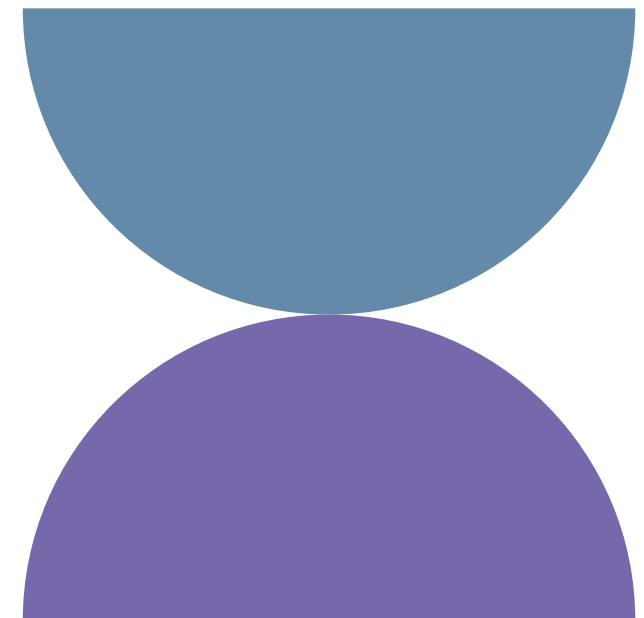
Making shorter trips through better and more integrated land use and transport planning, combining trip purposes, and facilitating a vehicle/cycle sharing economy will also have an important part to play. To deliver this we have developed **a set of new development and master planning policies** to guide local authorities and developer plans on what good development looks like. We are also establishing a **new movement and place framework** which acknowledges that public spaces perform functions other than simply movement. This will help ensure that our streets and spaces work for people, create better places, and also meet the needs of vehicles where this is a priority.

Providing better walking, cycling or public transport choices will enable a reduction in travel by private car. We aim to do this through a step change in walking and cycling infrastructure. We also aim to speed up public transport, including more bus lanes and bus lane enforcement, and negotiate with operators under a new enhanced partnership to make fares cheaper and services better. In the Solent area we are building the case for an increase in the frequency of rail services and a more integrated metro style public transport offer.

We also set out our **asks of Central Government** to help us deliver our plan, many of which are for enhancements to strategic infrastructure operated by Central Government such as the rail system or

motorways. We will be asking for continued and greater funding for buses, walking and cycling infrastructure. We are considering seeking changes to the national concessionary fares scheme to make it contributory (i.e. the user contributes towards a proportion of the cost of travel). Whilst on first reading this might seem counter intuitive, it means we would be able to maintain rather than lose many of our bus services in light of the growing financial pressures we face in local government. We will also promote the integration of local integrated ticketing schemes with national rail.

It is an exciting time to develop a new Local Transport Plan. The challenges are significant, the choices difficult and the stakes high.



At a glance – our Local Transport Plan 4

Our Local Transport Plan (LTP4) covers the period to 2050 and is based around:



A **vision** for what transport will look like in 2050;



Transport-related **outcomes** covering climate change, environment, economy, and, health and society;



Two **guiding principles** which represent a transformational change in how we plan and deliver transport in Hampshire; and



A set of **core and theme-related policies** that describe how we will deliver the LTP4.

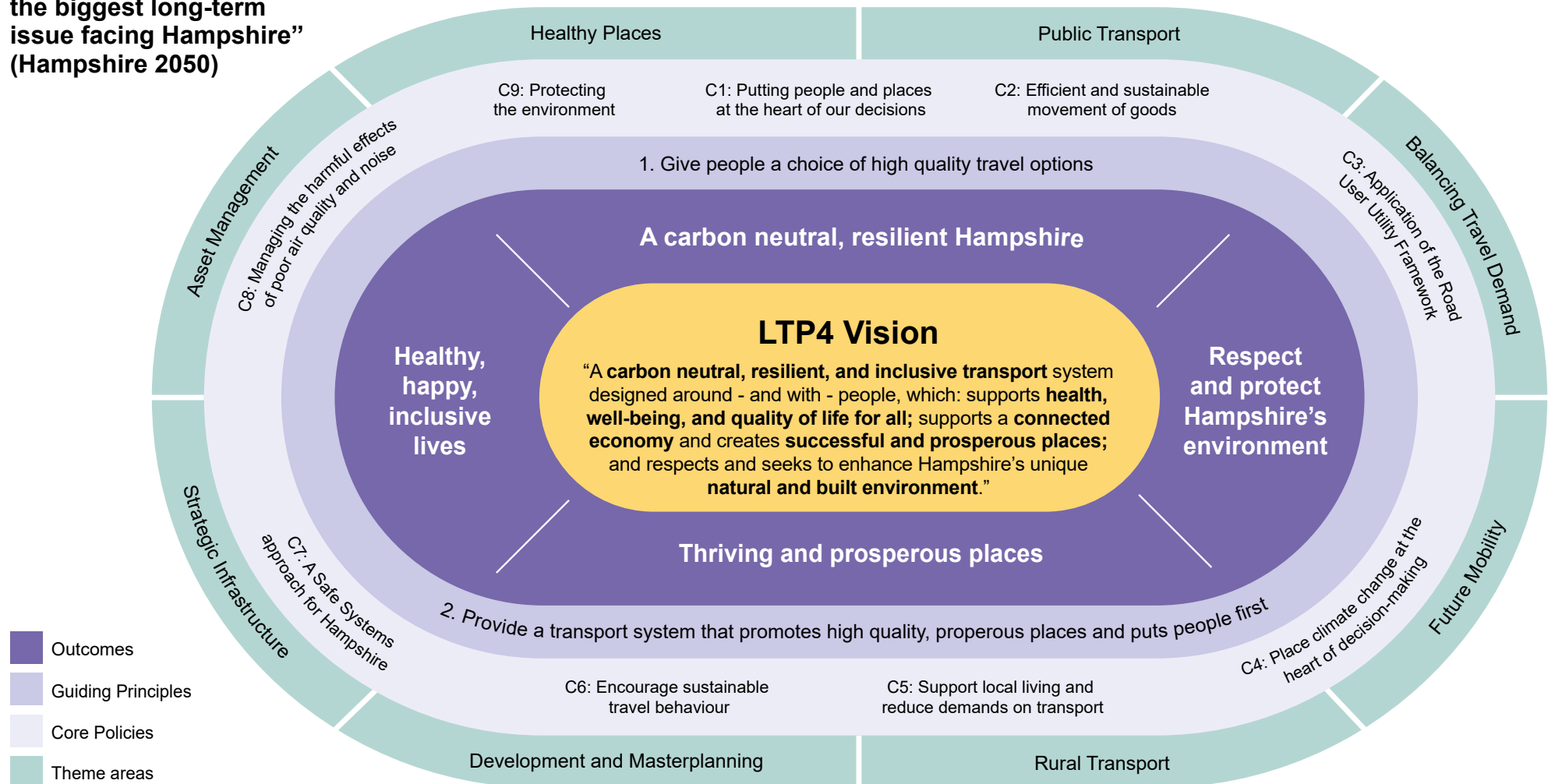
It takes account of the wider challenges and opportunities facing us over the next 30 years - 'drivers for change' - relating to climate change, environment, economy, society (including health), and technology; alongside any implications of the COVID-19 pandemic.

This new Local Transport Plan (LTP4) replaces the existing LTP3 and provides a framework to guide all our future transport planning and investment.

The draft Local Transport Plan 4 at a glance

Drivers for change: | Changing Climate | Changing Environment | Changing Economy | Changing Society | Changing Technology | COVID-19

“Our changing climate is the biggest long-term issue facing Hampshire” (Hampshire 2050)



Part A: Background and context



1. Introduction

Hampshire County Council has a statutory requirement to have in place a Local Transport Plan (LTP). The previous LTP (LTP3) was produced in 2011 but is no longer relevant to today's challenges and opportunities.



This new LTP (LTP4) supersedes the third LTP and this final version forms the primary transport policy for the County Council to 2050.

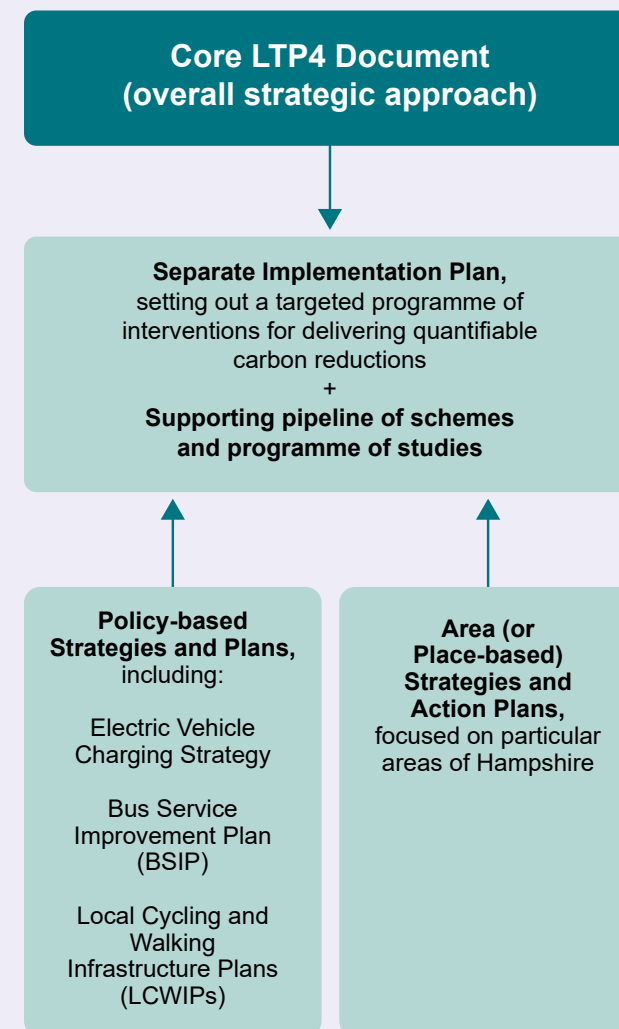
This LTP4:

- describes our **transport vision** for 2050, the key **transport outcomes** we are seeking to achieve, and the **guiding principles** that will guide future investment and decision making within the County Council in relation to transport and travel;
- sets out **transport polices** covering all aspects of transport planning, delivery, and operation (i.e. the 'rules' about how we do things and how we want others to do things); and
- presents our overall **implementation approach**, setting out a roadmap to 2050 and how we will prioritise, fund and deliver interventions, and monitor our progress.

In addition, it supports the County Council's wider strategies, plans and priorities.

This 'core' LTP4 document is accompanied by a **suite of supporting documents**, as shown in Figure 1.

Figure 1: LTP4 suite of documents



1.1 Why is there a need for a new LTP for Hampshire?

- To ensure that our transport network delivers the Hampshire we desire by 2050, as set out in **Hampshire 2050: Vision for the Future**.
- To take account of new or changing policies and priorities which affect transport, at a local, sub-regional and national level around **climate change, environment, economy, health and equality**; including the **Climate Emergency** which the County Council declared in 2019.
- To take account of the Government's **Decarbonising Transport Plan - A Better, Greener Britain** (DfT, 2021), which seeks to drive decarbonisation and transport improvements at a local level by making **quantifiable carbon reductions** a fundamental part of local transport planning and funding. In future, the funding we receive for local transport will be dependent on being able to demonstrate the success of this LTP4 in reducing carbon emissions.
- To recognise the statutory role and duties the County Council has, as the local Public Health authority, to improve the **health of the local population**; combined with the growing evidence of links between transport and health.
- To **provide guidance on transport issues to our stakeholders** who have a crucial role to play in delivering our transport vision and outcomes. This includes Hampshire's 11 districts and boroughs, the cities of Portsmouth and Southampton, the Isle of Wight Council, and many other statutory and non-statutory bodies.

Hampshire 2050: Vision for the Future

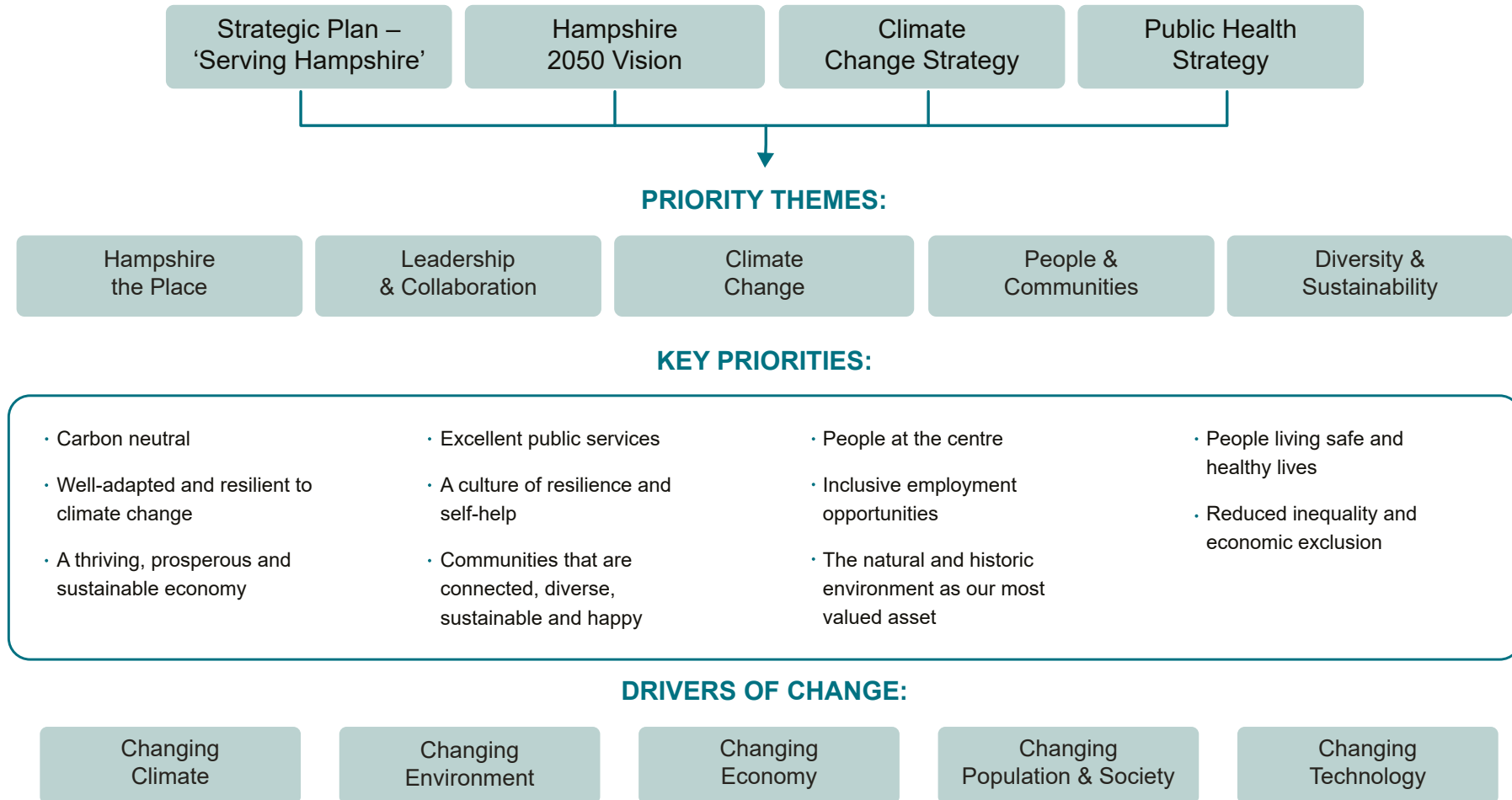
Hampshire is one of England's great counties. It has the largest sub-regional economy in South East England, is home to 1.4 million people and enjoys a unique natural environment. But to protect and enhance our county for generations to come we need to adapt and plan ahead.

In recent years our residents, businesses, politicians and others have come together to take control of our future and **set us on a path towards the Hampshire we desire by the year 2050 (see Figure 2)**. The [Hampshire 2050 Commission of Inquiry](#) ran from May 2018 to October 2019. It provided recommendations and a framework to be applied when developing future strategies and plans (including this LTP4).

Transport is an absolutely fundamental aspect of our journey towards this vision – it affects how we live, work and interact; how we experience places; how our businesses operate; and our health and well-being. We must get it right.

Figure 2: Key priorities for Hampshire

The County Council’s key priorities are set out in:



Climate Emergency

The 2050 Commission of Inquiry identified the **changing climate as the most important driver for change in Hampshire**. It was recognised that a well-adapted and resilient Hampshire will be essential to ensure that Hampshire’s economy, environment, and society continue to thrive and prosper.

Urgent global action is needed to avoid dangerous climate change caused by greenhouse gas emissions, including transport-related carbon emissions (CO₂). The County Council recognised this and declared a Climate Emergency in June 2019, setting two targets for the County:

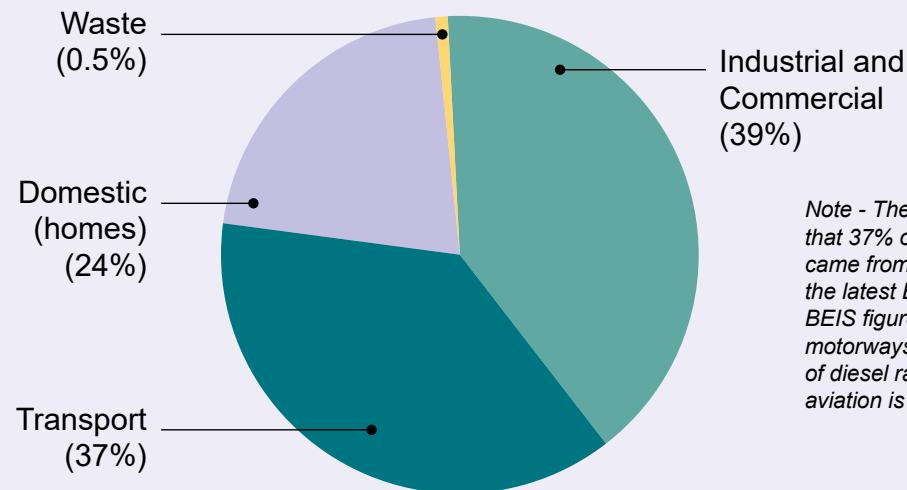
- to become carbon neutral by 2050; and
- to build climate resilience to the impacts of a 2°C temperature rise.

This is consistent with the national government target of net zero greenhouse gas emissions by 2050. It requires deep reductions in CO₂ emissions, with any remaining sources offset by removals of CO₂ from the atmosphere (e.g. by afforestation or carbon capture).

Our [Climate Change Strategy \(2020-25\)](#) sets a pathway for the reduction in CO₂ emissions needed to be carbon neutral by 2050. It highlights the need for the County Council and its partners to demonstrate leadership and embed climate change mitigation and resilience into all key policy areas to effectively enable our communities to tackle this issue. This approach requires step changes in lifestyles, policies, strategies and investment decisions across all levels of our society and a commitment to adhere to this.

Some 37% of CO₂ emissions in Hampshire are transport-related (excluding rail and domestic aviation), and unlike other sources, transport emissions are not reducing significantly. **There is an urgent need for local, rapid and transformational action to reduce transport emissions if we are to meet our climate change commitments.**

Figure 3: Hampshire’s 2019 baseline emissions by sectorⁱⁱ



Note - The Carbon Trust estimated that 37% of Hampshire’s emissions came from transport in 2019, while the latest BEIS data is 51%. The BEIS figure includes emissions from motorways and the minor contribution of diesel railways. No domestic aviation is included in either figure.

5 years

Transport emissions in Hampshire have not reduced in the last 5 years, whilst emissions from other sectors have reduced by nearly 25%.

65% cars

Passenger cars are the main contributor, accounting for ~65% of transport emissions

Trips > 10 miles

The National Travel Survey (2019) shows that trips over 10 miles account for 70% of car emissions.

Impact of COVID-19

The COVID-19 pandemic has had a far-reaching impact on our lifestyles, travel behaviour and choices, and even where some people choose to live.

Whilst the height of the pandemic has passed, it has created both challenges and opportunities for this LTP4.

Opportunities

- A more permanent hybrid pattern of working, shopping and other service provision demonstrates the scope for reduced travel and gives an opportunity to build upon this to rebalance our transport modes and repurpose our urban centres.
- It has encouraged and raised awareness of living locally and walking and cycling more; and made us value our local centres and environments more¹.

Research from the Office for National Statisticsⁱⁱⁱ identifies that approximately 40% of working adults reported working from home for at least part of the week during January / February 2023, and that the homeworking trend is resilient.

Challenges

- Our public transport services experienced a significant drop in patronage during the pandemic and are still recovering from this.
- Recovery from COVID-19 has put pressure on Council finances, requiring us to be innovative in how we fund transport delivery.

During the pandemic traffic levels dropped significantly, but they have recovered quickly and have now generally returned to at least 90% of the baseline prior to the pandemic^{iv}, despite the increase in homeworking. Public transport is not recovering at the same rate and the reduced patronage has, and continues to, affect the commercial viability of some services.

We must continue to improve the attractiveness of our public transport offering to support and encourage greater usage. We need to work with our communities to create environments that make it easier to walk and cycle and support local living. We need to work with others to ensure higher investment in resilient digital technology (e.g. 5G and fibre broadband) to support continued homeworking and remote access to services.



1. E.g. A year of life under lockdown: how it went and what's next (King's College London and Ipsos Mori, March 2021); Public Opinion Survey on Traffic and Road Use (Kantar, 2020)

1.2 Developing the Local Transport Plan

An evidence-based and collaborative approach has guided the development of this LTP4, and shaped our vision, outcomes, guiding principles and policies (Figure 4).

Our evidence base comprises:

- Policy review and best practice;
- Problems and issues analysis;
- Public engagement; and
- Impacts assessment.

Policy review and best practice

We have reviewed relevant policy and guidance at a national, sub-national and local level, and drawn upon research and case studies into different transport approaches and measures for the future.

Figures 5a and 5b summarise the key themes emerging from policies at a national level, including:

- tackling climate change and low carbon growth;
- network resilience;
- net environmental gain;
- sustainable development and place making;
- placing users at the heart of decision-making;
- modal shift and reducing car use;
- physical and mental health, tackling loneliness and social exclusion, and an inclusive transport system.



Figure 4: Developing the Local Transport Plan 4

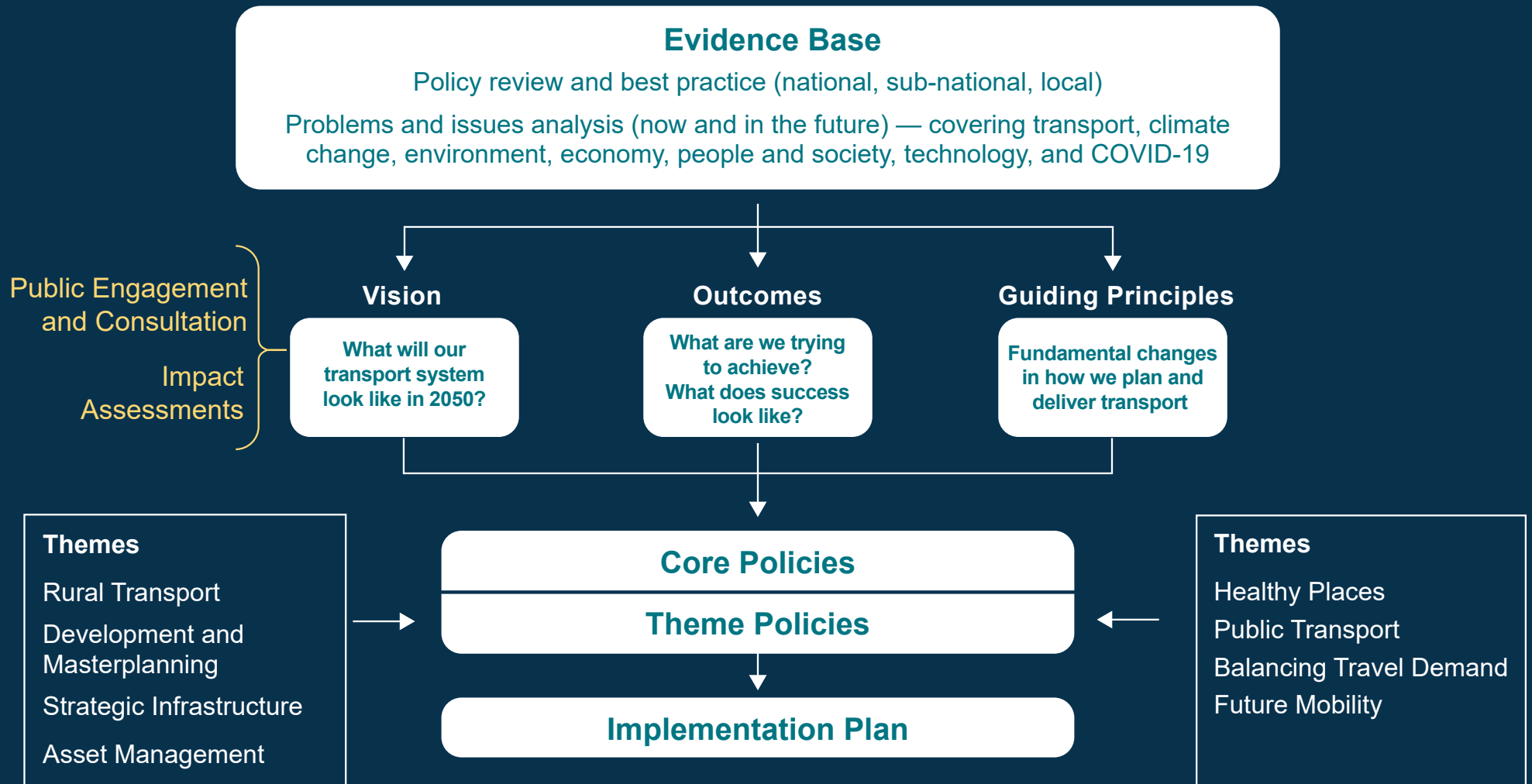
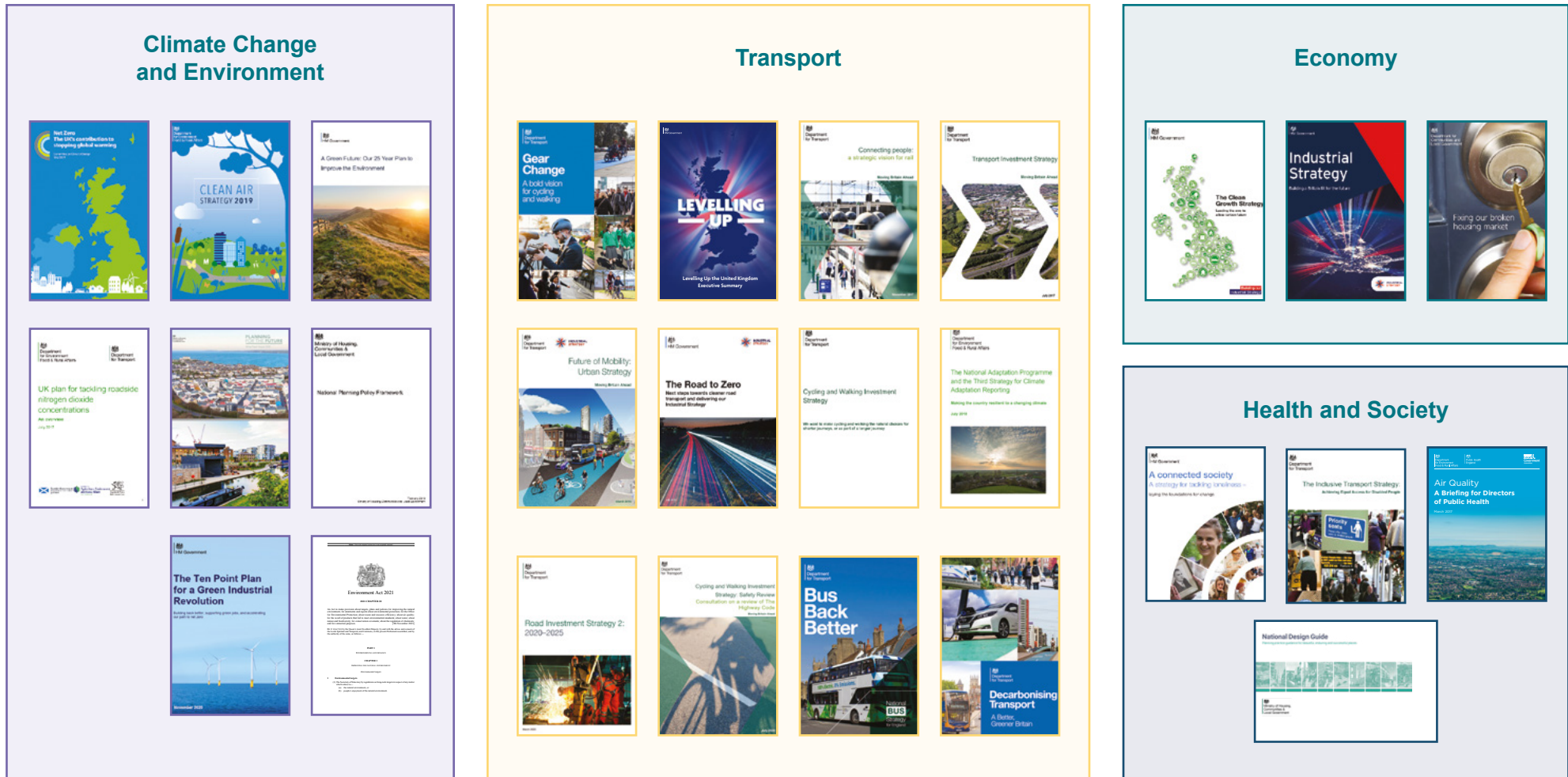
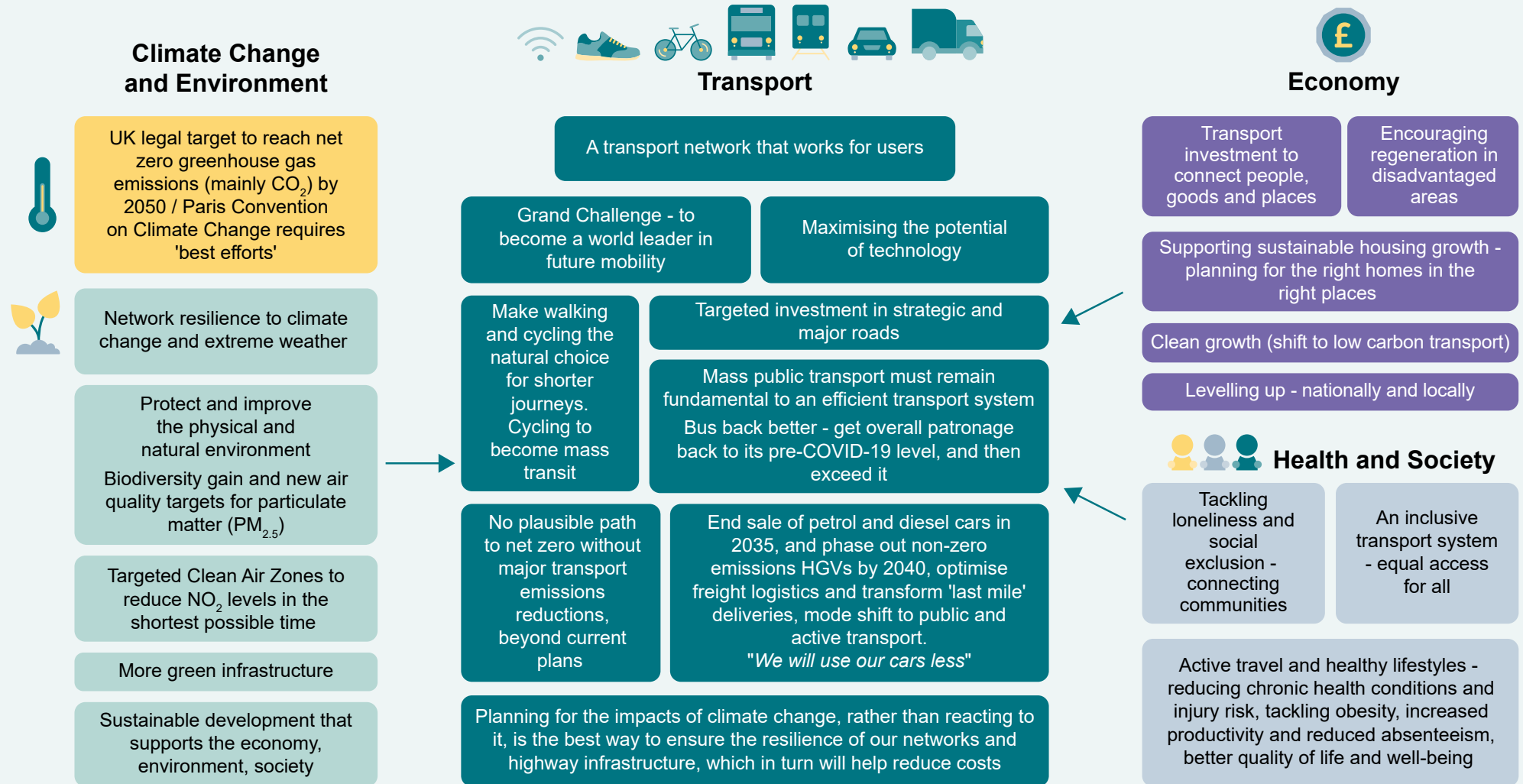


Figure 5a: Sample of relevant national policy documents



See Policy Review document for full list of relevant policy documents and further details.

Figure 5b: Summary of national policy context



See Policy Review document for full details



Problems and issues analysis

We have prepared an extensive [evidence base](#) on current and future trends in Hampshire, covering transport, climate change, environment, economy, health and society, technology, and the impacts of COVID-19.

Public engagement and consultation

Stakeholders, residents, communities, and businesses have provided critical input into the development of this LTP4. Some 805 responses were reviewed from the engagement survey which ran from 7 January to 28 February 2021, and used to refine the proposed vision, outcomes, guiding principles and policies. The draft LTP4 was presented for formal consultation from 4 April to 26 June 2022. The responses received have informed this final version of the LTP4.

Impact assessments

An [Integrated Sustainability Appraisal \(ISA\)](#) has been undertaken to ensure that environmental, health and social impacts have been fully considered in the development of this LTP4. The process has sought to avoid and mitigate potential negative effects and to amplify opportunities for positive effects, to maximise the contribution of the LTP4 to sustainable development.

Stakeholders responding to the engagement survey showed strong support for the proposed transport vision, outcomes, and guiding principles:



- 90% identified 'Changing Climate' as an important driver for change.
- 73% agreed with the vision statement.
- At least 86% agreed with the importance of each of the proposed outcomes.
- At least 80% agreed with the proposed guiding principles.

1.3 A shift in approach and emphasis

The Hampshire 2050 vision, the Climate Emergency, and the COVID-19 pandemic (along with other drivers for change set out in Section 3) have created an unprecedented need for transformational change, which we must deliver.

Now is the time to reflect and put ourselves on the right path to our 2050 vision - now is the time to think differently.

This LTP4 therefore proposes a major shift in approach and emphasis, with an increased focus on policies which support modal shift and manage demand for road space, rather than just supplying the extra capacity to meet this demand.

It is based on an approach to transport provision that delivers the interventions needed to achieve the agreed transport outcomes (sometimes referred to as a ‘**decide and provide**’ or ‘**vision and validate**’ approach). This differs from the ‘predict and provide’ approach of the past, which involved creating additional highway capacity to cater for predicted traffic growth. Inevitably this generates additional demand and erodes the expected reduction in congestion, whilst also fostering a high dependency on car use.

It represents a shift away from planning for vehicles, towards **planning for people and places** (see *Chapter 5. Guiding principles*). It seeks to provide a transport system which supports high quality and prosperous places and puts the needs of people first, based around a **Road User Utility Framework**, and a **Movement and Place Framework** which will identify the priorities for different parts of our network (see Chapter 6, Policy C4 and C5).



Rebalancing our transport system

Inevitably, we will need to use cars less and more efficiently in the future.

This LTP4 demonstrates that there is a need to increase the choice of travel options and significantly reduce our dependency on the private car, in order to address the challenges we face in terms of our changing climate, environment, and economy. We also need to ensure that our transport system enables all members of society to live healthy, happy and inclusive lives.

However, this LTP4 also recognises the freedoms and opportunities that private vehicles give to those with access to this means of transport, particularly in rural isolated locations or to those with mobility impairments. It acknowledges that cars are an essential part of our transport system.

However, it is also clear that they impose costs on other road users and wider society in the form of congestion, accidents, carbon emissions, loss of biodiversity, severance, noise and air pollution. These costs are distributed unequally across the local population, with the heaviest burden often on the most vulnerable (e.g. those in deprived areas, children and older people, and those with health and mobility issues).

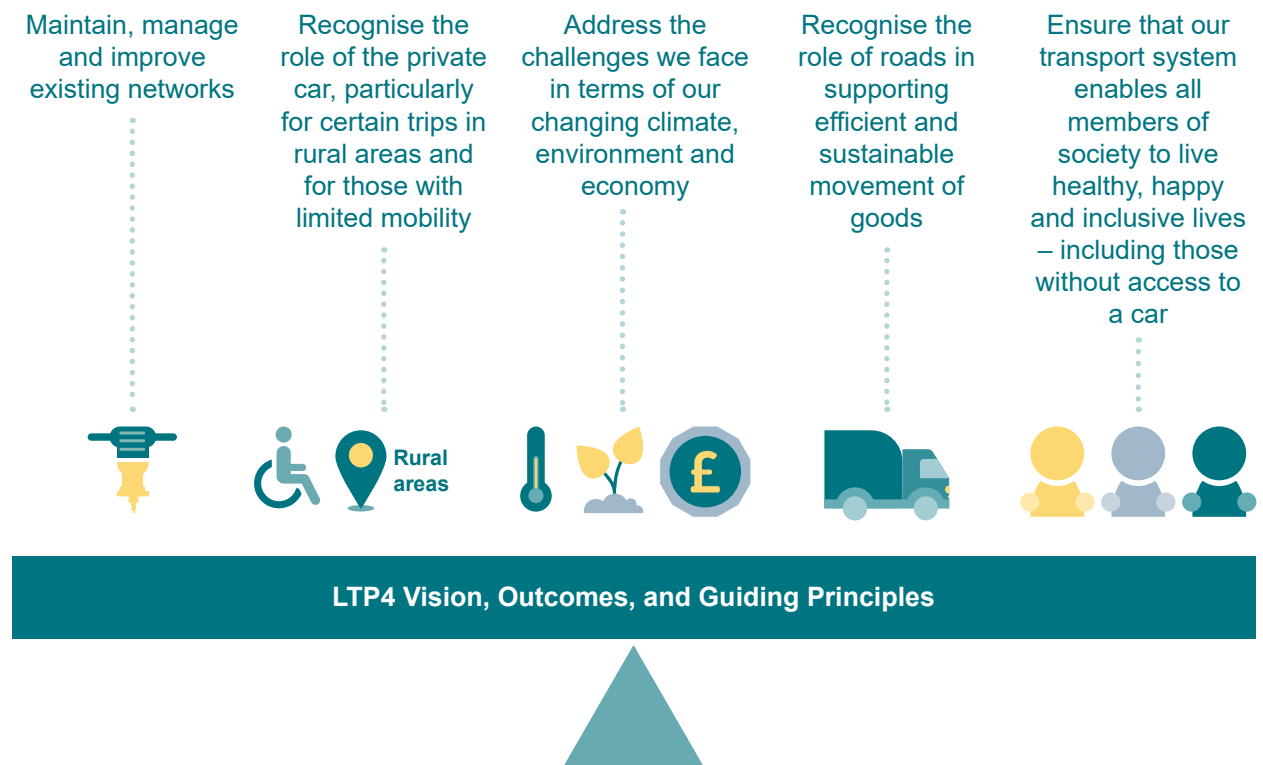
This LTP4 therefore seeks to rebalance our transport system, in order to meet the broader needs of our communities, economies, and environments.

In the past we have focused on improving the performance of our road network and addressing congestion. We will continue to support the transition to electric cars, and improve reliability and

journey times for all means of transport through targeted relief of congestion hotspots. However, our focus will now be on enabling and providing opportunities for walking, cycling, public and shared transport, to give people more choice about how they travel. This includes the 14% of residents (higher in some parts of Hampshire) who do not have access to a car, and are at risk of being excluded from the employment, educational, personal and social opportunities that car users enjoy.

By reducing dependency on the car, particularly for shorter journeys in urban areas and for longer trips where sustainable alternatives offer an attractive and viable option, we will reduce the amount of vehicles using the road network. This will improve journey times and reliability for those trips which can only realistically be made by car, including certain trips in rural areas and for those with disabilities.

Figure 6: Rebalancing our transport system



A holistic approach

The primary focus of this LTP4 is to **improve local transport** in order to provide access to jobs, services and other opportunities and activities.

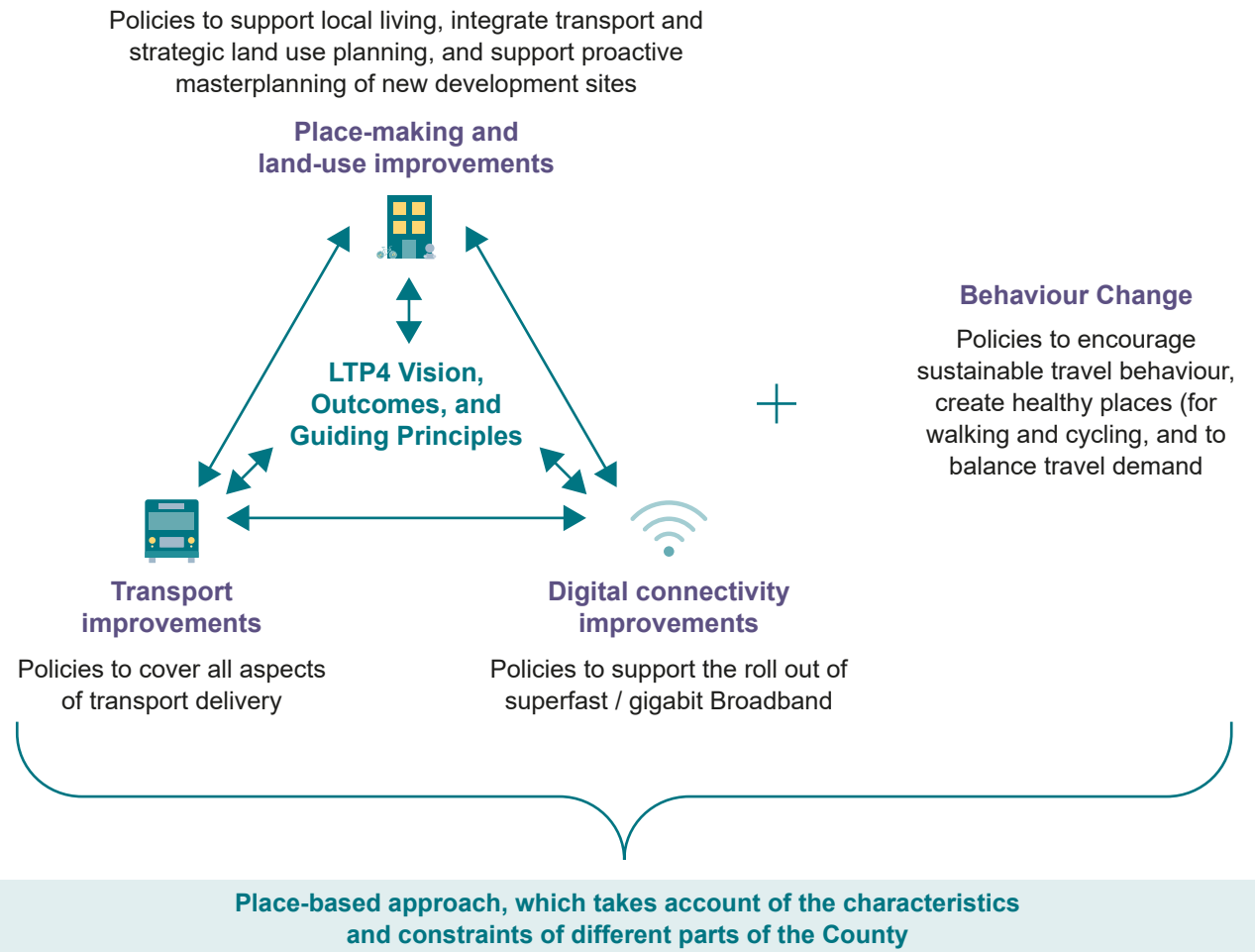
However, transport improvements will also need to be supported by:

- **improving digital connections** (digital and mobile connections) - to allow online access to jobs, services and other opportunities and activities (especially in rural areas); and
- **place-making improvements** – bringing activities and opportunities closer to people through integration of transport and land use planning.

In addition, increasing our use of different travel options and reducing dependency on the private car will require very significant changes in public attitudes and new ways of going about our day-to-day lives which make the most of the above transport, digital, and place-making improvements (i.e. **behaviour change**).

Our holistic approach recognises the critical link between transport and spatial planning, which is increasingly reflected in national planning guidance and best practice.

Figure 7: A holistic approach



(Based on Triple Access System, Glenn Lyons & Cody Davidson, 2016)

1.3 A partnership approach

While the **County Council has a key role to play in leading the approach**, national government, local councils and local planning authorities, parish councils, national and local transport providers, freight operators, local communities, businesses and many other organisations, all need to take action.

Furthermore, **national action** is needed across all areas of transport, including funding, rail and strategic roads, actions to accelerate the transition to zero-emission vehicles and decarbonise the freight sector, behaviour change campaigns, and national approaches to demand management (including the potential for introducing road pricing, or pay-as-you-drive schemes^{xxix}).

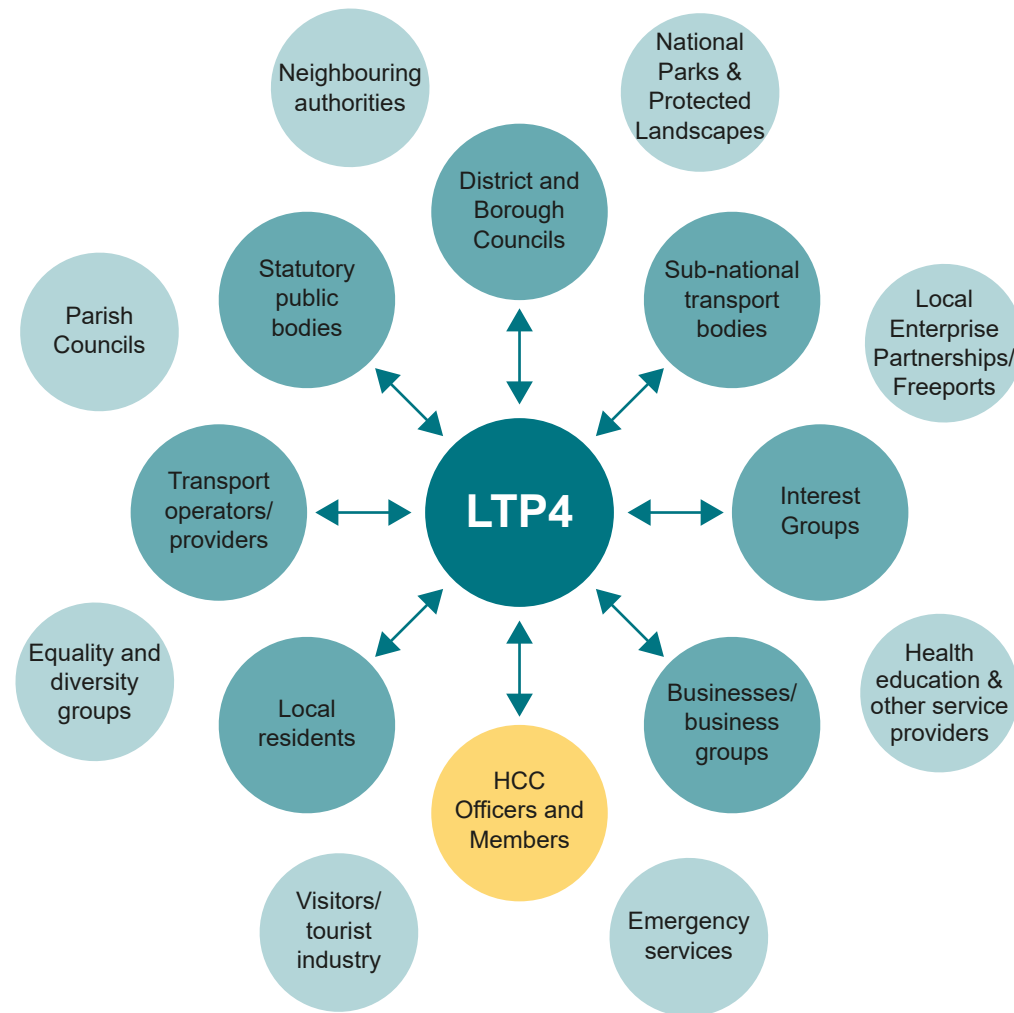
It is also crucial that we feed into:

- the work being undertaken by **Transport for the South East** (including its Freight, Logistics and Gateways Strategy and emerging work on Pathways to Decarbonisation), and the neighbouring Western Gateway sub-national transport bodies;
- the **Solent Transport Strategy**; and
- strategies and plans of **neighbouring authorities** (including cross-boundary initiatives);

to ensure a co-ordinated approach.

We will need to maximise every opportunity and work in partnership with a very broad range of organisations, and most importantly local residents, to encourage and help people switch from cars to cycling, walking and public transport.

Figure 8: Key stakeholders and organisations who will need to play a role in delivering the LTP





2. Our journey so far

We are not starting from scratch. We are seeking to build upon progress to date and ensure that our approach to planning and delivering transport is compatible and consistent with Hampshire's vision for the future.



In the last decade the County Council has prioritised essential maintenance of its substantial transport infrastructure assets and also secured funding to address key constraints on the transport network.



Funding bids for major transport schemes have largely been geared towards supporting transport schemes which enable economic growth and/or housing delivery, in line with Central Government policy.



During this period, the County Council has delivered schemes to the value of approximately £300 million, with further schemes to the value of £170 million planned or under construction.

However, we recognise that there are still parts of our transport system that could work better, or differently.



Hampshire has high levels of car use. Congestion causes lost time, and poor air quality affects some communities contributing to poor health.



Despite a notable increase in recent years, over the longer term the level of investment in high quality alternatives to car travel has lagged behind investment in infrastructure aimed at car users; and for many people they do not provide an attractive alternative to car use.



Past monitoring of schemes that create extra road capacity for general use shows that this soon fills up with extra car journeys. Rather than building extra capacity, many councils now accept that ways of using road network space more efficiently should be considered.



Transport and land use planning is not integrated as well as it could be. This is partly because transport decisions are largely the responsibility of the County Council, while planning decisions are made by the districts and the boroughs (the local planning authorities). Over recent decades the location of new housing, employment, and shops has led to increased travel distances for many residents, and has often meant that driving is their only realistic option to get around.

A more joined up approach is required to ensure that new development reduces the need to travel and provides people with a choice of high quality travel options.



Although Hampshire is generally a healthy place to live, not everyone enjoys the same level of good health. There is increasing scientific evidence of the links between transport and health, and how the health costs and benefits of transport are not equally distributed across the population.



Over recent decades, a backlog of structural maintenance and renewal of roads has built up in Hampshire (and in most other local authorities), due to a sustained lack of funding from Central Government. This has left some paths, roads and structures prone to damage, which can cause disruption and safety concerns to people and businesses that rely on these networks.

3. Drivers for change

“The only certainty about 2050 is that the world, and our part in it, will be very different from how it is today.”

Hampshire 2050, Vision for the Future.

From a local to global level there are some major changes ahead on our path to 2050. These present both challenges and opportunities which we need to respond and adapt to in terms of how we plan and deliver transport within Hampshire. These changes need to be considered alongside the short and the potential medium to longer-term implications of the COVID-19 pandemic.



Changing climate



Changing society



Changing environment



Changing technology



Changing economy

3.1 Changing climate

Global average temperatures are rising, primarily due to man-made emissions of greenhouse gases; particularly carbon dioxide (CO₂). In Hampshire, we know that emissions from transport (excluding rail and domestic aviation) accounted for 37% of carbon emissions in 2019 (Figure 3).

Although the world has started to move towards a low-carbon future, globally, we are **currently on track for around 3°C of warming by 2100** (compared to pre-industrial temperatures). This level of warming would have severe impacts on our environment and our lives^v.

“The speed at which our environment is transforming due to climate change is startling. We are already experiencing warmer and wetter winters, hotter and drier summers, increased flood risk and sea level rise along with severe storms. All of these factors are having a huge impact on our landscape leading to land use pressures and impacting not only on our species and habitats, but also on our health and wellbeing.”

(Hampshire 2050, Commissioners' Summary Report)

Hampshire's climate change targets reflect the 2015 Paris Agreement goal to limit global warming to **well below 2°C** to limit the most damaging effects of climate change, and to pursue efforts towards limiting global warming to **1.5°C**. Limiting temperature growth to 1.5°C will further reduce many important risks, helping to protect key ecosystems and reducing impacts on poorer people around the world^v. The Climate Change Committee (CCC), which advises the UK Government on emissions targets, recommends a rapid reduction in UK emissions over the next 15 years to contribute towards this stretch target (set out in its Sixth Carbon Budget^{vi}).

What does this mean for the LTP4?



Transport, like most sectors, will need to reduce CO₂ emissions to almost zero (without offsetting) by 2050. This will require very significant shifts in travel behaviour (see Box 1).

More extreme weather (flooding, high winds, high temperatures) could result in more travel disruption and damage to our roads, requiring changes to how we maintain and provide a resilient network.



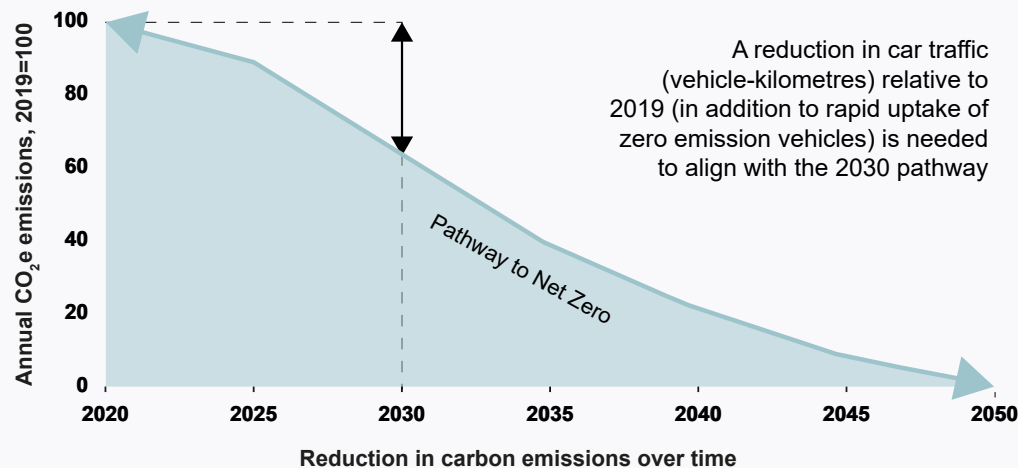
Box 1: The need for rapid local action to tackle climate change

a) Hampshire's carbon reduction pathway and carbon budget for transport

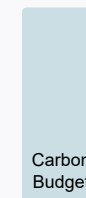
The annual reduction in transport CO₂ emissions required to achieve 'net zero' (neutrality) by 2050 is shown in Figure 9. This is consistent with the latest recommendations of the Climate Change Committee (CCC) (Sixth Carbon Budget – All sector pathway).

Achieving this pathway, and the associated carbon budget (i.e. the area under the pathway), is aligned with limiting average global temperature increases to close to 1.5°C. A slower rate of reduction will result in the carbon budget being used before 2050, and before 'net zero' has been achieved.

Figure 9: Hampshire's carbon reduction pathway to transport 'net zero' in 2050 (focusing on non-freight transport only²)



Hampshire's 'transport carbon budget':



The global carbon budget is the finite amount of carbon that can be emitted into the atmosphere before global temperatures exceed 1.5°C, triggering very significant climate change impacts.

Supporting notes: The scale of reduction in vehicle-kilometres (veh-kms) is strongly affected by:

- (i) forecast traffic growth, which is currently particularly uncertain in the wake of the coronavirus pandemic;
- (ii) the rate at which electric vehicles (EVs) feed into the fleet before 2030.

However, it is not feasible for EVs to roll out fast enough to avoid the need for any veh-kms reduction.

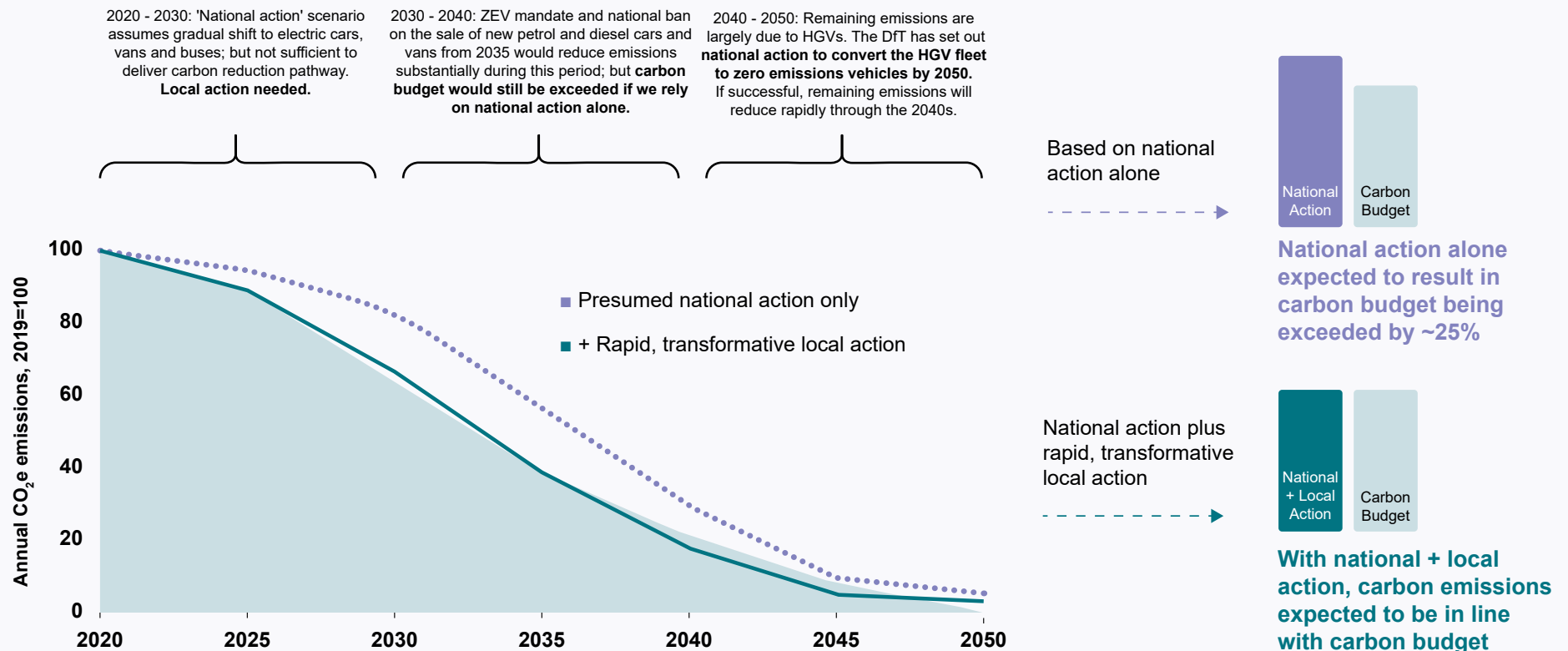
The analysis considers the requirement for meeting the emissions pathway for non-freight emissions only. If freight emissions are also taken into account, a greater reduction in car veh-kms would be needed to meet the pathway.

Embodied carbon associated with transport schemes (e.g. related to construction) is not included in this analysis.

2. Includes car, bus, train and other forms of surface public transport which emit carbon dioxide

b) National policies alone will not deliver our climate change commitments for transport

Figure 10: Role of national and local policies in achieving Hampshire's carbon reduction pathway



Supporting notes: The above analysis is based on the overall carbon reduction Balanced Pathway identified by the CCC for emissions from all sectors combined.

c) Rapid and transformative local action is needed, based on a mix of policy measures

Figure 10 shows that rapid and transformative local action is needed to:

- achieve the carbon pathway over the next 10 years; and
- keep total remaining carbon emissions broadly within the carbon budget by 2050.

Meeting the carbon budget will also rely on ambitious national action to support uptake of zero emission vehicles in the HGV fleet, building on the actions set out in the DfT's Transport Decarbonisation Plan (2021).

Some 'carbon off-setting' is likely to be required, although the CCC indicate that the surface transport sector should aim to reach as close to 'absolute zero' as possible.

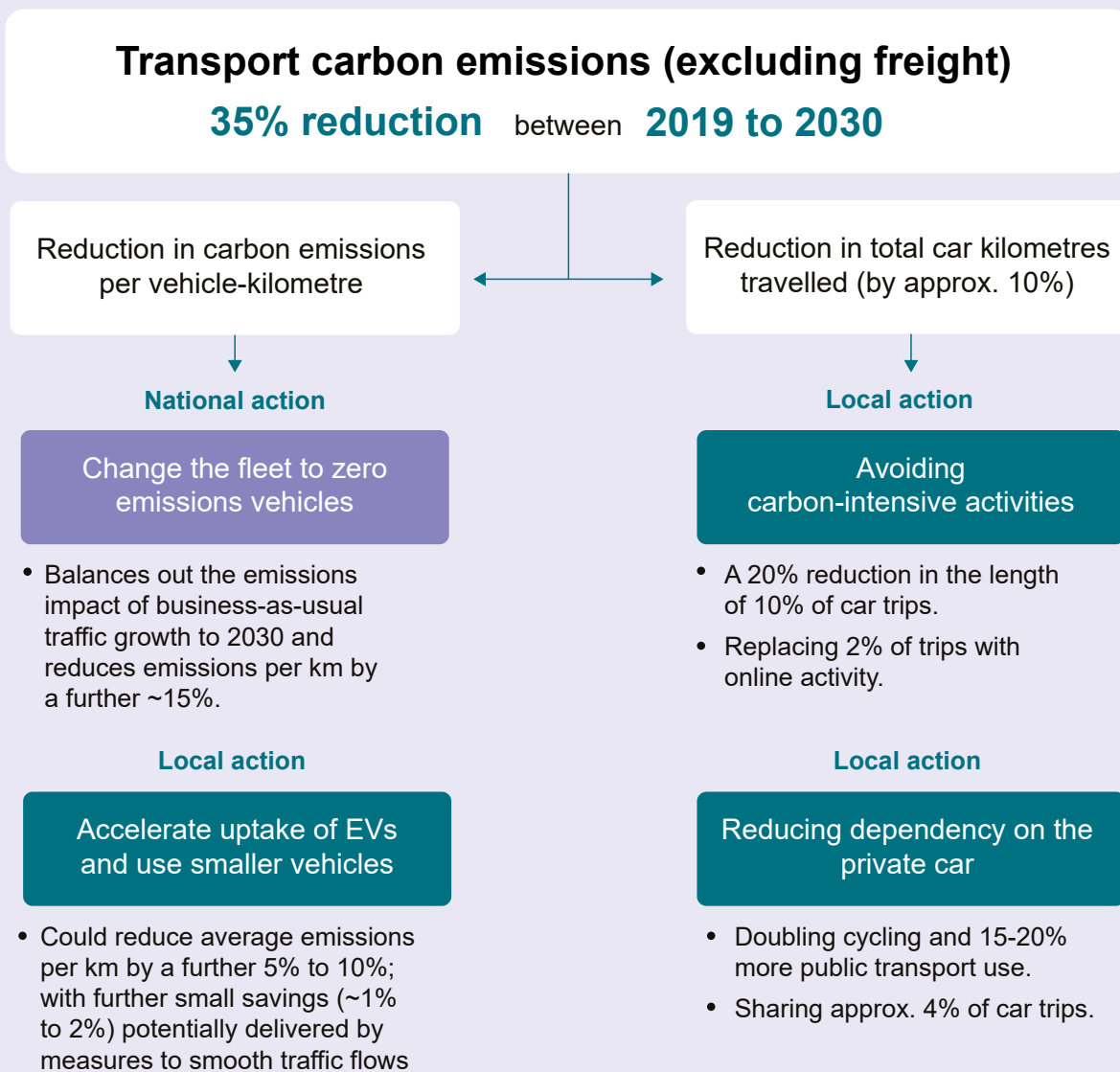
'Off-setting' involves planting vegetation to absorb carbon from the air, or using technology to capture and store carbon. However, this technology is currently at an early stage, and focused on small scale trials.

Analysis shows that a **10% reduction (approx.) in total car vehicle kilometres between 2019 and 2030**, combined with national and local action to encourage uptake of zero emission vehicles, would **achieve the reduction in carbon emissions required by 2030**.³ This requires a mix of policy measures, applied rapidly at an ambitious level, and supported by a substantial increase in funding. Figure 11 illustrates an indicative scenario to achieve this.



3. The analysis takes account of planned population growth and development by 2030.

Figure 11: Indicative scenario for achieving the required reduction in transport carbon emissions (excluding freight) between 2019 and 2030



Supporting notes: These are indicative figures, based on national evidence about the impact of different types of solutions. They represent one particular scenario for achieving the required reduction in transport carbon emissions between 2019 and 2030. Other scenarios could achieve a similar reduction. The analysis assumes a business-as-usual increase in traffic between 2019 and 2030 of nearly 20%, based on pre-COVID-19 assumptions from the Hampshire transport models. See Evidence Base, for further information about the above analysis.

3.2 Changing environment

The Hampshire 2050 Commission of Inquiry identified Hampshire's natural environment as **its most valued asset** and an essential component of Hampshire's attractiveness and prosperity.

However, evidence also shows incremental and noticeable declines across all our habitats and species due to pressures from increased housing needs, infrastructure, employment space, intensive agriculture and the changing climate^{vii}.

What does this mean for the LTP4?



Transport delivery needs to mitigate adverse environmental impacts and strive to achieve an environmental net gain. This means reducing loss of vegetation or loss of views due to new infrastructure and eliminating the harm that vehicle emissions cause to human health, habitats and species. It further means that infrastructure development should leave the natural environment in a measurably better state than beforehand.

3.3 Changing economy

Hampshire has the largest **sub-regional economy** in the South East of England and one of the **best performing** labour markets in the country. However, the Hampshire 2050 Commission of Inquiry identified challenges in relation to **pockets of deprivation**, the future of **rural areas**, and maximising the full potential of the **Portsmouth and Southampton city regions**^{viii}. While economic productivity is high in North Hampshire, peripheral areas (e.g. Test Valley, East Hampshire, and Gosport) and neighbouring Portsmouth and Southampton are below the UK average. Since the 2008 recession, economic growth has been below the national average^{ix}.

Significant **employment and housing development** is proposed, but many sites are located away from public transport. Much of the recent development has reinforced car dependency.

Most town centres in Hampshire have evolved around car use, but **quality of place** and attractive walking and cycling environments are increasingly important factors for businesses, workers, visitors and residents.

Changing shopping habits mean that some of our retail centres are in decline (exacerbated by the pandemic), and how we use our urban centres is changing. The withdrawal of high street services, such as banks, post offices, cash points and the centralisation of local healthcare is increasing the need for travel in some areas, particularly rural locations. The distances people need to travel to access these services is increasing at the time when there is also a need to increase walking, cycling and use of public and shared transport.

What does this mean for the LTP4?



Good connectivity, based on attractive reliable journey times for all, is crucial to the on-going success of Hampshire's economy. We need a high quality and efficient transport system that allows products to be delivered to market, links people to jobs, and supports supply chains and logistics; ultimately increasing economic competitiveness and productivity. We need to support the peripheral and less affluent areas of our County by improving access to jobs and training for those without a car, and we need to improve our strategic connectivity with neighbouring sub-regional economies (including London).



3.4 Changing health and society

Overall, Hampshire’s population is getting older (the 65+ age group is expanding the most), becoming more diverse, and health inequalities are increasing.

High levels of car use are resulting in low levels of physical activity, and **contributing to obesity and poor health.**

In addition, a lack of public transport options is contributing to **loneliness, social exclusion, and deprivation** ^x. These issues are most prevalent in urban areas, where 70% of Hampshire’s population lives and where there are higher levels of ill-health. There are also significant problems in rural areas where public transport options are often very limited.

For all Hampshire residents, but in particular the ageing population and those living with long-term health conditions, there is a need to help maximise years lived in good health.

Nationally, **travel demand is rising overall** due to population growth but falling at an individual level due to more home-working, part-time working and self-employment, and online shopping. Travel choices show clear generational differences - younger people are less likely to own a car, but older people are driving more than they used to.

What does this mean for the LTP4?



Transport needs to play a major role in connecting communities to jobs and services, shaping places, and improving our physical and mental health and well-being.

3.5 Changing technology

Technological innovation presents huge opportunities for transport in terms of **electrification** (or zero emission vehicles in general); the increasing availability of **data and internet connectivity** (providing high quality information to network operators and users in real time and ‘on the go’); and **automation** (leading to self-driving vehicles). In addition, **new modes** are emerging including electric bikes, cargo bikes, and scooters.

A move to connected, automated and zero emission transport will affect all aspects of how and why we travel, impacting on the movement of both people and goods and influencing the choices we make. These technologies have the potential to deliver step change advances for society, the environment and the economy, such as:

- better access to employment, services and leisure;
- better information and access to a range of modes through single platform applications, including new shared mobility opportunities (e.g. car-sharing, bike-sharing and ride-sharing);
- safe and independent mobility for a wide range of individuals; and
- cleaner vehicles and lower emissions.

However, if technological changes are not effectively managed they could have undesired effects, such as increasing congestion or reducing sustainable travel.

What does this mean for the LTP4?



Technology should be seen as an enabler to be used in ways to best meet the transport outcomes we seek; but public and active modes should remain a fundamental part of our transport system. Technology should not ‘lead’ our approach.



Part B: Vision and outcomes



4. Vision and outcomes

4.1 LTP4 vision

To support the journey towards the wider Hampshire 2050, Vision for the Future, the following proposed vision has been developed, summarising what we want our transport system to look like by 2050:

“A carbon neutral, resilient and inclusive transport system designed around - and with - people, which: supports health, wellbeing 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 natural and built environment.”





4.2 LTP4 outcomes

To guide us towards our LTP4 vision, we have identified **eight outcomes** grouped under **four key themes**. The outcomes define what we are seeking to achieve and provide the focus for how we progress to considering the right solutions for Hampshire.

They reflect the national, sub-national and local policy context, the current challenges for the status of our network; and the drivers for change described in Part A.

The LTP4 outcomes are set out in this section, along with consideration of 'what success looks like' and the associated challenges and opportunities.

Our approach to **measuring our success** in achieving these outcomes is set out in Section 8.5.



**A carbon
neutral,
resilient
Hampshire**



**Reduce transport
related carbon
emissions to net
zero (neutrality)
by 2050.**

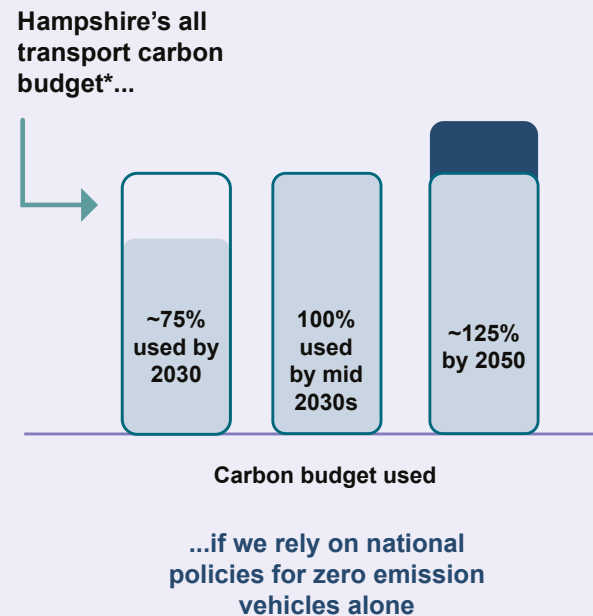
Success would mean

- Carbon emissions associated with the use of all transport modes (including the generation of energy to power them) virtually reduced to zero. Any remaining carbon emissions are offset by fully sustainable planting or carbon capture.
- Fewer vehicles, with higher levels of usage (to make most efficient use of road space and energy required to produce and run each vehicle).
- Public transport, walking and cycling to become the preferred option for travel, resulting in lower levels of private car use.

Understanding the challenge

- Transition to electric or hydrogen-fuelled vehicles will not reduce emissions far enough or fast enough, especially over the next 10 years. There are limited supplies of carbon neutral electricity and viable technology solutions for zero emission HGVs are still being developed.
- National policies on moving to zero emission vehicles won't get us far enough, quickly enough. Local, rapid and transformational action is needed now (Figure 12). This requires a co-ordinated response across all aspects of local transport.
- Very significant changes in travel behaviour are required. A 10% reduction (approx.) in car use (vehicle-kilometres) in Hampshire is required between 2019 and 2030 if we are to remain on-track to deliver our climate change targets.
- Longer distance journeys are the main contributor to carbon emissions. Network Rail and National Highways therefore have a key role to play in reducing passenger transport emissions, and there is a need for significant reduction in emissions from longer distance freight transport. Partnership working will be important, but national action will also be needed. In addition, the location of development is key to reducing journey lengths.
- Approximately a fifth of Hampshire residents live in rural and semi-rural areas, where there are fewer opportunities for shorter journeys and large-scale shift to public transport.

Figure 12: The rate at which Hampshire's carbon budget is projected to be used assuming national intervention only (focusing on non-freight transport only)



** This carbon budget is based on the CCC's 6th Carbon Budget Balanced Pathway for emissions from all sectors, identifying the finite amount of carbon they estimate the UK can emit into the atmosphere to make a fair contribution to limiting global temperatures increases to ~1.5°C, the point at which very significant climate change impacts are forecast to be triggered.*



Understanding the challenge

- Hampshire is a diverse county with large urban areas and relatively remote, smaller communities. We have the fifth longest road network of any local authority. Maintaining our transport network requires substantial investment and needs to reflect the differing priorities of those using our network.
- For many years Central Government has been under-funding the maintenance of local road infrastructure. As a result we have a road and structures maintenance backlog that is growing year on year, and our network is in a declining condition. Many of our roads and structures are now more prone to damage from weather-related climate change impacts, and our ageing networks are less resilient to the increasing demands placed on them.
- New housing developments and transport schemes continually increase the size of the network and the number of highway assets that need to be managed and maintained putting further pressure on resources.

B

A transport network that is resilient to climate change, extreme weather, incidents and major disruptive events.

Success would mean

- Infrastructure is located, planned, designed and maintained to be resilient to climate change, extreme weather, and incidents; ensures travelling in extreme temperatures is as comfortable as possible; and is cost effective to maintain.
- Services and routes return to normal as quickly as possible after incidents on the network and the impact of any disruption on people and businesses is managed. People are still able to access the vital services (e.g. health) during extreme weather, incidents and major disruptive events.
- We are better prepared for any future pandemics or other major disruptive events.



Respect and protect Hampshire's environment



Understanding the challenge

- Poor air quality is the largest environmental risk to public health in the UK, adversely affecting a wide range of health conditions (including heart and lung conditions). Vulnerable people are impacted the most.
- As of 2023 there are 22 Air Quality Management Areas throughout Hampshire where vehicle emissions result in pollutant concentrations which exceed acceptable levels. The worst locations are next to our busiest roads.
- There is growing scientific evidence of the significant harm to human health caused by fine particulate matter (PM_{2.5}) in ambient air.
- Electric and hydrogen-powered vehicles have no air pollutant tailpipe emissions, and therefore present an opportunity to reduce NO₂ concentrations. However, particulates from tyres and brakes will still result in harmful particulate matter, potentially producing much higher levels of fine particulate matter than from car exhausts^{xii}.
- The overall societal costs (health impacts) of road transport emissions in Hampshire are estimated at approximately £225 million per annum^{xiii}. Central Government (DEFRA) modelling estimates that 4.6% of adult deaths in Hampshire in 2019 were linked to particulate air pollution^{xiv}.
- Over 89,000 Hampshire residents (6.6%) are estimated to be exposed to road, rail or air transport noise of 55 decibels or more at night (although this is relatively low compared to other authorities in the South East)^{xv}. Traffic noise can result in sleep disturbance, physical and mental health problems.

C

Improved air quality and less noise disturbance from transport.

Long-term exposure to NO₂ and particulate matter (PM₁₀ and PM_{2.5}) adversely affects a wide range of health conditions (including heart and lung conditions); and there is no clear evidence of safe concentrations. Air pollution is also bad for plants and animals and can reduce biodiversity. Traffic noise can result in sleep disturbance, physical and mental health problems.

Success would mean

- National air quality limits for nitrogen dioxide (NO₂) and particulate matter (PM) concentrations^{xi} are fully met, and there are no Air Quality Management Areas (where emissions exceed national limit values) resulting from transport emissions.
- Everyone can live, work and play in clean air; the adverse impacts of road transport emissions on health are virtually eliminated.
- Substantial reduction in the number of Hampshire residents that are exposed to unacceptable transport-related noise – primarily from roads, but also from rail or air transport.



D

A transport network that protects and enhances our natural and historic environments, resulting in an overall net environmental gain.

Success would mean

- A net gain in biodiversity generally (i.e. a greater variety of plants and animals), and more green infrastructure for walking and cycling.
- No net degradation of other aspects of the natural and historic environment, moving towards an overall net environmental gain by 2050.
- A transport network that promotes access to the countryside for residents and visitors from all walks of life, whilst also preserving and protecting our natural and historic environment.

Understanding the challenge

- Hampshire's environment contributes to a high quality of life and it is important that people are able to enjoy it. However, facilitating access can degrade environments if not managed properly.
- Hampshire has a large number of areas of high environmental value. Continued reliance on major transport infrastructure provision is more likely to adversely impact the environment (e.g. through habitat loss).
- We cannot place a monetary value on all aspects of the environment and it is the intangible benefits of the natural environment that we must preserve for wider societal issues such as health and wellbeing.



Thriving and prosperous places



Supporting a connected economy, creating successful places and ensuring Hampshire continues to prosper whilst reducing its emissions.

Success would mean

- Successful and vibrant places with economic growth and activity focused in locations that are accessible by walking, cycling and public transport.
- High quality town and village centres with attractive walking and cycling environments where people want to spend time, to boost local economies.
- Economic hubs and international gateways that are well connected to the regional and national transport network via reliable routes.
- Improved access to opportunities and services especially for areas of deprivation and 'left behind places'.
- High levels of digital connectivity, enabling people to access work, education, training, and services in a flexible manner.

Understanding the challenge

- Hampshire is polycentric with lots of housing and employment hubs and dispersed rural communities, leading to complex and diverse travel patterns. There is a concentration of development on the south-coast (with strong links to Southampton and Portsmouth), and in the north-east of the County (on the fringes of the London commuter). More traditional county/market towns are dispersed across the remainder of Hampshire, each having its own hinterland.
- Congestion and poor public transport is adversely affecting productivity, and restricting access to labour, jobs, suppliers and customers. Reducing the overall volume of car travel will benefit our economy by reducing car-based journey times for economy critical trips, and making public transport faster and more competitive, increasing overall productivity.

Time lost as a result of congestion costs the UK economy approximately £8 billion per year^{xvi}.

- Those without access to a car do not have the same education, training and employment opportunities as others.

On average, almost 10 times as many jobs in Hampshire are accessible by car as they are by public transport. South Hampshire⁴ has some of the poorest accessibility to employment of any major urban area in the UK, with only 18% accessible by public transport (National Infrastructure Committee Transport Connectivity Data, 2019)

4. Eastleigh, Fareham, Gosport, Havant, Southampton, Portsmouth

- Our solutions need to:
 - reduce overall emissions of CO₂ and benefit our natural and historic environment;
 - take account of increased opportunities for remote working and growth in online deliveries (which will have both positive and negative impacts on traffic levels and emissions); and
 - provide sustainable access to jobs for everyone (not just those with access to a car).
- Some employment locations will always be more accessible by car, particularly edge of town or out of town locations. However, there is a growing evidence base that investment in demand management, public and active transport modes can support a thriving economy; and that, even in more peripheral locations, sustainable travel options are important alternatives to single occupancy private car use.

Research shows that increasing space to allow people to wander brings increased footfall and can attract new businesses to the area, reducing shop vacancy rates and transforming the area from a functional setting to a destination with more to offer.





F

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

Success would mean

- New development that supports mixed use, 'local living', in locations that are integrated with the transport system and avoid car dependency.
- New housing development where people choose to walk and cycle, have good access to public transport, and there is minimal need for parking spaces.
- New employment development in accessible locations that are well connected by a variety of different transport modes.

Understanding the challenge

- Locally and nationally there are significant pressures around housing delivery – we need to balance these pressures with delivering homes in the right way (and in the right location) to deliver transport and wider outcomes.
- Piecemeal (ad-hoc) development and 'short-termism' leads to lower viability of transport services and major transport infrastructure.
- Local planning policies are set out in Local Plans, which are the responsibility of local planning authorities (usually the district or borough councils, or the national park authority for the area). A co-ordinated, strategic approach to transport and land use integration therefore depends upon effective and pro-active partnership working with the local planning authorities across Hampshire. Whilst district and borough councils are set housing targets by Central Government, the availability of sustainable sites in Hampshire, and the South East in general, has become increasingly challenging.
- Change in relation to land use planning takes time. Many Local Plans won't be updated for a number of years, and many existing sites are located away from public transport.



Healthy, happy, inclusive lives



Understanding the challenge

- There is generally a downward trend in activity levels, which needs to be reversed - people in the UK are around 20% less active now than in the 1960s.
- High levels of car use are contributing to low levels of physical activity. In Hampshire, 1 in 6 commuting trips are less than 1.25 miles, but 51% of these are made by car.
- The level of physical activity amongst children (aged 5-16 years) in Hampshire is below the average for England. Parents' perceptions about the risk of road traffic injury is a major contributor to physical inactivity in children.
- Space for additional provision for pedestrians and cyclists can often be limited, particularly in Hampshire's historic towns. Significant reallocation of road space away from cars is likely to be required.
- In Hampshire's rural areas, the opportunities for active travel for some journey types are more limited. In addition, car, taxi, public transport, demand responsive transport, and shared mobility solutions (e.g. lift or taxi sharing) will remain vital means of transport for those with mobility issues.

G

A network that supports and enables active travel and active lifestyles to improve our health and wellbeing.

The Government's aim is that by 2030, half of all journeys in towns and cities will be undertaken by walking or cycling (Decarbonising transport: a better, greener Britain (DfT, July 2021)).

Success would mean

- More journeys undertaken by active modes (walking and cycling⁵) by those who are able.
- Streets that are busy with people rather than cars.
- Increased levels of individual physical activity (more people travelling actively, more frequently), resulting in improved levels of physical and mental health.

5. In general, the phrase 'walking and cycling' also includes use of scooters, e-bikes and other legal forms of micro-mobility which can increase the range and opportunities for active travel. Walking also includes use of wheelchairs and other similar mobility devices. Cycling also includes hand cycling.

Health benefits of walking and cycling

The benefits of walking and cycling are well documented. The UK Chief Medical Officer (2019) stated that the evidence to support health benefits of regular physical activity for all groups is compelling. These include:

- reducing the risk of coronary heart disease, stroke, cancer, obesity and type 2 diabetes;
- keeping the musculoskeletal system (muscles and bones) healthy; and
- promoting mental wellbeing.

Incorporating physical activity into everyday life is essential for supporting and maintaining health, with evidence showing that even a small increase in physical activity for the most inactive can have health benefits. UK Chief Medical Officers' guidance for adults includes 150 minutes of moderate intensity activity a week, and that the easiest way to achieve this is through daily activity such as walking and cycling^{xvii}.

There is also widespread evidence that access to, and visibility of, high quality green spaces is important for our health and well-being. Health impacts of green space may be particularly important for vulnerable communities that include larger proportions of low income or elderly residents^{xviii}.

Increasing physical activity, through less car use and more walking, cycling and public transport use will deliver wide-ranging physical and mental health benefits, particularly for those in deprived areas and at risk of inequalities.

More walking, cycling and public transport use will also be good for the climate, our local environment, and the health of our communities (e.g. by encouraging social interaction).





Understanding the challenge

- The poor viability of traditional public transport services in rural areas means that there are often limited travel choices available.
- The rural population is generally more affluent, but there are pockets of rural deprivation and more people living in rural communities are over retirement age compared to those living in urban areas. These groups will be adversely impacted by measures to increase the cost of car use, given the limited availability of alternatives.
- Effective partnership working with bus and rail operators is an essential pre-requisite of enhancing service provision.
- Current ticketing/pricing models often do not support affordable or practical journeys by multiple modes or providers, or cater for the travel needs of part-time workers.
- We need to cater for an ageing population. Ensuring safe access to amenities is vital for keeping older people physically and socially active.

A lack of choice of quality public transport provision is contributing to loneliness, social exclusion, and deprivation, especially in rural areas. Inaccessible transport (in terms of physical access or ability to access information, tickets, etc.) can be one of the biggest barriers facing people with physical and mental disabilities.

⁶This includes protected groups, under the Equality Act 2010, defined by age, disability, gender reassignment, marriage or civil partnership, race, religion or belief, gender, sexual orientation, pregnancy and maternity.

H

A transport system that provides more equitable access to services, opportunities and life chances delivering improved quality of life for all in Hampshire.

Success would mean

- A transport system that is accessible, comfortable, and affordable for all in Hampshire, regardless of background⁶, physical mobility, income, rural or urban living, or access to the internet or technology.
- Significantly more people being able to undertake journeys from end to end, by a variety of modes, in a seamless manner. A higher proportion of the population able to access jobs, services and opportunities by non-car modes.
- A transport system that supports strong communities, where people can make connections, access leisure and recreation activities, and live happy lives.

Part C: Guiding principles



5. Guiding principles

5.1 Changing the way we plan and deliver transport

Much of what the County Council already does to maintain, enhance and support the operation of the transport system in Hampshire will remain relevant. We are seeking to build upon this position.

However, in order to meet our LTP4 outcomes, including carbon neutrality by 2050, there are certain approaches and activities that will need to play a stronger role.

We need to **decarbonise the transport system and promote and transform cleaner, greener and sustainable forms of transport**. This means doing things differently. It will represent a shift in approach and will require an increased emphasis on policies which support modal shift and manage the demand for road space, rather than just supplying the extra capacity to meet this demand.

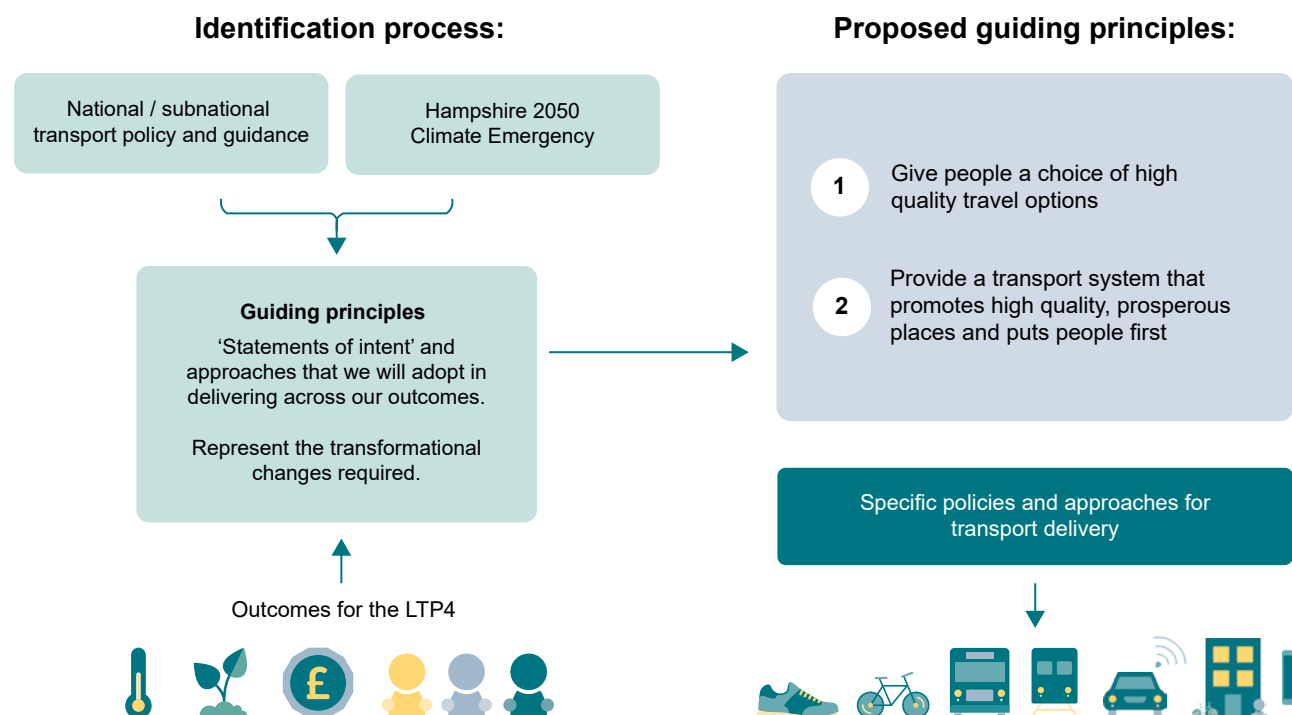
We will need to maximise every opportunity and work in partnership with bus and rail operators, sustainable transport organisations, the NHS, public sector and other organisations, to encourage and help people switch from cars to cycling, walking and public transport.

We will need to be flexible, agile and brave in our approach to the climate emergency as technologies evolve and lifestyles and future strategic and local development planning change.

5.2 Guiding principles

We have developed two guiding principles which are considered to be essential for the development of the LTP4 and its delivery. These are over-arching 'statements of intent' or 'courses of action' which will guide decision-making across all themes to ensure we deliver our LTP4 outcomes. They represent the **transformational changes** we need to make in how we plan and deliver transport. They span the four outcome themes covering climate change, environment, economy, and, health and society, influencing our strategic approach for delivery in each of these core areas.

Figure 13: Development of guiding principles



5.3 Guiding Principle 1: Give people a choice of high quality travel options

Guiding Principle 1 is required because:

There is no plausible path to carbon neutrality without very major transport emissions reductions.

Reflecting the **AVOID - REDUCE - REPLACE - OFFSET** carbon management hierarchy set out in our [Climate Change Strategy \(2020-25\)](#), we will need to align our approach to transport as illustrated in Figure 14, in order of priority.

Figure 14: AVOID - REDUCE - REPLACE - OFFSET: Carbon Management Hierarchy

- Provide a choice of high quality travel options and reduce dependency on the private car by:
 - providing better walking, cycling and public transport choices
 - creating opportunities to 'live locally' (including homeworking)
 - owning fewer cars and using them less
 - Use vehicles more efficiently to reduce per vehicle emissions, e.g. fuller loads and more efficient routes for movement of goods, smaller vehicles, well-used public transport and more car sharing
-
- Replace our petrol and diesel vehicles (which emit CO₂) with zero emission vehicles
-
- Offset any remaining emissions that cannot be eliminated by the above



Figure 15: Our approach to giving people a choice of high quality travel options and reducing dependency on the private car



Zero emission vehicles⁷ will play an important role, but they will not solve issues around congestion, severance (where traffic flow impedes the movement of pedestrians and cyclists), road safety and air pollution (associated with brake and tyre dust). And, they will not deliver the benefits for the environment, the economy, health and society that we are seeking.

In addition, the higher purchase price for electric vehicles will be prohibitive for those on lower incomes - at least in the short-term, and the practicalities of how residents without off-street parking will charge an electric vehicle, have not yet been fully addressed. Furthermore, the pathway to low carbon freight vehicles is complicated and unclear, and in the short to medium-term, wholly electric will not be a viable mass-market solution for HGVs.

Even if there is an early transition to a zero emission vehicle fleet, we will still need to significantly reduce the number of miles driven to reduce the strain on zero carbon energy provision.

We recognise that the car will continue to be an important mode in rural areas and for certain trips, but we will need manage car travel more efficiently.

7. Zero emission vehicles include battery electric vehicles, and vehicles powered by other fuels derived from electricity (e.g. hydrogen), and potentially bio-fuels.

Role of Guiding Principle 1 in delivering the LTP4 outcomes

This principle has an essential role to play in delivering Hampshire's climate change commitments, but will also deliver co-benefits across all of the proposed outcomes:



A carbon neutral, resilient Hampshire



Respect and protect our environment



Thriving and prosperous places



Healthy, happy, and inclusive lives

Guiding Principle 1 requires an increased emphasis on approaches that:

- promote walking and cycling as the first choice for shorter journeys (for those who are able), including use of e-bikes and other legal forms of micro-mobility which can increase the range and opportunities for active travel;
- make public transport more attractive, cheaper and accessible to more people, as the first choice for medium and longer journeys (as well as complementing walking and cycling options for shorter trips);
- support 'shared mobility' solutions (e.g. electric vehicle car sharing clubs, bike/e-bike share schemes, lift share schemes, taxi sharing models, demand responsive transport), and mobility hubs which act as a focal point for public and shared transport, alongside other services (e.g. health clinics, local work hubs, parcel lockers);
- enable people to access many of their daily needs within a 20 minute walk of their home, through the creation of 'liveable neighbourhoods';
- create micro and macro distribution centres (also known as logistic hubs) from which 'last-mile' deliveries can be made using zero-emission vehicles;
- seek to better manage travel demands, particularly on the busiest parts of the network at peak times;
- provide realistic alternatives to private car use to connect our rural communities, and to support those with mobility issues, including flexible and demand responsive transport services and community-based shared mobility schemes;
- seek integrated land use and transport planning to reduce the need to travel by car and enable more sustainable travel choices; and
- make best use of technology that helps us to manage our travel needs in smarter ways (e.g. use of online services and remote working, shared transport, digital apps for planning and paying for bundles of sustainable journeys known as Mobility as a Service (MaaS), and low emission vehicles).

Chapters 6 (Core Policies) and 7 (Theme Policies) set out how we will deliver these types of interventions.

5.4 Guiding Principle 2: Provide a transport system that promotes high quality, prosperous places and puts people first

Guiding Principle 2 is required because:

We need to shift away from 'planning for vehicles' to 'planning for people' and 'planning for places', to provide a transport system which supports high quality and prosperous places and puts the needs of people first.

Transport networks that simply aim to provide the most efficient means of moving private vehicles along a corridor have the potential to have a wide range of damaging consequences, particularly socially and environmentally.

Our key strategic routes will need to be designed for the efficient movement of freight and people, to support national and sub-national economies. However, our urban centres, residential areas, and other community places should be designed to prioritise and encourage active and public transport, in a way that creates better places to live, work, and visit.

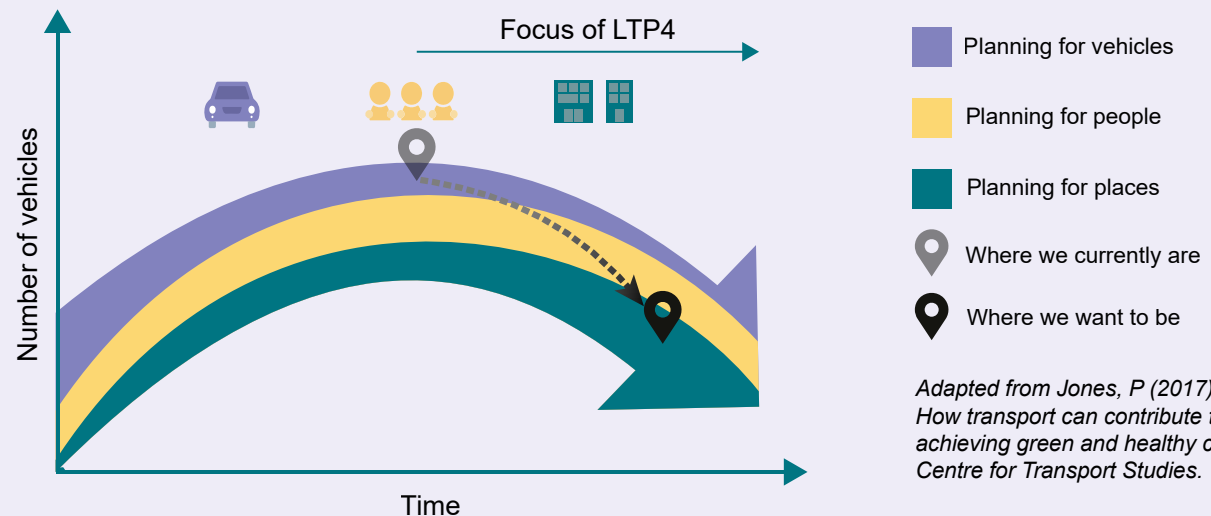
High quality places balance the location-specific needs of different transport users, and take account of wider environmental, economic, and social priorities reflected in our LTP outcomes.

The traditional approach to transport planning has involved 'planning for vehicles' by creating additional highway capacity to cater for predicted traffic growth. This has often simply generated additional demand (increasing the number of vehicles on the road), eroding the expected reduction in congestion and creating other social and environmental problems.

This LTP4 seeks to instead plan for the needs of 'people' and 'places' to support:

- successful and vibrant places, which are not dominated by cars; and
- physically active and rewarding lives, supported by a range of travel choices.

Figure 16: Shifting towards planning for people and places

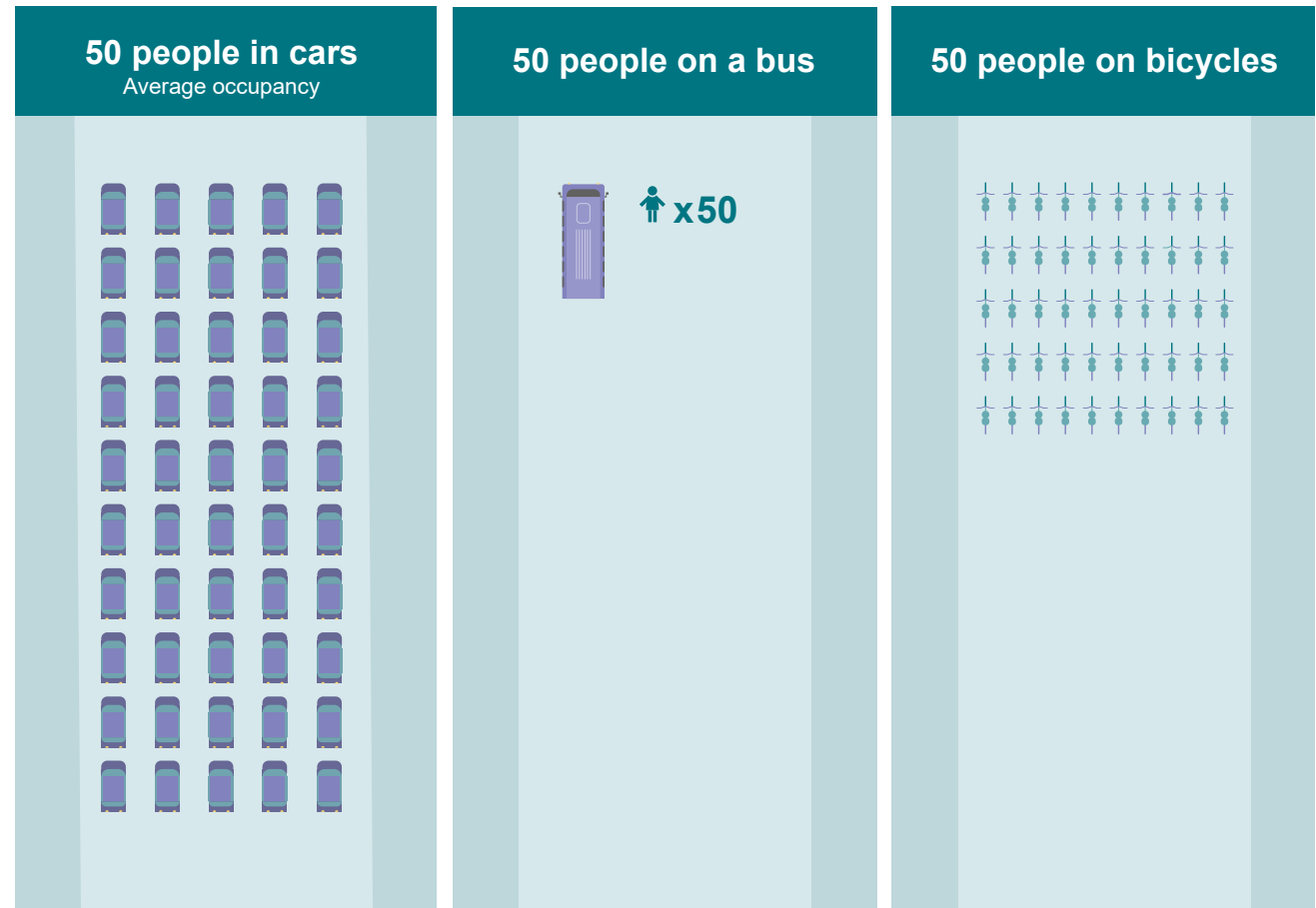


Planning for people and places means:

- creating high quality places, which encourage active and public transport use, enable social interaction, and create stronger communities;
- creating safe, healthy, accessible, and inclusive transport options that provide more equitable access to services, opportunities and life chances, leisure and recreation, and which tackle the adverse impacts of transport on the environment; and
- supporting and promoting key transport strategic infrastructure (primarily public and active transport) that serve economic hubs, international gateways or improve connectivity in the sub-region.

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 (see Figure 17).

Figure 17: Relative road space used by alternative means of travel (illustrative)



Role of Guiding Principle 2 in delivering the LTP4 outcomes

This principle will deliver co-benefits across all of the LTP4 outcomes, particularly 'Thriving and prosperous places' and 'Healthy, happy, and inclusive lives'.



A carbon neutral, resilient Hampshire



Respect and protect our environment



Thriving and prosperous places



Healthy, happy, and inclusive lives

Guiding Principle 2 requires an increased emphasis on approaches that:

- recognise that routes and spaces have many different functions (from vibrant high streets to fast flowing dual carriageways) and establishing a framework which considers both the form and function to set principles for the design and provision for different user needs;
- reshape and repurpose urban centres to better serve changing lifestyles;
- tackle the adverse impacts of transport on the environment within which we live, and particularly on our most vulnerable communities (including those in deprived areas, and those with health and mobility issues);
- address the perceived (as well as actual) safety of walking and cycling, recognising this as one of the most significant barriers to their use;
- encourage and support planning authorities to promote new developments that create better connected, accessible and liveable neighbourhoods; and
- create a seamless travel experience – focusing on the start and end of the journey, as well as the main leg of the journey.

Chapters 6 (Core Policies) and 7 (Theme Policies) set out how we will deliver these types of interventions.

Part D: Policies



6. Core policies

In order to deliver the LTP4 outcomes we have identified a number of **core policies**, which are intended to **determine how we plan and deliver all aspects of transport**. These policies are closely aligned with the **guiding principles** and provide the fundamental ‘rules’ for how we do things and how we want others to do things.

A summary of the core policies and their contribution to the LTP4 outcomes and guiding principles is provided in the table to the right:

✓✓ = strong contribution/alignment;

✓ = important supporting contribution/alignment

Proposed core policies	Contribution to LTP4 outcomes				Alignment with	
	Climate	Environment	Economy	Health and Society	GP1*	GP2*
Policy C1 – Putting people and places at the heart of our decisions	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓
Policy C2 – Efficient and sustainable movement of goods	✓	✓	✓✓	✓	✓✓	✓✓
Policy C3 – Transport strategies and schemes to be developed in accordance with consideration of all users (Road User Utility Framework)	✓✓	✓✓	✓	✓✓	✓	✓✓
Policy C4 – Place climate change at the heart of decision-making	✓✓	✓✓	✓✓	✓✓	✓✓	✓
Policy C5 – Support local living and reduce demands on transport	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓
Policy C6 – Encourage sustainable travel behaviour	✓✓	✓✓	✓✓	✓✓	✓✓	✓
Policy C7 – A Safe Systems approach for Hampshire	✓	✓	✓	✓✓	✓	✓✓
Policy C8 – Managing the harmful health effects of poor air quality and noise disturbance due to transport	✓✓	✓✓	✓	✓✓	✓✓	✓✓
Policy C9 – Protecting the environment	✓	✓✓	✓	✓	✓	✓✓

* Guiding Principle 1 (GP1): Give people a choice of high quality travel options.

* Guiding Principle 2 (GP2): Provide a transport system that promotes high quality, prosperous places and puts people first.

Policy C1: Putting people and places at the heart of our decisions

We will:

- a. develop and apply a **Movement and Place Framework** to manage the transport network in accordance with its function in different locations, i.e. to decide what type of measures are needed where (see also Chapter 7, Healthy Places, Policy HP1 and 2; Balancing Travel Demand, Policy BTD1; Asset Management, Policy AM2; Development and Masterplanning, Policy DM3);
- b. prioritise the needs of walking and cycling, public transport users and delivery vehicles, in accordance with the specific function of different types of location (see Core Policy C3: **Road User Utility Framework**);
- c. use a **'Healthy Streets' approach** and our **'Hampshire Walking and Cycling Principles'** to plan and design welcoming, comfortable, safe and inclusive networks for everyone regardless of ability, confidence, age and disability (see Healthy Places, Policy HP1.3);
- d. seek opportunities to **create or reallocate road space** to create better walking and cycling routes and faster routes for buses (see also Healthy Places, Policy HP1; Balancing Travel Demand, Policy BTD1); and
- e. **support targeted highway capacity improvements** where there is a strong economic, safety, health, social or environmental case and where the Movement and Place Framework is achieved.

Policy C1 is required because:

A key role of transport is to facilitate the efficient movement of people, providing access to opportunities, services and activities such as working, shopping, and socialising.

However, we want to shift away from 'planning for vehicles' to 'planning for people' and 'planning for places'. Transport networks that simply aim to provide the most efficient means of moving private vehicles along a corridor have the potential to have a wide range of damaging consequences, particularly socially and environmentally. A shift in approach is needed to create better places to live, work, and visit whilst also improving connectivity between places and supporting efficient and reliable journey times.

Residents, visitors and businesses increasingly identify the car as undesirable in places where people spend recreational time. A recent public opinion survey (2020)^{xix} shows support for reallocating road space and quiet, low traffic environments:

65%

of people across England support reallocating road space to cycling and walking in their local area.

78%

nearly 8 out of 10 people (78%) support measures to reduce road traffic in their neighbourhood.

Figure 18a: Planning for people and places - Road User Utility Framework

Road User Utility Framework

Who we give appropriate consideration to when developing transport strategies and schemes.

1. opportunities to reduce travel demand and the need to travel
2. vulnerable users, including people with disabilities or long-term mobility-related health conditions
3. people who walk
4. people who cycle and horse ride
5. people who use public transport (bus, coach, rail, taxi, community transport)
6. delivery of goods
7. other motor vehicles

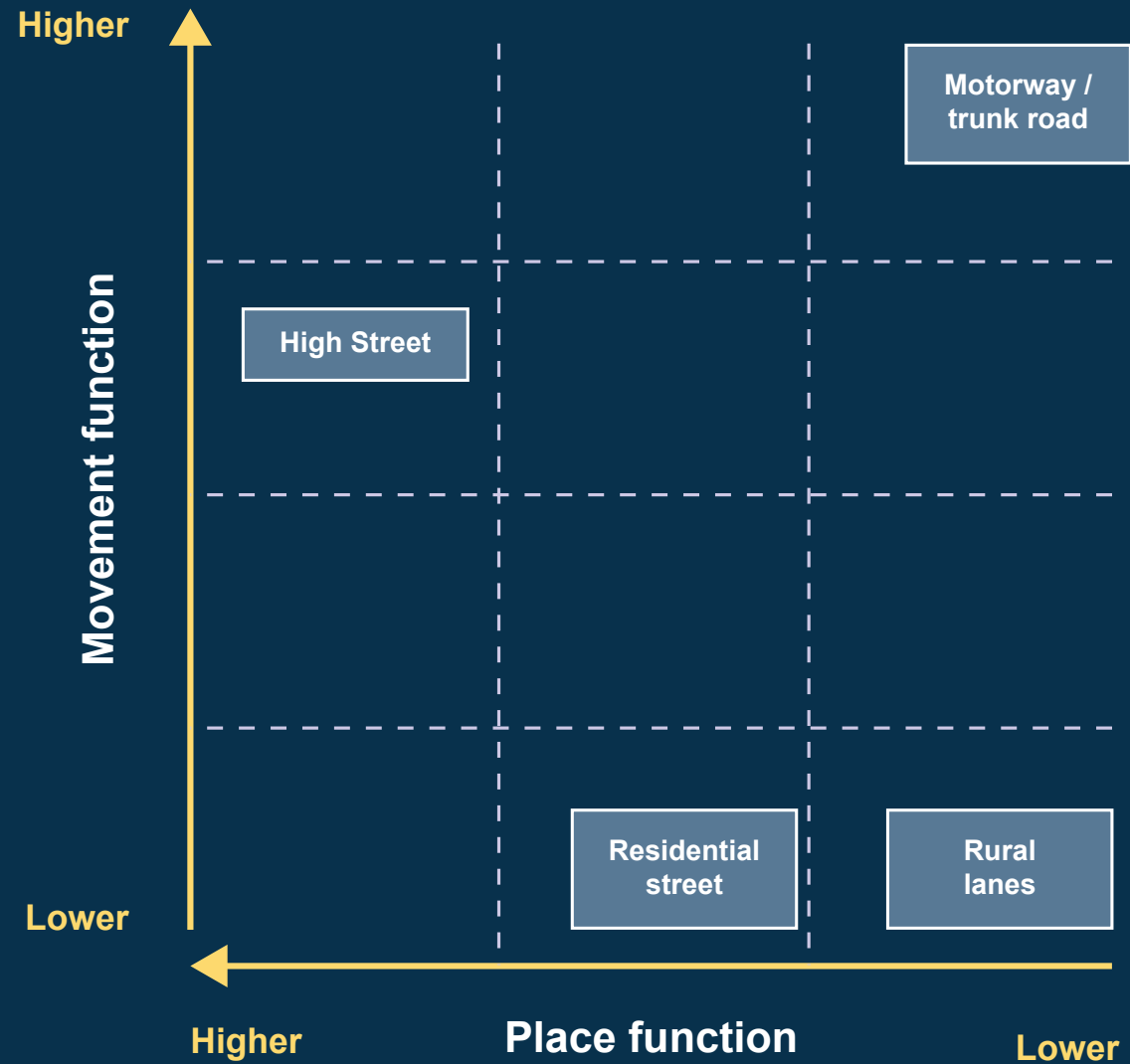


See Policy C3 for more information

Figure 18b: Planning for people and places - Movement and Place Framework

Hampshire's Movement and Place Framework

Identifies the relative balance between 'movement' and 'place' in different locations and informs decisions about the types of interventions required.



For illustrative purposes

Figure 18c: Planning for people and places - Healthy Streets approach

Healthy Streets Approach

A holistic framework, based around ten Healthy Streets Indicators, for creating environments that feel welcoming, comfortable, and safe for walking and cycling, regardless of confidence, age and ability.



Source (adapted): Lucy Saunders

Implementation of Policy C1 will be supported by:

- using a **Movement and Place Framework** to balance the location-specific needs of cars, buses, goods vehicles, and other motorised traffic, with the needs of cyclists, pedestrians, residents, shoppers, and local businesses, in both urban and rural locations.

We are proposing to adopt a Movement and Place framework to help us categorise the highway network according to:

- its **movement function** – its ability to transport people and goods in vehicles, and
- its **place function** – the various social, cultural and economic activities that take place on or adjacent to the highway, including the role of a street as a destination in its own right.

The movement function remains largely the same along a route, however the place function will vary according to land use, level of activity on the street and local environment.

Traditionally, transport planning and engineering has been focused on the “movement” aspects of the highway network often resulting in a poor quality environment for people walking or choosing to spend time near the road. The Movement and Place Framework will help embed Guiding Principle 2: Providing a transport system that promotes high quality, prosperous places and puts people first.’

We will also investigate the potential application of the Movement and Place Framework to other aspects of our role as a Highway Authority such as highway maintenance.

The **Movement and Place Framework** will provide a practical tool which will help us carry out our transport roles and functions more effectively. It will:

- guide how we design and operate our roads, streets and spaces, taking account of their specific functional needs;
- tell us when maximising vehicle capacity is a key priority, when providing for the needs of walking and cycling should be our primary consideration and when improving the sense of place is most important;
- ensure that we apply the right design standards for specific locations and avoid defaulting to standards which seek to maximise vehicle capacity (which can lead to over-designed infrastructure, that is more costly to build and maintain, and does not meet the functional needs of the location);
- allow us to vary our standards of service (e.g. our maintenance approach) in accordance with the needs of those using our roads, streets and spaces;
- will create a common language and framework for conversations with developers, planning authorities and others about how we plan and deliver transport;
- assist in reviewing and updating our technical guidance notes; and
- provide a guide to local planning authorities on how to design their street forms and hierarchies.

- using the **Healthy Streets** criteria⁸ to adopt a whole street approach and create environments that feel welcoming, comfortable, and safe for walking and cycling, regardless of ability, confidence, age and disability;
- delivering schemes which:
 - create **high quality places**, which encourage active and public transport use;
 - provide **high quality accessible open spaces**, recreational areas, and pocket parks adjacent to active travel routes;
 - create safe, healthy, accessible, and attractive **transport options for all**; and
 - **improve connectivity** (primarily by public or active transport) to economic hubs and international gateways;
- improving reliability and journey times through targeted relief of **congestion hotspots** only in locations where movement is the most important function e.g. at motorway junctions;
- working with relevant stakeholders to deliver our **Equitable Transport Ten Point Plan** (see the following page).

8. The Healthy Streets approach started life in London boroughs but is applicable to any street where people walk and cycle (<https://healthystreets.com>). It is an evidence-based approach for creating fairer, sustainable, attractive urban spaces, and engaging communities in shaping the places where we live, work and play.

Delivering an equitable transport system – A Ten Point Plan

Different groups of people have different experiences when using the transport network and we are working to ensure that we address their needs, where this is appropriate and realistic. We have already made a lot of progress in providing a more accessible and fair transport system but we know there is more to do.

An equitable and inclusive transport system, that values diversity, is fundamental for achieving our LTP vision and outcomes, and is embedded in all our guiding principles and policies.

Our Equality Ten Point Plan brings together key approaches promoted through this LTP4 which will further our goal of delivering a transport system that works for everyone. This is consistent with our duties under the Equality Act 2010.

The Ten Point Plan which follows sets out how we intend to create a more equitable transport system through wider application of approaches such as:

- Ensuring designs promote safety, security and inclusivity
- Removing real and perceived barriers to accessing the transport system
- Making travel information widely accessible
- Seeking broad representation when engaging with communities.
- Meeting the needs of those on low incomes, and the 14% of residents (higher in some parts of Hampshire) who do not have access to a car, and are at risk of being excluded from the employment, educational, personal and social opportunities that car users enjoy.

We will also research the impacts of transport poverty on communities.

A 'Travel for All' service was launched in September 2022. This offers one-to-one support to over 65s across Hampshire to help give them the knowledge, confidence, and skills to travel independently by public and community transport.

This scheme received the 'Inclusive Mobility Award' at the 2022 ITS (UK) Awards.

1) Adopt a 'Safe/Secure by Design' approach

We will ensure personal safety and security is a core part of the design process, especially for walking and cycling schemes and public transport schemes (see also Core Policy C7, Policy HP1, and Policy PT1). This will take account of the specific concerns of women, older people, those with disabilities, and other vulnerable users.

Examples of measures include: improved sustainable lighting; increased informal surveillance of streets, pedestrian and cycle facilities, public spaces and public transport stops, stations and services; increased human activity adjacent to and within walking, cycling and public transport networks; prompt repair of damaged public transport facilities and services and highway assets; prompt removal of graffiti and prompt/proactive handling of anti-social behaviour activities.

We will draw on existing tools and approaches such as Crime Prevention Through Environmental Design, Security by Design, and Community Safety Partnership initiatives.

2) Active travel (walking and cycling) and road safety initiatives for all

We will:

- ensure active travel (walking and cycling) initiatives proactively target vulnerable and disadvantaged groups (including children, those in deprived areas, ethnic minority households and communities) to ensure that these groups benefit from the advantages and opportunities that walking and cycling can provide (see Policy HP3); and
- ensure road safety education interventions benefit vulnerable users who are more likely to be involved in collisions and could be deterred from walking and cycling more (see Core Policy C7).

3) Address barriers to public transport use

We will work with transport operators and customers to understand and address barriers to public transport use to achieve a more equitable service provision (see Policy PT1).

4) Seek to ensure equality of access to public transport

This will include (see also Policy PT1):

- providing fares and ticketing approaches for people who prefer not to use contactless payments or who don't have debit/credit cards (e.g. children, older people, or those without bank accounts);
- ensuring that passengers are able to board and alight buses, trains and ferries at their desired location, including disabled people, blind or cognitive impaired passengers, those using pushchairs and those carrying heavy luggage;

- ensuring that passenger safety, security and accessibility are a core part of the design of roadside infrastructure (e.g. bus stops and shelters);
- identifying walking and cycling routes to key bus stops and train stations and ensuring that they are direct, safe, accessible and well-lit – by working in partnership with parish and district / borough councils;
- ensuring public transport services are easy to understand and use, with information available via a number of sources and in a variety of accessible formats; and
- working with operators to ensure seating provision on buses and trains enables older people, individuals living with disabilities or a limiting long-term health condition, pregnant women, and families with young children, to find a seat for the duration of their journey. Any reallocation of internal space within buses should also be mindful of the needs of wheelchair users and families with pushchairs.

5) Trial more flexible and innovative forms of public transport

This includes more flexible and innovative forms of public transport, such as shared taxis and demand responsive transport, which offer a more personal, on-demand service. As these services are often door-to-door, they can overcome the concerns of some users, particularly women, about taking public transport at night (see also Policy PT3, FM1 and RT1).



6) Investigate wider applications of shared mobility schemes

We will consider how electric vehicle car sharing clubs, and e-bike share schemes can cater for the needs of individuals living with disabilities, or families with young children (e.g. in terms of vehicle/bike design and specification, ability to travel with support dogs, and provision of suitable bike/car seats and equipment).

7) Seek representation from all groups through community engagement

Engage communities (including groups which are traditionally seldom heard) before planning changes to their villages, neighbourhoods and high streets and involve them in the process. Engage a wide range of users, and potential users, in the design process.

8) Make awareness campaigns, travel information and engagement activities accessible to a wide audience

Ensure these initiatives are undertaken using a range of languages and styles to reach ethnic

minority households and communities, individuals learning to understand English, households living in poverty or at risk of poverty, and deprived communities. We will use a range of media types and formats to enable all individuals, irrespective of any type of disability, to receive and understand the awareness campaign (see Core Policy C6).

9) Adopt an inclusive design approach

Seek to ensure that the design of schemes considers the requirements of all users. For example, design public realm schemes to take into account the needs of visually impaired people, and design cycle infrastructure and cycle parking to cater for non-standard or adapted cycles used by disabled cyclists, cyclists with children and older cyclists.

10) Provision of disabled parking bays

We will continue to provide disabled bays for blue badge holders who meet certain criteria, primarily in residential areas with no off-street parking (see Policy BT1). Where we consider removing or reallocating on-street parking, we will retain or increase the number of spaces of blue badge holders or ensure sufficient accessible bays are available at the closest off-street car parking including ensuring the routes from off-street cars are suitable for all users.



Policy C2: Efficient and sustainable movement of goods

We will:

- a. maximise the contribution of the freight and logistics sector to maintaining and enhancing the **economic competitiveness** of Hampshire and beyond, based on the safe, efficient and sustainable movement of goods;
- b. support measures that **improve journey time reliability** on strategic lorry and rail freight routes, including those which improve access to international ports and airports (see Section 7.8, Strategic Infrastructure, Policy S11);
- c. support measures that encourage a **shift from road freight to less environmentally damaging modes** including rail, water and pipelines (see Strategic Infrastructure, Policy S11);
- d. work with partners to ensure **more efficient use of vehicles** for movement of goods (smaller vehicles, fuller loads, more efficient delivery schedules) and to **reduce the impact of freight and delivery vehicles** in villages, urban centres, and neighbourhoods (such as freight consolidation centres and use of zero emission vehicles for last mile deliveries, and technology-based solutions);
- e. encourage freight to use the **strategic road network (SRN)** and **major road network (MRN)**, where this is the most appropriate route;
- f. improve understanding and communication between local authorities and freight and logistics operators, and **raise the profile of freight** within local transport planning;
- g. take a leadership role in supporting research and trials to develop **solutions for low carbon HGVs**; and
- h. consider the needs of freight, deliveries and servicing within the development of **transport strategies**.

Policy C2 is required because:

Our transport network is vital for the movement of goods as well as people. Good and reliable road and rail transport links are critical for the Hampshire economy, in terms of enabling business supply chains to operate efficiently and getting goods to customers quickly and on time.

Our strategic transport routes also have an important role to play in supporting the national economy, and providing links to and from international gateways, including:

- the Ports of Southampton (the UK's biggest export port) and Portsmouth (mainly Ro-Ro freight); and
- Southampton Airport, and Heathrow Airport (the UK's largest port by value).

Hampshire itself is the largest exporting region in the South East, and is heavily dependent on good access to these international gateways.

However, there is a need to ensure that goods are moved in the most sustainable way, which does not adversely impact our environment and communities. While the proposed national ban on the sale of new petrol and diesel cars and vans from 2035 will put us on the path to decarbonising many of the vehicles

on our roads, it is currently much harder to reduce emissions from Heavy Goods Vehicles (lorries and trucks). Due to the load carried and distance which Heavy Goods Vehicles (HGVs) typically travel, there is currently no alternative to diesel or carbon-based fuel engines for HGVs, despite advances in battery and hydrogen technology.

A continued move to transfer freight from road to rail would not only be good for our environment, but would also benefit our economic prosperity and reduce congestion.

In urban areas, vehicles stopping to load/unload or undertake servicing activities, at inappropriate locations or times, can disrupt traffic flow. This can adversely impact journey times and reliability, and potentially result in increasing emissions and worsening local air quality. It can also affect the safety of other street users such as buses, cyclists and pedestrians.

Finally, the growth in internet shopping and next day deliveries is likely to result in continued growth in the number of Light Goods Vehicles (vans) using our roads^{xx}. The impact of this on residents and other road users is significant and requires interventions to manage and reduce these impacts.

Implementation of Policy C2 will be supported by:

- engaging with Transport for the South East (TfSE) on the development and implementation of a **Freight Strategy for the South East**;
 - **transparent freight services**, which helps improve supply chain visibility and asset utilisation; and
 - **service-based freight models**, which use data and automated technologies to provide customers with a wider selection of flexible last-mile delivery and collection options;
- developing and implementing an up-to-date **Hampshire Freight Strategy**, to complement the TfSE strategy;
- supporting investment in strategically important freight corridors, including the **M3/South Western Main Line Corridor** and the **A34 Corridor (including South Western Main Line and Basingstoke – Reading Line)**, both nationally significant routes identified as a focus for investment in the Transport Strategy for the South East (TfSE, 2020);
- engaging with Western Gateway and Peninsula Transport on the delivery of its joint **South-West Freight Strategy**, including the potential for increased rail connectivity between Port of Poole and the Port of Southampton;
- supporting the freight sector in the development and use of **freight-based mobility models**, for example:
 - **digital-based freight models**, which offer customers easier access to real-time and price
 - **transparent freight services**, which helps improve supply chain visibility and asset utilisation; and
 - **service-based freight models**, which use data and automated technologies to provide customers with a wider selection of flexible last-mile delivery and collection options;
- investigating the potential for **mini and macro consolidation centres (also known as ‘logistic hubs’)**. Macro consolidation centres located on key routes can reduce the total number of vehicles entering urban areas, by increasing vehicle loadings and co-ordinating deliveries and suppliers across clusters of businesses. Micro consolidation centres comprising lockers or other types of collection points are located in specific locations with high demand for deliveries, such as business parks, residential areas (for collection of online deliveries), or rail stations and other types of mobility hubs (see Future Mobility, Policy FM1);
- working with local planning authorities to identify land for **consolidation centres or logistics hubs**⁹ and require **new commercial developments** to adopt a Delivery and Servicing Plan (DSP),
 - as a condition for planning permission. A DSP sets out how building occupiers will enable safe, efficient and sustainable deliveries to their site;
- supporting initiatives based on new **low carbon forms of freight transport**. Trials of electric cargo bikes have shown that they have the potential to increase road speeds in congested areas as well as reducing emissions, costs and delivery time when compared to van-based last mile delivery services. Drones could also take the place of vans for some types of deliveries, subject to consideration of potential health, social, security, privacy, environmental and tranquillity impacts¹⁰;
- working with Solent Transport (comprising Southampton City Council, Portsmouth City Council, Isle of Wight Council, and Hampshire County Council) to trial **innovative approaches to sustainable urban logistics** as part of the Solent Future Transport Zone Project.

See also Section 7.4, Balancing Travel Demand, Policy BT1 – Regulating traffic, parking, and kerbside deliveries.

9. ‘Towards 2050 - a framework to guide the future of Hampshire’s built infrastructure and natural environment’, Strategic Opportunity SO3: Neighbourhood logistic hubs.

10. For example, drones have been shown to have significant adverse impacts by disturbing seabird colonies in Wales. Potential disturbance of the various environmental designated sites in the Solent area, as well as other sites designated for birds (e.g. New Forest, Wealden Heaths, etc.) needs to be considered. In addition, the impact of drones on tranquillity will need to be considered, particularly environmentally sensitive areas such as the New Forest. Currently, bylaws do not permit the flying of drones, or unmanned aerial vehicles, on or over New Forest Crown land to minimise disturbance of wildlife and people.

Solent Future Transport Zone: Sustainable Urban Logistics

Solent Transport has successfully secured £28.759m via the Department for Transport's Future Transport Zone (FTZ) programme to deliver innovation in urban transport in the Solent area. A FTZ is a zone that provides a real world testing ground for innovative ways to transport people and goods.

The funding is targeted at two areas: Passenger Mobility and Sustainable Urban Logistics. The logistics theme involves:

- piloting delivery consolidation (consolidation of deliveries from multiple businesses onto fewer and more environmentally friendly vehicles) in order to reduce the numbers of goods vehicles making deliveries to major employment, retail, health and education sites within the urban areas in the Solent;
- trialling the use of sustainable, zero emission transport modes, such as electric cargo cycles and walking porters operating from local "micro-consolidation" points, to deliver goods over these short last stretches of a delivery journey;
- trialling the use of 'unmanned aerial vehicles' (drones) for medical supplies within the Solent area;

- looking for opportunities to roll out **innovative approaches** more widely, based on lessons learnt from the Solent Future Transport Zone project;
- supporting the freight sector and technology organisations to develop **options for low carbon HGVs**, to complement research and trials being led by central government. We will explore opportunities to work with local research bodies, business and organisations to tackle this issue. Hampshire has one of the largest oil refineries in the UK (located at Fawley), which generates large amounts of hydrogen and freight movements; and
- exploring the introduction of a **Fleet Operator Recognition Scheme (FORS)** – a voluntary accreditation scheme for fleet operators which aims to raise the level of quality within fleet operations, and to demonstrate which operators are achieving exemplary levels of best practice in safety, efficiency, and environmental protection.



Policy C3: Transport strategies and schemes to be developed in accordance with consideration of all users (Road User Utility Framework)

We will:

- a. ensure that transport strategies and schemes give appropriate consideration (in the following order) to the following **Road User Utility Framework**:
 - i. opportunities to reduce travel demand and the need to travel;
 - ii. vulnerable users, including people with disabilities or long-term mobility-related health conditions;
 - iii. people who walk;
 - iv. people who cycle and ride horses;
 - v. people who use public transport (bus, coach, rail, taxi, community transport);
 - vi. delivery of goods; and
 - vii. other motor vehicles.

Policy C3 is required because:

We need to ensure that it is **safe and easy** for people to use a choice of transport options. This policy is seeking to ensure that our infrastructure and how we manage it does not exclude those who cannot drive or choose not to. By “utility” we effectively mean that the needs of all users within the framework must be considered in providing, adapting, and managing the transport system and associated infrastructure. This will ensure that schemes and plans are not looked at through a one mode lens e.g. where the traffic capacity needs of vehicles dominate the consideration of what form a new junction should take without understanding the full impact on the mobility impaired, vulnerable road users or others. It sits alongside the **Movement and Place Framework**, which will guide what value we need to place on different modes on different types of infrastructure, i.e. the needs of pedestrians on motorways is very different to that on a high street.

The framework is consistent with the recent update to the Highway Code^{xxi}, which introduces a ‘hierarchy of road users’; a well-established concept, which ensures that those road users who can do the greatest harm have the greatest responsibility to reduce the danger or threat they may pose to other road users. However, our **Road User Utility Framework** goes a step further and focuses not just on safety, but also on utility or use of modes.

It is important to note that the framework is not a priority list. It is not saying cycling is better than car driving or buses are better than HGVs. Such a philosophy is inherently adversarial and can make the debate about modal choice a conflict. Our desire in setting out the framework is to build mutual respect between all road users.

Implementation of Policy C3 will be supported by:

- applying it to the development of transport **strategies**, the design of transport **schemes**, and the planning and design of new **developments**;
- using the Road User Utility Framework to develop the **Movement and Place Framework** to ensure that streets serve all users in a balanced way; and
- requesting that local planning authorities consider the Road User Utility Framework at the **earliest stages of development planning** (see Development and Masterplanning, Policy DM2).

Policy C4: Place climate change at the heart of decision-making

We will:

- a. take **local action** to achieve the reductions in carbon emissions required to be carbon neutral and resilient to the impacts of climate change by 2050, by changing travel behaviour and accelerating the shift to zero emission vehicles;
- b. adopt a '**designing for climate change**' approach for new transport schemes and existing infrastructure, which will involve:
 - **assessing schemes** to understand their carbon impact and resilience to the effects of climate change;
 - seeking to identify **mitigation measures** to offset any net increase in carbon;
 - using materials and assets that have a **lower carbon footprint** and are **resilient** to the effects of climate change (see Section 7.6, Asset Management, Policy AM1b);
 - retrofitting existing infrastructure to make it more resilient where there is a good case for doing so;
- c. favour transport investment that also **delivers benefits for our other LTP4 outcomes** covering environment, economy, and people.

Policy C4 is required because:

The 2050 Commission of Inquiry identified the changing climate as the most important driver for change in Hampshire.

Transport is a major source of CO₂ emissions, and Hampshire County Council has committed to achieving carbon neutrality and resilience to the impacts of a two-degree rise in temperatures by 2050, across the Hampshire area.

As identified in Section 3.1 (Box 1), national policies, such as the proposed ban on the sale of new petrol and diesel cars and vans by 2035, will not reduce emissions far enough or fast enough. There is an urgent need for local, rapid and transformational action across all aspects of transport to reduce carbon emissions.

Designing our transport system to be resilient to the weather-related impacts of climate change will be important in terms of providing reliable transport access to key facilities and services.

Implementation of Policy C4 will be supported by:

- following the principles of our **Carbon Management Hierarchy (AVOID-REDUCE-REPLACE-OFFSET)** and delivering local interventions which:
 - provide better walking, cycling and public transport choices
 - create opportunities to 'live locally' and undertake shorter trips, to avoid the need for carbon-intensive travel
 - enable us to use our vehicles more efficiently, and
 - replace our petrol and diesel vehicles (which emit CO₂) with zero emission vehicles;
- seeking to **estimate the impacts of transport schemes on carbon emissions** (including CO₂ generated during the construction

of new infrastructure) and **assess their vulnerability to climate change impacts**;

- assessing climate change and resilience impact as part of our overall **transport investment prioritisation approach**, alongside benefits for environment, economy, and people and society;
- working with partners to build **resilience to flooding**, including measures such as introducing green and blue infrastructure and Natural Flood Management or Sustainable Urban Drainage Systems (SuDS) which will improve water quality;
- seeking to **offset** where it is assessed that a transport scheme will produce a net **carbon increase**, for example as a result of construction or because it results in additional vehicle mileage and therefore more emissions. Offsetting could include road space reallocation elsewhere and/or investment to support low carbon travel (e.g. walking, cycling, public transport), planting trees, or other means of carbon offsetting to mitigate the carbon impacts;
- ensuring new climate change mitigation projects, such as walking and cycling infrastructure, are **resilient to rising temperatures** (by including sufficient shade, for example). Also contributes to Policy C8, C9, and HP1);
- working with local planning authorities to require **transport-related carbon emissions associated with developments** to be estimated and assessed at the site selection and planning approval determination stages (see Development and Masterplanning, Policy DM2).

Policy C5: Support local living and reduce demands on transport

We will:

- a. support measures that enable residents to make **greater use of local services and facilities** and will create **stronger communities (based around the liveable neighbourhood concept)**;
- b. enable local communities to deliver **community-led place and transport improvements** where there is funding to do so (see also Section 7.5, Rural Transport, Policy RT1);
- c. support the **roll out of superfast/gigabit broadband** to enable home working and online access to services, so that people can travel less for these services - especially in rural areas, where the provision of the necessary infrastructure by the private sector may be slower (see also Rural Transport, Policy RT1);
- d. support plans that **re-vitalise** town centres, neighbourhood centres and local villages, to encourage residents to 'live locally'; and
- e. support **investment in walking, cycling, integrated public transport and new forms of shared mobility** such as electric bikes and electric car clubs, to make local trips easier and reduce the need for private car ownership.

See Section 7.7, Development and Masterplanning, Policy DM1 for policies regarding integrated land use and transport planning, to reduce the need to travel.

Policy C5 is required because:

Avoiding carbon-intensive activities by providing opportunities to 'live locally' is a key step in our **AVOID-REDUCE-REPLACE-OFFSET** Carbon Management Hierarchy and is the most effective way of reducing transport-related carbon emissions.

Enabling people to 'live locally' and access many of their daily needs within a 20 minute walk of their home is one of the key foundations for a net zero transport network.

The ability to 'live locally' in this way reduces both the number and length of journeys made on a daily basis, resulting in significant carbon savings. It also creates the conditions for healthier, happier communities ^{xxii}.

Alongside transport and placemaking improvements, improving digital and mobile connections, to allow online access to jobs, services and other opportunities and activities (especially in rural areas), will also be important in achieving the overall vision set out in this LTP4 (see Section 5.5).



Liveable neighbourhoods

Liveable neighbourhoods are areas of towns or cities that are improved to be people-centred and more 'liveable'. This means creating environments and public spaces that:

- feel welcoming, comfortable, and safe for walking and cycling, regardless of confidence, age or ability, in line with our Healthy Streets approach; and
- meet the needs of people, in accordance with our Movement and Place Framework and Road User Utility Framework (see Core Policy C1).

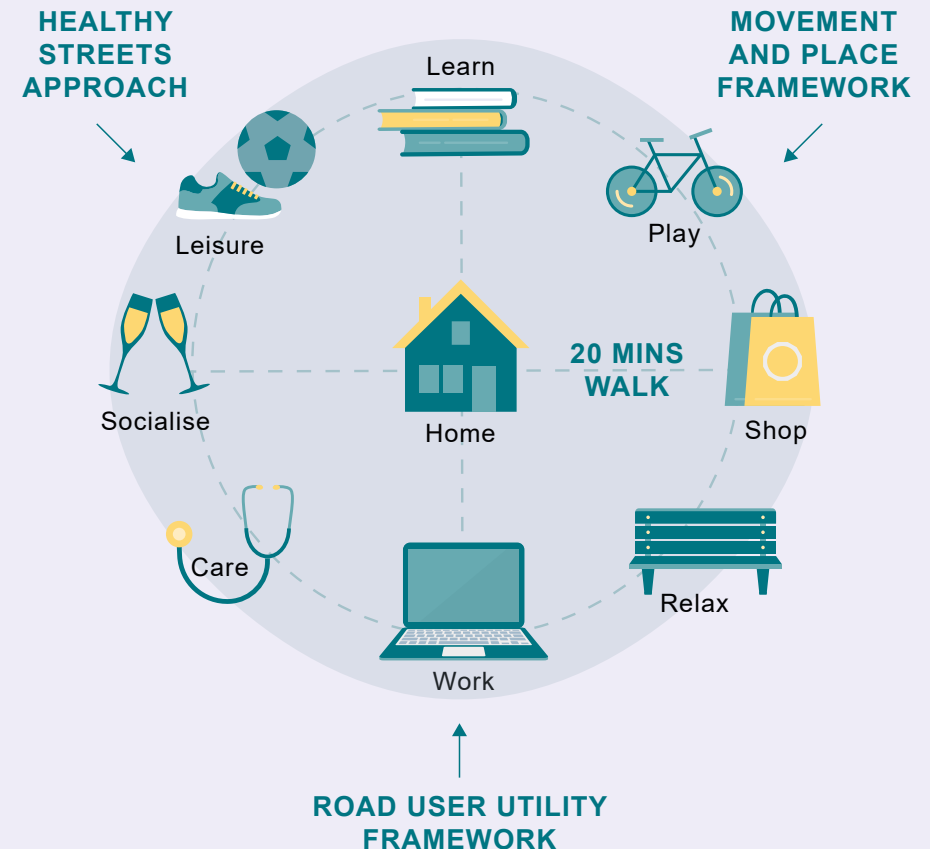
On some streets this might involve working with local communities to reduce through traffic to create a quieter environment, or reallocating road space to encourage more walking and cycling.

Liveable neighbourhoods are also about redesigning existing neighbourhoods and designing new ones so that everyday destinations are within walking distance (Figure 19). Liveable neighbourhoods should provide attractive local public spaces, with more local shops and facilities, easy access by sustainable modes for destinations further afield, and a stronger sense of local community.

In the short-term this can be achieved by using existing buildings and spaces for new activities such as creating work hubs for remote working, or creating mobility hubs which act as a focal point for public and shared transport (e.g. car clubs or bike hire schemes) alongside other public services (e.g. health clinics).

This needs to be accompanied by improvements to the public realm (e.g. introducing pedestrian priority and better lighting to make areas safer and more attractive), improving local walking and cycling routes, and balancing the location-specific needs of different transport users (see Core Policy C1).

Figure 19: Liveable neighbourhood concept



When journeys are short enough, most people walk. A journey length of 800m, or approximately half a mile, is generally considered a standard walkable distance as it typically takes about 10 minutes to walk, and a 20 minute walking trip (1,600m total) has been found to be the longest distance most people are willing to walk to meet their daily needs.

Implementation of Policy C5 will be supported by:

- undertaking pilot schemes to test and refine the approach for retrofitting the liveable neighbourhood concept (see Figure 19) to existing communities; and
- ensuring local planning authorities adopt liveable neighbourhoods and Healthy Streets concepts into the masterplanning principles for all significant sites (see Development and Masterplanning, Policy DM2).



Policy C6: Encourage sustainable travel behaviour

We will:

- a. **raise awareness** of the impacts of individual travel choices and encourage **personal and community behaviour change**;
- b. work with local communities, educational establishments, businesses, local media and other organisations to deliver **travel planning and safety advice, and other evidence-based interventions** to encourage people to walk, cycle, scoot and use public transport and car-sharing more, using innovative ways of reinforcing the messages about sustainable, healthy, and active travel;
- c. deliver **transport infrastructure** which will provide affordable, safe, attractive and easy to use alternatives to the private car (with supporting behaviour change interventions where feasible);
- d. ensure that **sustainable travel options cater for all groups**, including individuals living with disabilities, limited mobility or long-term limiting health conditions and those individuals within society who are disadvantaged;
- e. develop and implement a **Hampshire-wide parking strategy** which is aligned with the LTP4 outcomes (see also Section 7.4, Balancing Travel Demand, Policy BT1); and
- f. **monitor** the effectiveness of our approach and adapt it to changing transport needs.

Policy C6 is required because:

Our analysis shows that a 10% reduction (approx.) in car use (vehicle-kilometres) in Hampshire is required between 2019 and 2030 if we are to remain on-track to deliver our climate change targets. This will require many of us to change the way we travel.

In general, walking and cycling should become the first choice for shorter journeys, for those who are able. Public and shared transport should generally become the first choice for medium and longer journeys, as well as complementing walking and cycling options for shorter trips. We will need to provide the support, information, training and assistance to enable behaviour change.

We will need to work with a wide range of partners – local communities, local districts and boroughs, education establishments, businesses, the health sector, and many more. National action will also be crucial in providing the funding and policy levers to encourage sustainable travel behaviour.

Implementation of Policy C6 will be supported by:

- seeking to better **understand** the factors which influence individuals' travel choices, and using this to tailor our approaches;
- ensuring **evidence-based behaviour change interventions** highlight the opportunities and benefits available to all groups, and demonstrate how any perceived or actual barriers to sustainable travel have been or will be addressed;
- focusing travel advice initiatives, campaigns and events in **locations** where we have delivered new public transport, walking and cycling infrastructure or services, to encourage use of these new options;
- focusing infrastructure and behaviour change activities in **areas of higher deprivation** where the benefits (including reduction in inequalities) in terms of access to work, leisure and the health will be greatest;
- incentivising and rewarding public transport use, walking and cycling through initiatives such as **Modeshift STARS**, the national awards scheme that has been established to recognise schools, businesses and communities that have demonstrated excellence in supporting cycling, walking and other forms of sustainable travel;
- refreshing our **travel planning guidance**;
- encouraging businesses to allow more **flexible working hours** that allow people to avoid the 'rush hour';

- delivering **infrastructure and services** that support our wider Healthy Places, Public Transport, Future Mobility, and Rural Transport policies;
- **encouraging Central Government** to reconsider national policy constraints that negatively impact the shift from private car use to more sustainable travel. We are considering seeking changes to the national concessionary fares scheme to make it contributory (i.e. the user contributes towards a proportion of the cost of travel). This would enable us to maintain rather than lose many of our bus services in light of the growing financial pressures we face in local government (see Chapter 7, Public Transport, Policy PT3). We would also like to see the integration of local integrated ticketing schemes with national rail, to make public transport easier to use (see Chapter 7, Public Transport, Policy PT1);
- developing and implementing a **Hampshire-wide parking strategy** which covers all aspects of parking and is aligned with the proposed LTP4 outcomes, working collaboratively with the districts/ boroughs (see also Section 7.4, Balancing Travel Demand, Policy BT1) - *Note that most off-street parking in Hampshire is owned / managed by private operators or the district / borough councils.*

Need slightly higher resolution image



Policy C7: A Safe System approach for Hampshire

We will:

- a. build on existing practices to work towards a Safe System approach to road safety delivery in Hampshire, by:
 - ensuring road safety is a fundamental consideration in the design of new infrastructure, with the needs of vulnerable road users appropriately prioritised;
 - monitoring casualty data for new infrastructure to identify emerging safety issues and implement remedial casualty reduction measures;
- b. work with partners to **reduce the number of deaths, serious and slight injuries** on Hampshire's road network, and reduce the injury rate for **vulnerable users** (including children, and those walking and cycling);
- c. seek to improve the **perception of safety and security** where this could deter people from travelling, particularly by walking, cycling, and public transport.

Policy C7 is required because:

The number of slight injuries has declined over the last decade, but the number of people killed and seriously injured on Hampshire's roads has remained relatively stable (averaging approximately 700 per year). The number of children killed and seriously injured has declined over the last decade, but is still more than 30 a year. The majority of road casualties are car users (60% in 2018), but almost a quarter (23% in 2018) are pedestrians and cyclists.

Implementation of Policy C7 will be supported by:

- continued development of a **Safe System approach** which provides a framework to assess, guide and improve travel safety;
- continuing to deliver **road safety infrastructure improvements** at high collision sites/routes, prioritising the needs of vulnerable road users;
- **managing speeds** to improve safety, support walking and cycling, and reduce emissions, and enhance places (see also Section 7.4, Balancing Travel Demand, Policy BT1);
- continuing to **work with our partners on education and promotional programmes** to improve the education and skills of drivers. We will have a particular focus on highlighting the dangers of the 'Fatal Four' (inappropriate speed, using a mobile phone, not wearing a seatbelt and drink/drug driving) which are the main causes of people being killed or seriously injured on our roads;
- ensure **road safety education interventions** also reach other groups more likely to be involved in collisions;

- adopting a **'Safe/Secure by Design'** approach to ensure personal safety and security is a key consideration in the design of schemes and policies to address transport related crime and anti-social behaviour (see also Core Policy C1 – Equality Ten Point Action Plan, Policy HP1 and Policy PT1);
- ensuring **inspection and maintenance arrangements** are established to preserve safety critical design factors e.g. visibility splays and warning/regulation signs;
- balancing the need for improved **lighting** for safety, with the issue of energy conservation;
- developing strategies to adapt to **emerging Connected and Autonomous vehicles** to ensure their safety benefits are realised.



Applying a Safe System approach

A Safe System approach seeks to work towards a safe transport system free from death and serious injury. The approach has evolved over many years and derives most notably from the Swedish Vision Zero and Dutch Sustainable Safety strategies and the concepts and good practice in other fields. It involves:

- investing in effective, targeted action in the transport system to protect against death and serious injury which is largely preventable;
- implementing the best-practice Safe System approach which takes account of human error and tolerance to injury; and
- aligning with public health, occupational health and safety, environmental and social justice objectives to maximise the benefits of cost-effective investment.

The approach involves five pillars of action: safe road use; safe vehicles; safe speeds; safe roads and roadsides; post-crash response.

Source: Parliamentary Advisory Council for Transport Safety (<https://www.pacts.org.uk/safe-system/>)



Policy C8: Managing the harmful health effects of poor air quality and noise disturbance due to transport

We will:

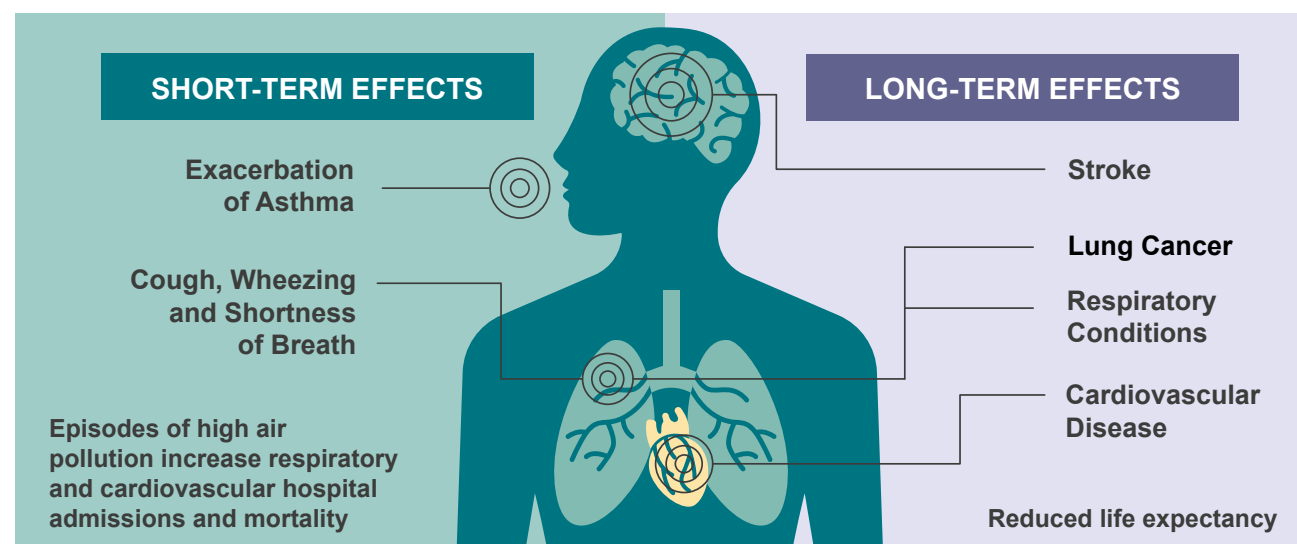
- undertake a strategic **co-ordination role** on actions to reduce all transport-related pollutants, including the impact of nitrogen dioxide (NO₂) and particulates (PM) on air quality and traffic-related noise levels, in line with our statutory requirements – working closely with the district and borough councils, the neighbouring unitary authorities of Portsmouth and Southampton, and other relevant stakeholders;
- work with partners locally to determine appetite and investigate capability to **set local air quality ambitions**, given the available scientific evidence on the impact of transport related air pollutants on human health;
- seek to **prevent new air quality problems**, as well as seeking **solutions for existing locations with poor air quality** – working towards no Air Quality Management Areas (AQMAs) resulting from transport emissions;
- take actions to reduce emissions¹⁰ in locations where pollutants are in excess of **statutory air quality levels**, prioritising locations with the highest proportion of vulnerable people (including older people, children, and those with existing health issues);
- require **developers** to reduce exposure to air pollution. Where this can not be achieved or exposure is made worse, developers must mitigate the impacts of developments on air quality, or provide financial contributions for the County Council to deliver local measures to mitigate the impacts (see also Section 7.7, Development and Masterplanning, Policy DM2).

Policy C8 is required because:

The World Health Organisation (WHO, 2011) identifies noise and air quality as the two biggest environmental problems affecting health – road transport is a major source of this pollution^{xxiii}. Public Health England (2018)^{xxiv} states that poor air quality is the largest environmental risk to public health in the UK, as long-term exposure to air pollution can cause chronic conditions such as cardiovascular and respiratory diseases as well as lung cancer,

leading to reduced life expectancy (see Figure 20). Air pollution affects everyone but those most vulnerable are children, pregnant women, older people, and those with cardiovascular and/or respiratory disease (see Figure 21). Communities and destinations (e.g. schools) close to main roads often have the poorest air quality. Local evidence suggests that residents in the most densely populated areas of higher deprivation are disproportionately affected by poor air quality and the associated health effects^{xxvi}.

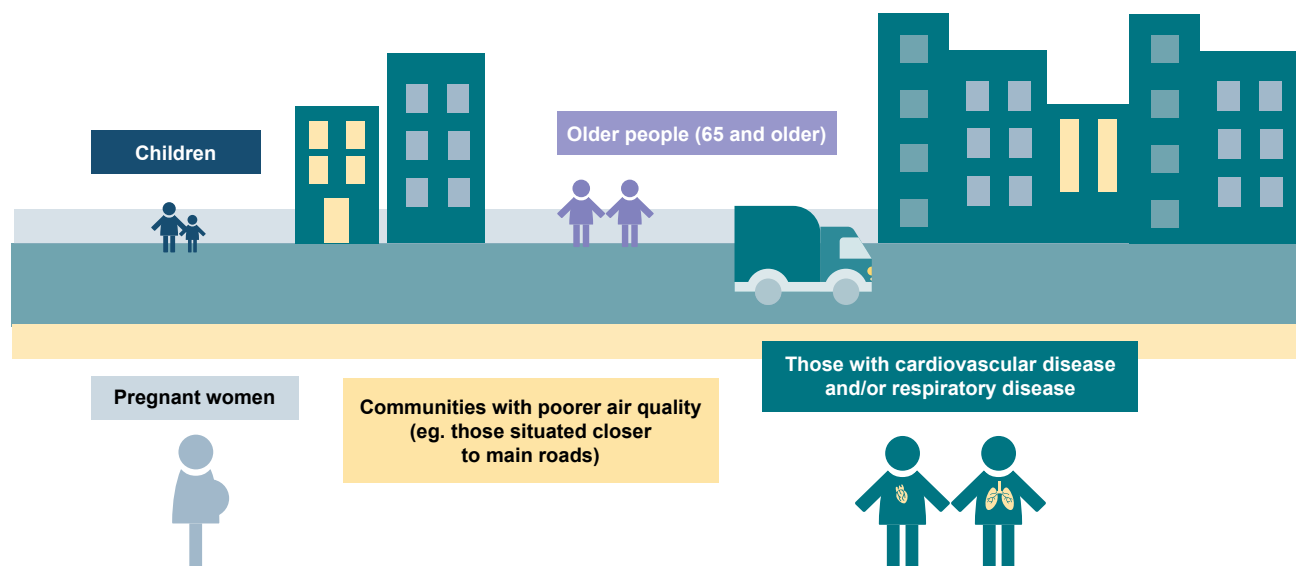
Figure 20: Short-term and long-term health effects of air pollution



Adapted from Public Health England (2018)^{xxv}

¹⁰Emissions include exhaust/tailpipe emissions (NO₂ and PM), and also tyre, clutch, brake and road wear (PM).

Figure 21: Groups most vulnerable to poor air quality



Atkins (2021)^{xxvii}

In line with Public Health England’s air pollution hierarchy, our approach is based on preventing pollution, reducing concentrations, and avoiding exposure to pollution^{xxviii}.

Implementation of Policy C8 will be supported by:

- developing a **strategic overview** of air quality issues across the county, and helping to co-ordinate actions to tackle transport emissions;

- supporting district councils to carry out **air quality reviews, identify and monitor Air Quality Management Areas (AQMAs)**, and prepare and implement **Air Quality Action Plans** in locations where AQMAs have been declared and Air Quality Strategies where an AQMA is not declared, in line with our statutory duties;
- ensuring all residents (especially those most vulnerable to the impact of poor air) are **aware** of the dangers of air pollution and the avoidance steps they can take;

- seeking to minimise the **County Council’s own transport emissions** by ensuring our vehicle fleets, procurement activities and contracts specify low emission standards;
- seeking to **protect the most vulnerable** by considering more stringent air quality assessment criteria for priority locations (e.g. schools, nurseries, hospitals);
- working with local planning authorities to **influence the location and design of development** to reduce the need to travel and reduce dependency on the private car (see Core Policy C5), and Development and Masterplanning policies;
- encouraging **walking, cycling, public transport, and use of smaller and more efficient vehicles** (see Core Policy C2 regarding smaller delivery vehicles, Core Policy C6, and theme policies) - to reduce the adverse environmental impacts resulting from emissions, noise, and traffic intrusion;
- managing the **flow** (volume and speed) **and type of traffic** in areas with poor air quality, especially in town and village centres (see Balancing Travel Demand, Policy BTD1-BTD3);
- accelerating the **shift to low emission vehicles**, for example, through the provision of electric vehicle charging infrastructure (see Future Mobility, Policy FM2) and seeking funding and other opportunities to work towards the replacement of the existing diesel fleet of buses with zero emission buses (see Public Transport, Policy PT1);

- exploring the use of **new demand management and enforcement measures** in locations where poor air quality adversely impacts on the health of residents and visitors, including emissions based charging or low emission zones – based on the polluter pays principle (see Balancing Travel Demand, Policy BT3); and
- developing **Noise Action Plans** in relation to environmental noise and working closely with the district councils to meet our statutory obligations.



A **Low Emission Zone** defines an area where targeted action is taken to improve air quality and resources are prioritised and coordinated in order to shape the urban environment in a way that delivers improved health benefits and supports economic growth. Within a Low Emission Zone there is also a particular focus on measures to accelerate the transition to a low emission economy.

Measures can include requiring vehicle owners to pay a charge to enter or drive within a zone if they are driving a vehicle that does not meet the particular emissions standard for their vehicle type in that zone.



Policy C9: Protecting the environment

We will:

- a. require an overall **net gain** in biodiversity as a result of new transport infrastructure schemes (with a target of 10% or greater across the whole programme);
- b. aim for an **overall net environmental gain** by 2050 (whereby the benefits of transport schemes balance out the negatives);
- c. seek to **minimise and mitigate** the adverse impacts of traffic and travel on our natural, built and historic environment - look for opportunities to deliver environmental enhancements through new or upgraded infrastructure schemes, maintenance and operational procedures.

Policy C9 is required because:

The Hampshire 2050 Commission of Inquiry identified that Hampshire's natural environment is a significant and valued asset, helping Hampshire to be an attractive and prosperous place to live, work and visit. A healthy and vibrant natural environment is vital in contributing to the long-term sustainability of the county and helping to maintain a strong sense of place.

In the past, transport schemes have often adversely impacted the natural, built and historic environment. In particular, land take associated with new infrastructure schemes has resulted in loss of natural habitat and biodiversity (the range of plants and species which exist). Biodiversity is important for its own sake, but is also critically important to our wellbeing and economic prosperity.

Implementation of Policy C9 will be supported by:

- **reducing the need to travel and reducing dependency on the private car** (see various Core and Theme Policies), in order to improve air quality and reduce noise disturbance from transport;
- assessing schemes to understand their carbon impact and resilience to the effects of **climate change** (see Core Policy C4);
- using materials and processes with a **lower carbon footprint** and **resilient to the effects of climate change** (see Asset Management, Policy AM1);
- increased use of sustainable products and processes, and recycled materials (**to reduce waste**) (see Asset Management Policy, AM1);
- ensuring **all LTP4 schemes are assessed from the early stages of development** to understand any potential environmental impacts, and where possible, avoid or mitigate any negative impacts identified and enhance any positive impacts;
- ensuring **Environmental Impact Assessments** are undertaken and acted upon for all new transport infrastructure schemes requiring planning permission and permitted development schemes where the threshold is reached or they are located in a sensitive area;
- ensuring all transport infrastructure schemes are assessed for their **ecological impacts** and include an assessment of biodiversity gains. Agreed measures to avoid, mitigate, and compensate for impacts will be implemented;

- requiring all new infrastructure schemes involving works outside of the existing carriageway to **deliver a net gain in biodiversity (with a target of 10% or greater across the whole programme)**¹². This could include incorporating new planting within the scheme, or using sustainable urban drainage systems such as reed beds (which will also improve water quality). New planting will also help to remove residual carbon emissions from the atmosphere. Where net gain cannot be achieved within a particular scheme, the aim will be to create new habitat elsewhere, funded within the overall cost of the scheme;
- creating more **green infrastructure for walking and cycling**, including carefully planned planting to provide shade and shelter, and reduce noise and air pollution;
- carefully considering the **need for new infrastructure** in or close to valuable natural and historic environments (including those valued for their contribution to our biodiversity, landscape, townscape and historic environment);
- considering the role that **maintenance regimes** (e.g. grass and vegetation cutting) can play in supporting biodiversity.

12. The Environment Bill (2021) introduces a mandatory requirement for new developments to provide a 10% biodiversity net gain, as a condition of planning permission in England. Policy C9 would extend this to schemes which are delivered through permitted development rights (i.e. without the need for planning permission).

7. Theme policies

To support the core policies, we have also identified **theme-specific policies**, covering key areas of transport delivery. As with the core policies, these theme policies represent a transformation in how we plan and deliver transport in Hampshire.

A summary of the policies and their contribution to the LTP4 outcomes and guiding principles is provided below.

✓✓ = strong contribution/alignment;
✓ = important supporting contribution/alignment

Theme policies		Contribution to LTP4 outcomes				Alignment with	
		Climate	Environment	Economy	Health and Society	GP1*	GP2*
7.1 Healthy Places (HP)							
HP1	Deliver the infrastructure required to support a large-scale shift towards walking and cycling for everyday trips	✓✓	✓✓	✓	✓	✓✓	✓✓
HP2	Enable healthy neighbourhoods and high streets in partnership with communities	✓	✓	✓	✓✓	✓	✓✓
HP3	Widen participation and broaden the appeal of walking and cycling as a natural travel choice	✓✓	✓	✓	✓✓	✓✓	✓
7.2 Public Transport (PT)							
PT1	Place customers at the heart of an affordable, easy to use, and efficient low carbon public transport system	✓✓	✓	✓	✓✓	✓✓	✓✓
PT2	Provide the infrastructure needed to enable reliable, frequent, fast and connected public transport trips	✓✓	✓	✓✓	✓	✓✓	✓
PT3	Increase the reach of public transport services	✓	✓	✓	✓✓	✓✓	✓✓

Table continued on following page

Theme policies		Contribution to LTP4 outcomes				Alignment with	
		Climate	Environment	Economy	Health and Society	GP1*	GP2*
7.3 Future Mobility (FM)							
FM1	Using technology and innovation as an enabler for delivering our LTP4 outcomes	✓	✓	✓✓	✓✓	✓✓	✓
FM2	Accelerate the transition to low and zero emission vehicle use	✓✓	✓✓	✓	✓	✓	✓
7.4 Balancing Travel Demand (BTD)							
BTD1	Regulating traffic, parking and kerbside deliveries	✓	✓	✓✓	✓✓	✓	✓✓
BTD2	Managing streetworks and other highway activities to minimise disruption to transport users	✓	✓	✓✓	✓✓	✓	✓
BTD3	New approaches for shifting the balance between private car use and other modes	✓✓	✓✓	✓	✓	✓✓	✓
7.5 Rural Transport (RT)							
RT1	Maintaining accessibility in rural areas, and providing viable alternatives to the private car	✓	✓	✓✓	✓✓	✓	✓✓
RT2	Sustainable access to the countryside	✓	✓	✓✓	✓✓	✓	✓✓

Table continued on following page

Theme policies		Contribution to LTP4 outcomes				Alignment with	
		Climate	Environment	Economy	Health and Society	GP1*	GP2*
7.6 Asset Management (AM)							
AM1	'Sustainable maintenance approach for new infrastructure	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓
AM2	Managing and maintaining the existing highway asset	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓
7.7 Development and Masterplanning (DM)							
DM1	Integrate transport and strategic land use planning to reduce car dependency	✓✓	✓	✓	✓	✓✓	✓
DM2	Support proactive masterplanning of new development sites for high quality neighbourhoods	✓	✓	✓	✓✓	✓	✓✓
7.8 Strategic Infrastructure (SI)							
SI1	Work with partners to deliver targeted improvements to Hampshire's strategic rail, road and digital infrastructure	✓	✓	✓✓	✓	✓	✓

* Guiding Principle 1 (GP1): Give people a choice of high quality travel options.

* Guiding Principle 2 (GP2): Provide a transport system that promotes high quality, prosperous places and puts people first.

7.1 Healthy Places

Transport has a major role in creating places that make it easier for people to live lifestyles that are good for their physical and mental health - places that support healthy, happy, inclusive lives for Hampshire's residents; as well as places which are good for our climate, environment, and economy.

'We want to create a large-scale shift towards walking and cycling for a cleaner, healthier and more active Hampshire. We want to create the right environment where people feel able to choose walking and cycling as their natural travel choice for everyday trips (including as part of longer public transport journeys).'

In general, the phrase 'walking and cycling' also includes use of scooters, e-bikes and other legal forms of micro-mobility which can increase the range and opportunities for active travel. Walking also includes use of wheelchairs and other similar mobility devices. Cycling also includes hand cycling.

Policy HP1

Deliver the infrastructure required to support a large-scale shift towards walking and cycling for everyday trips.





Policy HP2

Enable healthy neighbourhoods and high streets in partnership with communities.

Policy HP3

Widen participation and broaden the appeal of walking and cycling as a natural travel choice.

Contribution to achieving our LTP4 outcomes

 <p>A carbon neutral, resilient Hampshire</p>	<ul style="list-style-type: none"> Well-designed walking and cycling environments which are resilient to climate change impacts (e.g. hotter summers) have an important role to play in increasing the proportion of travel by the most efficient and least polluting modes.
 <p>Respect and protect our environment</p>	<ul style="list-style-type: none"> More opportunities for walking and cycling will reduce reliance on the private car, reduce the impact of traffic on air quality and noise, and improve access to green space for all. Transport networks which incorporate planting could contribute to a net gain in biodiversity.
 <p>Thriving and prosperous places</p>	<ul style="list-style-type: none"> More walking and cycling options will provide better access to employment, training and education for all, especially for those without access to a car (including those on low incomes), and healthier employees who are more productive and less likely to be absent due to sickness or mental health issues. Making high streets more accessible by walking and cycling can boost footfall and improve their vitality.
 <p>Healthy, happy, and inclusive lives</p>	<ul style="list-style-type: none"> Creating opportunities for walking and cycling has huge benefits for our health (and will help to address health inequalities); can create stronger, happier communities; and will improve access to services, opportunities and life chances for all. There is also compelling evidence of the benefit and value in 'connection to nature' through walking, cycling and being in nature, both on health and wellbeing and on future pro-environmental behaviours.

Policy HP1 – Deliver the infrastructure required to support a large-scale shift towards walking and cycling for everyday trips

We will:

- a. ensure that any changes to the highway infrastructure prioritise walking and cycling, in line with our **Road User Utility Framework** and **Movement and Place Framework, Walking and Cycling Principles**, and national policies;
- b. use **Local Cycling and Walking Infrastructure Plans** to identify, prioritise and deliver infrastructure which connects people with where they want to go;
- c. use a ‘**Healthy Streets**’ approach and our ‘**Hampshire Walking and Cycling Principles**’ to plan, design and implement coherent, direct, safe, comfortable, attractive and inclusive networks for everyone regardless of ability, confidence, age and disability;
- d. **create or reallocate road space** to create better spaces for walking and cycling, and spending time (e.g. in town centres);
- e. evaluate, when undertaking larger maintenance schemes, **opportunities to bring existing infrastructure for walking and cycling up to current standards**, rather than simply replacing like for like (see also Section 7.6, Asset Management, Policy AM2).

Policy HP1 is required because:

To encourage a large-scale shift towards walking and cycling we need to put in place the right infrastructure and create walking and cycling-friendly environments. Our efforts in terms of influencing hearts and minds will be less effective if not enabled by high quality infrastructure. This represents a shift in Hampshire’s previous approach to encouraging walking and cycling.

Implementation of Policy HP1 will be supported by:

- using the **Movement and Place framework** to develop the right infrastructure for walking and cycling for each setting, including creating and re-allocating road space to support walking and cycling;
- developing **Local Cycling and Walking Infrastructure Plans (LCWIPs)**, and future versions of these plans, for all parts of the County (including both rural and urban areas). LCWIPs are evidence-based plans that identify preferred walking and cycling routes that connect places that people need to get to. They identify a long-term (e.g. 10 year) prioritised programme of infrastructure improvements for future funding. The first round of LCWIPs focus on walking and cycling routes/zones with the greatest opportunity to encourage more people to walk and cycle. Subsequent rounds will create higher density networks which can be accessed by all residents;
- **seeking funding** to implement infrastructure improvements prioritised in the Local Cycling and Walking infrastructure Plans, as well as on-going improvements in accessibility, e.g. dropped kerbs, and safe and secure cycle and micro-mobility parking and storage facilities. The funding needed to deliver the LCWIP programmes will be substantial. We will seek to maximise the contribution from Central Government, developers and other potential sources;
- testing all relevant transport proposals against the ten **Healthy Streets indicators** (see Core Policy C1, Figure 18c);
- undertaking **cycle assessments** of all transport proposals to ensure that opportunities to enable cycling are fully considered, and following national guidance, such as LTN1/20 Cycle Infrastructure Design (DfT, 2020);
- applying the ‘**Hampshire Walking and Cycling Principles**’ (<https://www.hants.gov.uk/activeplaces>) (and future iterations) across new developments and infrastructure schemes to achieve a consistent and high standard in development and design across the county. The principles were developed jointly with members and local stakeholders in 2020 through our first ever Active Places Summit. They are based on recognised best practice and aligned with national design guidance;

- adopting a ‘safe by design’ approach to ensure **personal safety and security is a core part of the design process**. For example, walking and cycling routes should be overlooked (by buildings with active frontages, where possible), provide good visibility (limiting potential hiding places), avoid use of subways, and have well-designed lighting (which also takes account of energy conservation issues). Cycle parking, and routes to and from it, should be clearly marked, overlooked, well-maintained, well-lit and integrated into the built environment;
- working with national transport operators (National Highways and Network Rail) **to address barriers to walking and cycling created by the strategic road and rail network**, e.g. through National Highways designated funds process;
- looking for opportunities to address **other existing barriers to cycling**, such as carefully considering the scope to allow more cycling in urban centres, and removing other physical barriers to cycling;
- supporting cross-boundary schemes;
- continuing to use our **Centre for Active Travel Excellence advisory group** to improve how we deliver inclusive walking and cycling in everything we do. We will adopt an integrated approach to all aspects of planning, development, design and operation of interventions, involving all aspects of council activity (education, countryside, parks and open spaces, health, etc.);

- improving our evidence base by collecting more and better data on walking and cycling. Embedding **engagement**, and **collection and use of data**, in our planning and design process, and supporting communities to take part in the process.

See also Core Policy C4; Rural Transport, Policy RT2 (Quiet Routes); and Asset Management, Policy AM2.

Hampshire Walking and Cycling Principles

Overarching principles

1. Prioritise walking and cycling for healthier people, healthier transport and a healthier planet
2. Have an integrated approach to all aspects of planning, development, design and operation
3. Ensure our planning is network based, shaped by evidence, and monitored

Planning

4. Engage a wide range of users, and potential users, in the design process
5. Reframe the potential for walking, cycling and public transport to work together for longer distance journeys
6. Trial new things, and if they don't work, we'll change them

Design and implementation

7. Focus street design on people

8. Incorporate national design principles into every transport scheme. Our designs will be:

- safe
- coherent
- direct
- comfortable
- attractive
- adaptable
- accessible to all

9. Deliver walking and cycling environments that feel comfortable and provide inclusive access for everyone regardless of confidence, age and disability
10. Design the right scheme for each location

See <https://www.hants.gov.uk/activeplaces> for full details.

Policy HP2 – Enable healthy neighbourhoods and high streets in partnership with communities

We will:

- a. provide training and advice to **enable community groups** to create more liveable neighbourhoods and undertake neighbourhood activities (such as safety initiatives around schools, play streets, litter picking, community gardening), where funding is available and the criteria for doing so are met;
- b. provide advice to those developing **neighbourhood plans** or looking to develop their **own local schemes**, on a cost recovery basis;
- c. encourage districts and boroughs to improve the sense of place in their high streets and centres and encourage local living, in line with our **Road User Utility Framework** and **Movement and Place Framework**, the **'Healthy Streets'** approach and our **'Hampshire Walking and Cycling Principles'**.

Policy HP2 is required because:

Most streets in Hampshire are residential roads. They are the places where we live, and how they look and feel has an important impact on our quality of life – how willing we are to walk and cycle to our local shops and amenities or to access public transport; how we socialise and interact with our neighbours; and how much time we spend outside. However, high volumes of through traffic and typical driving speeds often have a detrimental effect and discourage walking and cycling – neighbours are less likely to know each other (which can contribute to isolation) and parents often feel unsafe allowing their children to walk to school or play outside. The car becomes the mode of choice for most, while those unable to travel by car may be unwilling to make unnecessary trips.

Implementation of Policy HP2 will be supported by:

- applying the **Movement and Place framework** to focus neighbourhood streets on the residents who live there, reducing through traffic and making streets nicer places to live and to spend time;
- applying the **Healthy Streets approach** to create environments that feel welcoming, comfortable, and safe for walking and cycling;
- **engaging whole communities** before planning changes to their neighbourhoods and high streets and involve them in the process;
- **working with communities** to trial initiatives such as liveable neighbourhoods and measures to discourage through traffic. We will continue to offer local communities in both rural and urban areas the opportunity to develop their own scheme ideas (provided they help to deliver LTP4), on a cost recovery basis, to enable communities to obtain measures that would otherwise be less of a priority for the County Council;
- ensuring **online resources and guidance** (e.g. data, maps, survey tools, advice on developing neighbourhood plans) and processes (e.g. grass verge adoption, street closures for events) are easily accessible to local residents and community groups;
- **seeking funding** (e.g. through developer contributions) to support local initiatives.

Policy HP3 – Widen participation and broaden the appeal of walking and cycling as a natural travel choice

We will:

- a. enable more children to **walk and cycle to school** through improving the routes to schools and the area outside the school gates, cycle and road safety training, and behaviour change campaigns – so walking and cycling to school becomes the ‘norm’;
- b. offer **training and support** to enable more people to engage in walking and cycling for all purposes;
- c. work in partnership with public transport operators to improve **access to buses, trains and ferries**, for people walking and cycling (e.g. improvements to walking and cycling routes, better information, lifts to platforms, secure storage facilities) (see also Section 7.2, Public Transport, Policy RT3);
- d. support **cycle hire/loan and try-a-bike schemes** which are affordable and financially sustainable;
- e. ensure appropriate **cycle parking** is provided at key origins and destinations (e.g. high streets, education establishments, and new developments); and

- f. work with others to ensure that residents and visitors can **access and enjoy green space**, the wider countryside and nature close to where they live, where suitable funding can be identified and where schemes do not adversely impact sensitive environments (see also Section 7.5, Rural Transport, Policy RT2).

Policy HP3 is required because:

To achieve the national target of having half of all journeys in towns and cities walked or cycled by 2030, and address Hampshire’s climate change target, we must widen participation and broaden the appeal of walking and cycling as a natural travel choice. Infrastructure and community-led initiatives alone will not address all the barriers people face. Many people will need to change the way they travel and we will need to provide the support, information, training and assistance to bring everyone along with us on this journey.



Implementation of Policy HP3 will be supported by:

- ensuring **active travel (walking and cycling) initiatives** proactively target vulnerable users and disadvantaged groups (including children, those in deprived areas, ethnic minority households and communities) where the benefits (reduction in inequalities) will be greatest;
- ensuring **road safety education interventions** benefit vulnerable road users who are more likely to be involved in collisions and could be deterred from walking and cycling more (see also Core Policy C7);
- continuing to deliver **bikeability training** in schools, and seek funding to extend this to adults and families, including people who have never cycled before;
- prioritising walking and cycling **outside schools**, through infrastructure changes or other measures (e.g. temporary restrictions on motorised traffic outside schools at school drop-off and pick-up times);
- working with partners, such as employers, Sustrans / National Cycle Network, retail centres, transport hubs, to provide **secure cycle parking facilities**;
- developing a **travel training programme** to support new users of cycles, bus, train and, potentially in the future, micro-mobility modes such as e-scooters;
- introducing new **cycle awareness training aimed at drivers**, including the FORS scheme for commercial drivers (see also Core Policy C2);
- bolstering our **travel planning initiatives for schools, new developments and businesses, and health care settings**, to support behaviour change alongside new infrastructure that prioritises people (see also Core Policy C6, and Development and Masterplanning, Policy DM2);
- tailoring our activities to **meet the needs of different communities and individuals**, for example by offering cycle training and bike repair aimed at those less likely to cycle; providing on-street cycle hangars where people don't have space to store a bike at home; or offering opportunities for disabled people to access 'independent travel training' and adapted cycles - recognising that the built environment is what often "disables" a person, rather than any lack in their own abilities;
- continuing to offer **Wheels to Work moped/ e-bike loan schemes**, to allow those without access to suitable transport to independently get to work, apprenticeships, training or job interviews (see also Future Mobility, Policy FM1);
- **embedding public health intelligence and principles** into LTP4 activities;
- creating more **green infrastructure for walking and cycling** (including carefully planned planting to provide shade and shelter, and reduce noise and air pollution) and **enhancing the rights of way network**, to improve health and well-being.



7.2 Public Transport

Public transport has a major role to play in Hampshire. For some people (such as those without access to a car, or unable to drive) it provides an essential means of getting around for their daily lives. Public transport can also transport large volumes of people on our key urban and inter-urban routes much more efficiently than the private car, emitting less air pollution and carbon dioxide per person than private cars and using significantly less road space.

‘We want to build upon the current public transport offer to make it a preferred mode of choice which is used by more residents in Hampshire – accessible and easier to use, with faster journeys, and affordable.’

Policy PT1

Place customers at the heart of an affordable, easy to use and efficient low carbon public transport system.





Policy PT2

Provide the infrastructure needed to enable reliable, frequent, fast and connected public transport trips.

Policy PT3

Increase the reach of public transport services.

Contribution to achieving our LTP4 outcomes

 <p>A carbon neutral, resilient Hampshire</p>	<ul style="list-style-type: none"> Public transport can carry people with fewer carbon emissions than the private car, and can reduce our overall dependency on car use. The migration of bus fleets, and rail and ferry services to zero emission vehicles further supports this outcome.
 <p>Respect and protect our environment</p>	<ul style="list-style-type: none"> Providing attractive public transport alternatives can help reduce the number of cars in our towns and cities and reduce emissions of local pollutants which result in poor air quality. Good quality public transport options can reduce the need to provide new highways infrastructure which may adversely impact on our natural environment.
 <p>Thriving and prosperous places</p>	<ul style="list-style-type: none"> Successful and vibrant places are accessible by public transport. If more people access these places by public transport rather than car then space can often be better used to create higher quality environments for all. New developments which are located and designed with the need to provide good access to public transport services will ensure good access to jobs, education, and retail and leisure opportunities for all.
 <p>Healthy, happy, and inclusive lives</p>	<ul style="list-style-type: none"> Higher levels of public transport use typically involve higher levels of walking and cycling to and from bus and rail stops, providing health and wellbeing benefits. Accessible, frequent and reliable public transport services improve equality of access to jobs, health, education and leisure opportunities for all, especially for those without a car or unable to drive. For some older people buses are a lifeline away from isolation and loneliness, giving them access to social activities, health services and shops. Accessible public transport is often crucial in keeping disabled people connected to their communities.

Our vision to deliver an improved bus offer for Hampshire's residents and visitors is set out in our Enhanced Partnership Plan and Bus Service Improvement Plan.

In order to tackle climate change and our other LTP4 outcomes we need to see the mode share of public transport increase substantially over the period of the LTP4. To do this, we need to make public transport more attractive and more accessible to a wider range of people, and provide the public with a real alternative choice to private car use.



Policy PT1 – Place customers at the heart of an affordable, easy to use and efficient low carbon public transport system

Our future public transport strategies will be developed with customer and operator input. Customer and passenger needs will be at the heart of decision making to make public transport an attractive and viable alternative to journeys currently made by car.

We will:

- a. work with transport operators to **make fares better value, easier to understand and more flexible**, with a particular focus on journeys that need to be made using more than one provider or more than one mode of travel;
- b. work with transport operators and customers to **understand and address barriers to public transport use** to achieve a more equitable service provision;
- c. work with transport operators to **improve the quality of service and fares information** and in-vehicle 'next stop' announcements, with smarter use of data, information and technology;
- d. seek opportunities to extend and improve the availability of **static and real-time passenger information** in partnership with transport operators, including provision of wayfinding information at busy stops as appropriate;
- e. work with bus operators to **tailor the configuration of buses to the journeys that passengers make** - for example, more legroom on longer journeys, fewer seats and provision for standing on short journeys, provision for bicycles in tourist areas such as the New Forest (see also Section 7.5, Rural Transport, Policy RT2);
- f. seek **funding and other opportunities to work towards the replacement of the existing diesel fleet of buses with zero emission buses**. We will also push for the rail sector to convert remaining diesel services to zero-emission propulsion systems and will seek opportunities to encourage ferry operators to adopt less polluting or zero-emission technologies.

Policy PT1 is required because:

Effective and efficient public transport systems are designed around the needs of people. Planning and delivery of public transport in Hampshire will prioritise the overall user experience. This will include faster journey times, better reliability, the removal of barriers relating to information, fares and ticketing, and improving personal safety and security for existing and prospective customers to bus, rail and ferry travel.

Implementation of Policy PT1 will be supported by:

- continuing to work collaboratively with bus operators and other stakeholders to deliver existing and future versions of **Hampshire's Enhanced Partnership Plan** and **Bus Service Improvement Plan (BSIP)**;

The **Hampshire Enhanced Partnership (EP)** was established in April 2022, following statutory consultation. The EP is a legally-binding agreement between Hampshire County Council and local bus operators setting out how they will work together to improve local bus services. An EP Board, Working Group and Forum have since been established to govern the Partnership.

The EP Plan sets out targets and commitments for improving bus services and growing bus patronage across Hampshire. It is fully aligned with this LTP4, and has a strong customer focus.

A Hampshire Customer Charter has been produced in collaboration with bus operators, setting out a consistent set of commitments to passengers from bus operators and the County Council.

- ensuring a wide range of **stakeholders** have a say in the planning and delivery of public transport in Hampshire, for example, through new public transport forum(s);
- developing and adopting solutions for **easier-to-use, quicker and affordable ticketing systems**, particularly where these have been demonstrated to be successful.

For example, during 2023 and 2024 we are working with bus operators to promote the £2 capped single bus fare funded by the UK Government. We also offer 'tap on tap off' (contactless) account-based ticketing with capped fares on some bus services, that ensure customers are charged the best value fare for the journeys that they make. We are also developing a new Mobility-as-a-Service (MaaS) app that integrates route planning, multi-operator ticketing and shared bike hire to transform how residents and visitors travel around the Solent area;



- seek to ensure **equality of access** for all, including:
 - **fares and ticketing approaches** for people who prefer not to use contactless payments or who don't have debit/credit cards (e.g. children, older people, or those without bank accounts);
 - work with operators so that passengers are able to **board and alight buses, trains and ferries at their desired location**. This includes disabled people, blind or cognitive impaired passengers (in line with the Equality Act 2010)¹³ and those carrying heavy luggage and pushchairs. We will also support funding bids for more lifts or ramps at rail stations;
 - ensuring that **passenger safety, security and accessibility** are a core part of the design of roadside infrastructure (e.g. bus stops and shelters);
 - identifying **walking routes to key bus stops** and ensuring that they are **direct, safe, accessible and well-lit** – by working in partnership with parish and district / borough councils;
 - ensuring **public transport services are easy to understand and use**, with information available via a number of sources and in a variety of accessible formats;

- promoting the **integration of local ticketing schemes** with national rail ticketing;
- continuing to seek opportunities to introduce **zero emission buses**;

Partnering with First Bus and Portsmouth City Council, Hampshire County Council were successful in a joint bid to DfT's 2022 ZEBRA (zero-emission buses) fund. This will see 62 new electric buses in service by spring 2024 on local bus routes in the Fareham, Gosport and Portsmouth area. Costs for further depot charging infrastructure to enable electric bus operation have been quantified and the County Council will partner with bus operators on further future bids for funding.

- seeking to improve the **quality of data** we hold relating to bus stop/interchange facilities and passenger information, to help target investment and achieve consistency in the standard of facilities based upon usage and function (including prioritising investment in Equality Act compliance).



13. The Equality Act (2010) places a duty on both public transport operators and highway authorities to provide reasonable adjustments so that disabled passengers are not disadvantaged.

Policy PT2 – Provide the infrastructure needed to enable reliable, frequent, fast and connected public transport trips

We will:

- a. develop and deliver a dedicated mass transit and bus priority network. We will:
 - provide bus priority measures (including reallocation of road space) to speed up bus journeys, prioritising investment in line with priority corridors within our **Enhanced Partnership Plan and Bus Service Improvement Plan (BSIP)**;
 - seek to deliver frequent **mass rapid transit (MRT) services** on our highest use urban and inter-urban corridors;
- b. increase **enforcement of bus priority, kerbside parking regulations, and moving traffic contraventions**¹⁴ where non-compliance with traffic regulations affects bus reliability;
- c. **improve roadside bus passenger infrastructure** including bus shelters, in order to achieve a consistently high standard across the core network;
- d. work with transport operators and other delivery partners to **improve key interchange points and travel hubs across Hampshire**;
- e. explore with bus operators the potential to use **multi-door buses** on busy urban routes where these will help to deliver quicker, more punctual journeys.

Policy PT2 is required because:

The County Council has no direct control over the majority of bus services (which are run commercially by private bus companies), or the rail network. However, we are able to influence provision and use of bus services by providing supporting infrastructure and technology that enable faster and more reliable journey times. We are also able to work with passenger rail operators to improve interchange facilities and cycle storage at railway stations.

Implementation of Policy PT2 will be supported by:

- **focusing investment and resources on well used bus routes** where the evidence (including stakeholder input and the TfSE Strategic Investment Plan) demonstrates the strongest case and value, in line with the Enhanced Partnership Plan. For example, bus services have been categorised as 'flagship', 'core' and 'non-core/non-commercial', and Bus Route Investment Plans for all flagship routes are being developed;
- work collaboratively with bus operators to design and implement **bus priority and infrastructure improvements** to enhance the overall outcomes of investment. In particular, where the County Council promotes measures to improve the viability of bus services, we will seek reciprocal improvements from bus operators in service provision. We will undertake similar engagement with ferry operators.

Here, the primary focus will be to ensure that fares for local ferry operations are integrated with bus fares, to provide seamless journeys;

- delivering further bus journey time improvements to **improve access to jobs**. South Hampshire has some of the poorest accessibility to employment of any major urban area in the UK, with only 18% of jobs accessible by public transport (National Infrastructure Committee Transport Connectivity Data, 2019);
- publishing a Hampshire **bus priority network**, an **interchange strategy** for our rail stations, and a **design standards document**;
- developing proposals and securing funding to deliver **mass rapid transit (MRT) services** (bus and rail based) on our highest use urban and inter-urban corridors e.g. Portsmouth and Southampton journey-to-work areas, Basingstoke, and the Blackwater Valley (in co-operation with Surrey County Council). These will embody a whole route approach to infrastructure measures, with the potential to support 'limited stop' or 'express' services where appropriate;
- delivering **whole route improvements on other key bus routes**;
- **targeting enforcement** of bus priority, kerbside parking regulations, and moving traffic contraventions on the busiest routes, including through application of new technology;

14. This includes offences such as driving in bus or cycle lanes, failing to adhere to one-way systems and no-entry signs, banned left and right turns, U-turns, no-vehicle entry points and entering yellow box junctions.

- creating convenient, comfortable and secure passenger environments and better co-ordinated timetables which support a more **seamless travel experience** between different modes and services;
- continuing to **work with Network Rail and train operating companies** to secure funding to deliver station and interchange improvements for communities within Hampshire and beyond;
- working with neighbouring transport authorities to co-ordinate improvements to **cross-boundary routes** (bus, rail and ferry).



Policy PT3 – Increase the reach of public transport services

We will:

- a. **expand the reach of existing mass rapid transit schemes** where this provides a practical and viable solution to enhancing service coverage, including completion of South East Hampshire Rapid Transit and the Gosport – Fareham 'Eclipse' Busway;
- b. work with bus and rail operators to **increase service frequencies and improve early morning, evening and Sunday services**;
- c. seek opportunities to **improve access to/from bus and rail services** by walking, cycling (including e-bikes), and other public or shared transport services (i.e. the first and last leg of a public transport journey);
- d. develop and trial applications of **digital demand responsive transit (DDRT) and taxi-bus schemes** and continue to support affordable **community transport services** on those routes which are unable to support commercially viable services (also see Section 7.3, Future Mobility, Policy FM1, and Section 7.5, Rural Transport, Policy RT1);
- e. invest in and promote **park and ride** as a means to reduce traffic volumes in historic and other urban centres such as Winchester.

Policy PT3 is required because:

In order to support people make the choice to travel less by car we need to make public transport a more viable option for journeys to work, school, shopping and for leisure. This includes making public transport more convenient and improving its coverage and range of destinations served, including for medium and longer distance journeys to destinations outside the county.

Implementation of Policy PT3 will be supported by:

- maximising the use of **external funding opportunities, partnership working and lobbying** to expand the reach of conventional public transport services. For rail, we will focus on the delivery of metro-style frequencies in the Solent area, with a re-focusing of rail services on the needs of local commuters and provision of supporting infrastructure where necessary. There is also considerable scope to provide more bus priority measures in locations with traffic congestion to reduce journey times in the Solent area;
- seeking more **innovative ways of delivering socially necessary services in cost effective ways for communities not served by the commercial bus network**. These services are becoming increasingly difficult to serve cost-effectively using traditional buses. We are increasingly looking to work with community transport providers and local community groups to explore how travel needs can

be met in rural and peripheral areas, and outside core hours of operation, subject to funding;

- continuing to work with train operating companies to implement improvements identified in **station travel plans** to enhance connectivity and integration with other modes of transport, subject to funding. This could include making better use of station buildings (including future mobility hubs) to further promote sustainable travel;
- working with public transport providers to ensure there is adequate **on-board capacity for cycles, e-bikes, mobility scooters and other forms of micro-mobility** to help make longer journeys without a car an easier choice. Most trains have only a few cycle spaces, and buses and coaches have none. We will initially focus on tourist areas (see Policy PT1) but within the lifetime of this LTP4 this capacity will need to increase everywhere, to allow people to cycle at both ends of their journey;
- working with local communities to create **safe cycle parking** at the point where people move from cycling to public transport (see also Policy FM1 – mobility hubs, and Policy HP3 – cycle parking);
- potentially **promoting changes to the English National Concessionary Travel Scheme** (i.e. the user contributes towards a proportion of the cost of travel).

- trialling and evaluating more **flexible and innovative forms of public transport**, such as digital demand responsive transit (DDRT), which offer a more personal, on-demand service, taking people from their doors or closer to their doors than a regular bus, where funding is available (see also Rural Transport, Policy RT2);
- launching a **single Countywide recognizable brand** for Hampshire County Council's **supported community transport and taxi-share services**;



- working with existing **Community Rail Partnerships** in Hampshire to facilitate delivery of projects which improve accessibility and promote increased use of local rail services (also see Rural Transport, Policy RT1).



7.3 Future Mobility

Technological change is happening at a rapid pace and this will impact how we move around in the future. Over the next generation we will see a major transition in cars and road vehicle technology, towards a zero emission fleet that is fully automated and connected. The potential for public good from this technological revolution is significant, but the opportunities need to be grasped and challenges overcome. Future forms of mobility must not only be environmentally conscious but accessible, connected and offer a compelling alternative to single occupancy car travel.

The County Council can play an active role through investment in, facilitating and enabling future mobility solutions. Working in partnership with business, manufacturers and regulators, this technology could be harnessed to solve some of the most complex transport issues that we face.

‘We will take account of the transformational opportunities that technology innovation offers to deliver a more sustainable transport system, with public transport, walking and cycling remaining fundamental. We will use technology as an enabler for delivering our LTP4 outcomes, but it will not lead our approach.’


Policy FM1

Using technology and innovation as an enabler for delivering our LTP4 outcomes

Policy FM2

Accelerate the transition to low and zero emission vehicle use

Contribution to achieving our LTP4 outcomes

 <p>A carbon neutral, resilient Hampshire</p>	<ul style="list-style-type: none"> • Electric vehicles (and alternatives) have a major role in decarbonising transport (but are not the whole solution). • Increased digital connectivity supports lifestyles with a reduced need to travel. Mobile phone applications which provide access to travel information, shared transport options and payment facilities via a single platform will make it easier to use alternatives to the private car.
 <p>Respect and protect our environment</p>	<ul style="list-style-type: none"> • Transition to zero emission vehicles will deliver significant air quality benefits from reduced tail-pipe emissions, although brake and tyre dust will continue to contribute to poor air quality for both humans and wildlife.
 <p>Thriving and prosperous places</p>	<ul style="list-style-type: none"> • A better connected and automated transport network will be more efficient and reliable, generating productivity benefits for businesses and individuals.
 <p>Healthy, happy, and inclusive lives</p>	<ul style="list-style-type: none"> • Self-driving vehicles and the increased use of data and mobile applications to assist the planning and execution of journeys should make it easier for disabled and older people to get around. • However, there are safety challenges associated with automation of vehicles, which will continue to be subject to extensive research at a national (and global) level.

Policy FM1 – Using technology and innovation as an enabler for delivering our LTP4 outcomes

We will:

- a. trial and pilot **new and innovative transport and mobility solutions** in order to identify those with the greatest potential for wider application;
- b. establish clear objectives for **subscription-based mobility services (also known as Mobility as a Service or MaaS)** within Hampshire and use this framework to engage with potential third-party commercial providers;
- c. support **'micro-mobility'** solutions (e.g. e-bikes and other legal forms of micro-mobility), which are affordable and financially sustainable and offer safe forms of travel;
- d. work with commercial providers and developers to **support and promote new shared transport options** which offer alternatives to car ownership and use (e.g. bike hire, car clubs, lift share schemes, taxi sharing models, digital demand responsive transport (DDRT) and community transport) (also see Section 7.2, Public Transport, Policy PT3, and Section 7.5, Rural Transport, Policy RT1);
- e. identify opportunities to create highly visible, safe and accessible spaces (**mobility hubs**) which act as a focal point for public and shared transport (e.g. car clubs or bike hire schemes) alongside other public services (like health clinics).

Policy FM1 is required because:

Advances in technology and digital connectivity will serve an important role in reducing our need to travel. But they will also be significant in helping us to adopt more sustainable, cleaner and accessible ways of getting around, with a greater choice of travel options 'at our finger-tips' in the form of automated, connected and shared transport.

Vehicles, including all forms of transport, are also increasingly digitally 'connected', transferring data with the wider world. The growing availability of data on travel patterns and the flexibility of booking apps for users will allow us to plan our travel and use transport in new and more flexible ways.

Although fully autonomous vehicles (driverless vehicles) are some way off, increasing numbers of vehicles on the road have some degree of autonomous features (for example, adaptive cruise control, which can help to smooth traffic flow and improve emissions and safety).

However, while automation can bring significant benefits, it could also create unintended consequences, reinforcing the negatives associated with high car dependency – including increasing congestion, poor health, lack of public transport alternatives, and loneliness and social exclusion for those without a car.

Implementation of Policy FM1 will be supported by:

- assessing the **role and influence of the County Council** in shaping the market in the field of technological innovation and application to deliver LTP4 outcomes;
- adopting a **flexible approach** to our application of technology (and associated services), considering what works best for different parts of the county, focusing on their specific challenges and the desired outcomes rather than the technology itself;
- continuing to build **collaborative relationships with local research and delivery partners** such as the University of Southampton and University of Portsmouth, to jointly develop and test new innovations. This will include working with Solent Transport to trial innovative approaches to personal mobility and sustainable urban logistics as part of the Solent Future Transport Zone Project. This includes smartphone apps for planning and paying for sustainable journeys (MaaS), e-bike share scheme, e-scooter trials, trialling digital booking and operation solutions for community and demand responsive transport, a mobility credits scheme, and new approaches to freight distribution (see Core Policy C2, Box 2).
- **assessing trials and research** undertaken by others and using the evidence to inform local trials and pilots;

- supporting and promoting **Mobility as a Service (MaaS) platforms or applications** which make end to end journeys easier to plan and pay for, by:
 - providing easy access to information about all types of transport and the choices available, including shared transport schemes (e.g. car clubs, bike-hire, etc); and
 - enabling users to book and pay for whole journeys, regardless of the number of types of transport involved, based on clear information on costs and options and a simple fares system;
- identifying opportunities to **use existing buildings and spaces (e.g. car parks, parking bays) to create mobility hubs**, where this is shown to be cost effective, will improve the public realm, will support the liveable neighbourhood concept and/or improve access to/from conventional bus and rail services. Mobility hubs will make sustainable alternatives to car more attractive and will help to reduce the number and length of trips by providing more opportunities locally. Potential locations include rail stations and bus stations and shops, employment destinations, town/city centres, neighbourhood centres, market towns and village hubs, and tourist destinations;
- exploring the feasibility of developing a **supported 'mobility hub' package** that urban and rural parishes and local communities could purchase from the Council. This could comprise zero emission car share vehicles and back-office operation, electric vehicle charging points, e-bikes for shared use, secure bike storage, parcel lockers for personal deliveries or as part of a local micro-consolidation centre, etc.

Role of mobility hubs and shared mobility modes

Mobility hubs create space designed specifically to house public and shared mobility modes. Shared mobility modes are forms of transport shared among users, either concurrently or one after another. Public transport, or mass transit, as well as newer models such as car-sharing, bike-sharing and ride-sharing, are all types of shared mobility.

Mobility hubs typically have three key characteristics:

- co-location of public and shared mobility modes;
- the redesign of space to reduce private car space and improve the surrounding public realm;
- a pillar or sign which identifies the space as mobility hub which is part of a wider network and ideally provides digital travel information.

Mobility hubs are generally, but not necessarily, situated at significant points on major public transport corridors as they form a critical element in supporting the role of high-frequency public transport within cities and large towns.

The concept is being applied to the streetscape in many European and North American cities.



(Mobility Hubs Guidance, 2019/20, Como UK)

Figure 22: Example of a mobility hub



Key benefits:

- **convenience** for multi-modal trips;
- **choice of modes** for different journeys and needs;
- provide **opportunities to try new modes** (such as electric cars, e-bikes, etc.) and remove some of the fear and uncertainty;
- **plugging the gaps in the public transport network** in suburban and rural areas;
- support **liveable neighbourhoods** by facilitating local trips;
- provide an **alternative to car dependency**;
- allow space to be reorganised for the benefit of pedestrians, cyclists and business owners creating a **more pleasant urban realm**;
- provide a natural home for **electric vehicle charging infrastructure**;
- help to solve the issue of **managing “street clutter”** from dockless / free floating micro-mobility services (e.g. e-scooter rental schemes);
- provide an **opportunity to co-locate transport and local services** (e.g. health clinics, shops, etc.) and reduce the need to travel.

(Mobility Hubs Guidance, 2019/20, Como UK)

Policy FM2 – Accelerate the transition to low and zero emission vehicle use

We will:

- a. **lead by example and adopt electric vehicle (EV) or other zero emission vehicle (ZEV) technology** to reduce the environmental impact of our day-to-day Council operations;
- b. act as lead coordinator for a strategic Hampshire-wide approach to **EV charging provision**, working closely with the district, borough, towns and parish councils;
- c. work with local authority partners, private enterprise and workplaces to encourage **third party provision of EV chargepoints**, including supporting access to Central Government grants;
- d. encourage residents, businesses and public transport operators to **transition to zero emission vehicles**, by providing information on the benefits and practicalities of EV/ZEV use, and by seeking funding and opportunities for public transport operators (see Section 7.2, Public Transport, Policy PT1) and the freight sector (see Chapter 6, Core Policy C2);
- e. **support residents without off-street parking** to charge EVs near to their home, in a safe manner which does not impede those walking or cycling in the vicinity.

Policy FM2 is required because:

Electric and other potentially zero emission vehicles (ZEV) are an essential part of the solution to removing carbon emissions from transport. Central Government is leading on the uptake of ZEVs at a national level through policies including a ban on new petrol and diesel car and van sales by 2030 and hybrid cars by a later date. It also intends to consult on phasing out sales of non-zero HGVs by 2040.

However, electric vehicles (EVs) still represent a very low proportion of the total vehicle fleet. In Hampshire battery EV registrations account for less than 2% of the

vehicle population. The (lack of) availability of charging infrastructure and the relatively high purchase costs are the most regularly cited barriers to EV uptake.

The private sector (e.g. car manufacturers and charge point operators) will have a major influence on the transition to electric (and alternative) vehicles. In addition, from 2022, new homes and buildings in England are required to install electric charging points. However, the County Council will take a proactive role to further facilitate this transition within Hampshire.



Implementation of Policy FM2 will be supported by:

- continuing to expand **Hampshire County Council's fleet of electric vehicles**;
- continuing to expand the **provision of charging points** (including dedicated parking spaces) at Council-owned locations, and on the public highway where residential households do not have off-street parking. In particular, we will review strategically located Council-owned **land adjacent to roads of importance** for potential installation of rapid EV chargepoints and the development of mobility hubs for public use;
- publishing and maintaining an **Electric Vehicle Charging Infrastructure Strategy**, covering both urban and rural areas, to provide consistent and up to date guidance on our approach;
- gathering information directly from residents on the **preferred location for chargepoints**, to ensure that investment is targeted around local need;
- undertaking and monitoring/evaluating **pilot schemes** for on-street electric vehicle charging **for residents without off-street parking**. This will better inform the County Council's strategy for future schemes across the county, subject to funding;

- working in partnership with the district and borough councils to identify key locations where chargepoints can be installed to **facilitate the usage of EVs by taxi and private hire vehicle operators**;
- responding flexibly to **fast-paced developments** within the EV sector to ensure that charging infrastructure in Hampshire is of a high standard;
- encouraging the district, borough, town and parish councils to provide **electric bike charging facilities** within their public car parks alongside their EV infrastructure. The County Council will explore installing electric bike charging facilities at appropriate locations on Council-owned land.

See also Public Transport, Policy PT1 (funding and opportunities for public transport operators to transition to zero emission vehicles) and Core Policy C2 (taking a leadership role in supporting research and trials to develop solutions for low carbon HGVs).



7.4 Balancing Travel Demand

The impacts of car travel such as air pollution, noise, severance (where traffic flow impedes the movement of pedestrians and cyclists), and road safety are disproportionately borne by non-motorists and by residents. This theme is about how we manage the highway network on a day-to-day basis to balance the different needs of transport users and achieve our LTP4 outcomes.

‘We will seek to achieve a better balance between access by car and the needs of others, to support walking, cycling and public transport; create high quality places and support economic needs; and minimise the adverse impacts of transport on the environments within which we live.’

Policy BTD1

Regulating traffic, parking, and kerbside deliveries





Policy BTD2

Managing streetworks and other highway activities to minimise disruption to transport users

Policy BTD3

New approaches for shifting the balance between private car use and other modes

Contribution to achieving our LTP4 outcomes

 <p>A carbon neutral, resilient Hampshire</p>	<ul style="list-style-type: none"> Managing the highway network to support walking, cycling and public transport will reduce dependency on the private car and reduce overall carbon emissions. Transport disruption related to climate change impacts (e.g. flooding of roads) will be managed through information provision.
 <p>Respect and protect our environment</p>	<ul style="list-style-type: none"> Managing the volume, type and speed of vehicles in our town centres, neighbourhoods and villages will have a positive impact on local air quality and noise levels.
 <p>Thriving and prosperous places</p>	<ul style="list-style-type: none"> Catering for the travel needs of everyone will drive more equitable and sustainable economic growth. These policies will create cities, towns and villages which are attractive, convenient and safe places to live, work and visit.
 <p>Healthy, happy, and inclusive lives</p>	<ul style="list-style-type: none"> Reducing traffic intrusion and intimidation in our villages, town centres and neighbourhoods (and therefore encouraging walking and cycling), will have widespread safety, health, well-being, and social inclusion benefits.

Policy BTD1 – Regulating traffic, parking, and kerbside deliveries

We will:

- a. look for opportunities to **improve the ‘place’ function in villages, town centres and neighbourhoods**, including reallocating road space and managing vehicle access in specific locations;
- b. apply the Road User Utility Framework and Movement and Place Framework in the planning and operation of **junctions and crossings**;
- c. **manage speeds** to improve safety, support walking and cycling, reduce vehicle emissions (including particulates) and enhance places;
- d. **manage on-street parking** (e.g. through parking tariffs and changes in parking supply) to support the vitality and viability of our town centres, whilst also supporting objectives relating to quality of place and use of non-car modes;
- e. manage levels of **residential on-street parking** (e.g. through residents parking permit schemes) to provide fair access to all, whilst encouraging residents to use fewer and cleaner cars (e.g. through differential permit fees);
- f. identify how to support **residents without off street parking** make the switch to electric vehicles to ensure neighbourhoods benefit from cleaner air (see Section 7.3, Future Mobility, Policy FM2);
- g. use our **new and existing powers relating to parking and enforcement of moving traffic contraventions**¹⁵ to create safe environments, facilitate efficient movement of traffic, and restrict vehicles in sensitive areas (in line with the Movement and Place Framework);
- h. ensure the **delivery and service needs of businesses and residents**, are considered particularly where road space is being reallocated for walking, cycling, and buses (e.g. provision of loading/unloading bays, dynamic management of kerbsides, re-timing deliveries, and use of new approaches and technologies) (see also Chapter 6, Core Policy C2).



Policy BTD1 is required because:

Making best use of our highway network is important for economic vitality and society in general. Roads facilitate the transport of people and goods, provide access to homes, businesses and other destinations, and provide public space where people shop, socialise or relax.

The provision of additional road space, especially in our towns and cities, is often impractical and undesirable. The competing needs of different road users therefore need to be managed effectively to enable everyone to undertake their activities safely. In the past we have tended to prioritise the needs of car drivers, but this has meant that those that do not have a car available have not had access to the same opportunities. It has also created car dominated environments which are not conducive to physical activity, do not encourage social interactions, and lead to poor air quality – all of which adversely impact our health and well-being.

While the highway network is important for our economy, we also need to recognise that our town centres and other centres need to respond to changes in shopping and travel habits to provide a more holistic offering, incorporating not just functional services, but also to become destination points for people to spend time. Quality of place and attractive walking and cycling environments are increasingly important factors for businesses, workers and residents.

15. This includes offences such as driving in bus or cycle lanes, failing to adhere to one-way systems and no-entry signs, banned left and right turns, U-turns, no-vehicle entry points and entering yellow box junctions

Implementation of Policy BTD1 will be supported by:

- using the **Movement and Place Framework** to balance the location-specific needs of cars, buses, goods vehicles, and other motorised traffic, with the needs of cyclists, pedestrians, residents, shoppers, and local businesses (see also Core Policy C1, and Healthy Places, Policy HP1);
- considering **bus-only access to urban centres, or time-restricted or charge-based access for other vehicles**, to improve bus journey times and encourage people to use the bus rather than the car;
- considering **time-restricted access for lorries** on local roads to reduce the noise nuisance of lorries travelling overnight or in the early hours of the day, in sensitive locations;
- **working with communities** to trial initiatives such as liveable neighbourhoods and measures to discourage through traffic (see Healthy Places, Policy HP2, for further detail). In general, however, we will not support use of vertical traffic calming measures (speed humps/bumps) unless there is a clear benefit;
- **working with communities** to identify opportunities to reallocate road space to support walking, cycling, and public transport use;
- developing and implementing a **Hampshire-wide parking strategy** which covers all aspects of parking and is aligned with the LTP4 outcomes, working collaboratively with the districts/boroughs (e.g. to co-ordinate parking tariffs across on and off-street parking) (see also Core Policy C6);

- considering the use of **tiered emissions-based charging for parking permits** with permit fees set at levels to discourage high household car ownership levels, and support a shift to low emission vehicles;
- continuing to **operate the County Council's Parking Service on a full cost recovery basis** through an appropriate mix of regulation and chargeable on-street parking, with the principle that controlling parking should not divert the limited funding for managing highways from priority maintenance and road safety functions;
- **investigating restrictions for deliveries to commercial centres**, e.g. deliveries and service vehicles timed to minimise disruption and pollution for visitors;
- investigating the role of **dynamic management of kerbside space**, particularly in urban and village centres. This could involve using physical sensors to monitor real time demand for parking and loading bays, and smartphone apps allowing drivers to locate spaces quickly or advance book spaces; and ultimately changing the use of kerbspace as demand varies throughout the day;
- investigating options for a more **controlled delivery system for residential areas**, such as creating neighbourhood delivery bays requiring portering to individual addresses;
- continuing to provide **disabled bays for blue badge holders** who meet certain criteria, primarily in residential areas with no off-street parking.

See also, Core Policy C7 - Safe, efficient and sustainable movement of goods.



Policy BT2 – Managing streetworks and other highway activities¹⁶ to minimise disruption to transport users

We will:

- a. publish (and keep up to date) a **Network Management Plan** describing the tools and strategies employed to reduce disruption arising from works on the highway and minimise the adverse impact of diverting traffic on residents, visitors and all road users (pedestrians and cyclists, as well as motorised vehicles);
- b. continue to manage and coordinate highway activities in Hampshire to **minimise traffic disruption on our network and neighbouring networks**;
- c. consider introducing a **lane rental scheme** to protect key strategic routes (including important bus routes) that link important transport hubs and business areas both within and outside of Hampshire; and
- d. continue to use **traffic control and information tools** to actively manage the network to minimise disruption from works, events and incidents.

Policy BT2 is required because:

Streetworks, road works and other highway activities (e.g. events and festivals and licenced activities) have the potential to cause disruption to traffic, pedestrians, business, local residents and any other users. Under the Traffic Management Act 2004 we have a Network Management Duty to do all that is reasonably practicable to manage the network effectively to keep traffic moving on our network and neighbouring networks. Benefits include reduced congestion on the key road network, reduced disruption to residents from significant works projects, improved journey time reliability. These outcomes will help support our vision of a connected economy and improved quality of life for all.

Implementation of Policy BT2 will be supported by:

- publishing (and keeping up to date) a **Network Management Plan** describing the tools and strategies we will use to keep traffic moving;
- adopting a **whole authority approach** to ensure that the activities of other service areas are consistent with this policy;
- **working with partners and stakeholders**, including the Police (who also have responsibilities for management of traffic on the road network), public transport operators (whose services may be affected by temporary road closures), utility companies, district/borough and parish councils, as well as businesses, residents and road user groups;

- continuing to operate a **permit scheme** to co-ordinate work-related activity on the highway to minimise disruption to residents and road users, whilst allowing those undertaking the work the required time and space to complete their works effectively. Permits are required for utility works (undertaken by gas, electricity and water companies, etc.) and Highway Authority works;
- undertaking feasibility work to determine the additional benefit of a **lane rental scheme** to protect key strategic routes that link important transport hubs and business areas both within and outside of Hampshire.

A **lane rental scheme** would allow us to charge works promoters (both utility companies and local highway authorities) for the time that street and road works occupy the highway. Charges would be focused on the very busiest streets at the busiest times and would be used to incentivise work outside of peak times. The power for local highway authorities to implement and operate a lane rental scheme in England is subject to approval by the Secretary of State for Transport.

¹⁶ For example, construction work on nearby buildings, mass participation sporting events, etc.

Policy BT3 – New approaches for shifting the balance between private car use and other modes (demand management)

Evidence suggests that some form of demand management is likely to be required to achieve our LTP4 outcomes.

We will:

- a. **explore** the use of **new charge-based demand management measures** to encourage mode shift, create successful and prosperous places, improve the environment and quality of life for our residents, and to **help pay for delivery of the LTP4**.

Measures could include:

- workplace parking levy;
- emissions based charging/ Low Emission Zones; and
- road-user charging or congestion charging zones.

Policy BT3 is required because:

We do not at this time know if demand management will be needed or what form it may need to take. This policy is needed to give authority to develop a business case and explore the wider issues associated with various forms of demand management.

Whilst road vehicles are an essential part of our transport system and have unlocked huge freedoms and opportunities for many, it is also clear that they impose costs on other road users and wider society in the form of congestion, accidents, carbon emissions, loss of biodiversity, severance, noise and air pollution.

We also know that the financial cost of vehicle travel (particularly private vehicle use) has been falling in price relative to public transport for some time. This widening gap in affordability makes it very difficult for public transport to compete with the car as the mode of choice and represents a significant risk to achieving the LTP4 outcomes.

The Government's Transport Select Committee are considering the implications of accelerating the shift to zero emission vehicles and the potential for introducing road pricing, or pay-as-you-drive, schemes^{xxix}. One of the options identified is a road pricing mechanism that uses telematic technology to charge drivers according to distance driven, factoring in vehicle type and congestion. An arm's-length body is expected to be tasked with recommending an alternative road charging mechanism to replace fuel duty and vehicle excise duty.

At the time of writing this LTP4 the Government's plans remain uncertain. While a national scheme is the preferred approach (as set out in the TfSE Strategic Infrastructure Plan, 2022), there remains a possibility that local action to manage vehicle demand may be needed in the interests of the wider public good. Not just to achieve net zero carbon emissions and climate change obligations but also to manage pollution and growing car dependency.

Implementation of this Policy BT3 will be supported by:

- investigating further the potential role of **charge-based demand management measures (pay-as-you-drive charges)** in Hampshire. This will include when, where and how such a measure might be delivered, consideration of how different types of vehicles would be affected, and the potential impact on businesses and communities.

It will be important to ensure that realistic, affordable alternative travel options are available to ensure that lower income people are not unfairly impacted by such measures. Specific consideration should be given to the impact on rural areas, where conventional public transport options are typically limited. In addition, any local scheme would need to consider the potential for re-routing of traffic through adjacent authority areas or onto the strategic road network (SRN), and the displacement or creation of problems elsewhere.

Any scheme implemented would be subject to a detailed Equality Impact Assessment.



7.5 Rural Transport

Approximately 85% of Hampshire’s land area is rural and accommodates 22%¹⁷ of the county’s population. The quality of Hampshire’s rural environment is key to its desirability as somewhere to live and visit, and is crucial to the County’s economic success^{xxx}.

Our rural areas are characterised by low population density and high levels of car dependency. Conventional public transport services are often not commercially viable. However, technological innovation has the potential to transform how people and goods move around rural areas.

‘We want to ensure that rural transport enables everyone to live happy and healthy lives in our rural communities; both by allowing rural residents to access jobs, services, and opportunities by a choice of modes, and by improving access to rural areas for all to enjoy.’

Policy RT1





Maintaining accessibility in rural areas, and providing viable alternatives to the private car.

Policy RT2

Sustainable access to the countryside.

17. The total rural population in 2019 based on the RUC-11 classification was approaching 300,000.

Contribution to achieving our LTP4 outcomes

 <p>A carbon neutral, resilient Hampshire</p>	<ul style="list-style-type: none"> Residents in rural areas are often more reliant on the private car, and travel longer distances than their urban counterparts. Options for sustainable travel are more limited in rural areas. However, enabling walking and cycling, and providing flexible public transport services is vital for achieving carbon neutrality and inclusivity; alongside sustainable development and accessible local services which allow rural residents to live locally and travel less.
 <p>Respect and protect our environment</p>	<ul style="list-style-type: none"> Alternatives to the private car for rural trips will reduce the impact of travel on the environment and provide access to Hampshire’s highly valued natural and historic environment by sustainable means.
 <p>Thriving and prosperous places</p>	<ul style="list-style-type: none"> Enabling residents to live locally and travel less will improve the viability and vitality of our rural villages. In addition, good access to services and opportunities without the need for a private car, will help maintain a diverse rural population, including younger people, those on lower incomes, and those with limited mobility.
 <p>Healthy, happy, and inclusive lives</p>	<ul style="list-style-type: none"> Alternatives to the private car will: improve access to jobs, services, education and other opportunities for all; tackle social isolation and deprivation; help address obesity, and wider health and well-being issues; and be inclusive to all.

Policy RT1 – Maintaining accessibility in rural areas, and providing viable alternatives to the private car

We will:

- a. seek to **improve access** to employment, services, community facilities, and other opportunities in rural areas;
- b. support **new technologies** which enable **innovative sustainable transport solutions in rural areas** (see also Section 7.2, Public Transport, Policy PT3, and Section 7.3, Future Mobility, Policy FM1);
- c. enable and work towards facilitating local communities to deliver **community-led place and transport improvements**, where there is funding to do so;
- d. **work with transport providers** (bus, rail, taxi, community transport operators and the voluntary sector) to deliver transport services and information provision in rural areas, and work with providers to offer connectivity to settlements where services are available, where there is funding to do so;
- e. encourage the **providers of public services** (e.g. health, education, libraries, etc.) to bring services to rural areas, or to co-locate transport and local services at 'mobility hubs', to reduce the need to travel into urban areas;
- f. support the roll out of **superfast/gigabit broadband** in rural areas to support home working and access to online services, retail and social opportunities, and reduce the need to travel.

Policy RT1 is required because:

Residents in rural areas are often more reliant on the private car. Although the car is likely to remain the dominant mode of travel, alternatives are needed to deliver the climate change, environment, economy and, health and social outcomes we are seeking.

While many individuals in rural areas have thriving and prosperous lives, there are also pockets of deprivation:

- There are 10,240 rural households without access to a car or van (2011 Census).
- There are 39,240 rural residents (all ages) whose day-to-day activities are limited by long-term health and disability (2011 Census).
- Approximately 1 in 4 rural areas (LSOAs) could be construed as exhibiting high deprivation¹⁸. These are dispersed across the County.

Combined with the closure of many facilities and services in rural areas, this makes it very difficult for some rural residents to live quality lives.

For those without access to a car, rural living is particularly challenging. Lack of transport options is a key factor in exacerbating isolation and deteriorating mental health. Social isolation and loneliness can lead to a decline in health and wellbeing, and even an increase in premature deaths. These issues affect both younger and older residents.

18. These statistics are based on analysis undertaken by Hampshire County Council using 11 indicators of rural deprivation. Local Super Output Areas (LSOAs) are standard areas primarily designed for the publication of Census data. LSOAs have an average population of 1500 people or 650 households.

Our rural population is less diverse than our urban areas, in terms of age, disability, ethnicity, and background. We need to ensure that our transport system enables everyone to live happy, healthy and prosperous lives in our rural communities. The dispersed nature of rural deprivation means that transport solutions will need to be bespoke and target individuals. Conventional public transport options will only deliver limited benefits and are unlikely to be cost effective. Costs of demand responsive transport solutions are also high.

We will therefore encourage private sector innovation and community-led bottom-up solutions to meet the travel needs of rural areas in cost effective ways.

Implementation of Policy RT1 will be supported by:

- developing locally generated, evidence-based, and affordable **rural-specific transport solutions** which support happy and healthy rural lives;
- considering rural issues within the **Enhanced Partnership Plan** (see also Public Transport, PT1);
- ensuring that the **Movement and Place Framework** reflects the specific characteristics of rural villages, recognising that the challenges for transport may be different to those in urban areas, requiring different solutions;

- **enabling community-led solutions**, for example:
 - providing **training and advice** to enable rural communities to deliver community led solutions;
 - supporting, **on a cost-recovery basis**, any parish or rural community that wishes to commission us to **deliver place or accessibility improvements** (recent examples include the implementation of schemes to deliver the Petersfield and Liss neighbourhood plans);
 - exploring the feasibility of developing a supported **'mobility hub' package** that parishes and local communities could purchase from the Council (see Future Mobility, Policy FM1). These could be co-located with community services, to reduce the need to travel;
 - also, by championing the introduction of **mobility hubs funded through the private sector**;
- seeking opportunities to trial and implement new technologies and approaches. This could include, for example:
 - trialling **shared taxi** and **digital demand responsive transport** (DDRT) services in rural areas to determine whether they can meet some of the needs of dispersed rural residents in cost effective and financially sustainable ways;
 - exploring the potential for **innovative use of developer contributions** for rural areas where there is evidence that **DDRT** could be more appropriate than conventional bus;
 - **loan or hire schemes for mopeds and legal e-modes (e.g. e-bikes)**. These can potentially increase the use and range of active travel modes. The County Council's "Wheels to Work" scheme is a good example of the sort of measures that can be targeted towards those people in rural areas who are isolated and don't own a car e.g. loaning mopeds to young people seeking alternative ways to access employment or education. They can be particularly effective in semi-rural areas for accessing facilities in urban areas, and linking to onward public transport services (first/last mile trips). They could also contribute to improved age balance in terms of the makeup of rural communities, as well as enabling more cycling by those with health issues or disabilities;
 - rural-focused digital platforms such as **Mobility-as-a-Service (MaaS)** which allow users to plan, book and pay for their travel in one go, and other journey planning applications to provide rural residents with information on linking journeys over multiple modes;
 - supporting **community car-based lift-share schemes and commercially-based electric vehicle car clubs**, to provide rural residents with an alternative to private car ownership for journeys which cannot be easily made by non-car modes;
 - considering the potential for using **'unmanned aerial vehicles' (drones) for deliveries in rural areas**, based on the findings of the Solent Future Transport Zone and subject to consideration of potential health, social, security, environmental and tranquillity impacts (see Policy C2 footnote);
- continuing to support and commission local bus, taxi share and community transport services¹⁹ to **deliver and support a network of public transport services** across Hampshire, subject to available funding;
- work with **Community Rail/Bus Partnerships** that are seeking to encourage and promote increased usage of rail/bus through engagement with local communities and train/bus operators (see also Public Transport, PT2);



19. For example, the County Council and district/borough councils currently fund a dial-a-ride services, run by volunteers, for residents whose transport needs are not met by public bus services.

- using **Local Cycling and Walking Infrastructure Plans** to identify, prioritise and deliver significant infrastructure improvements in rural areas (see Healthy Places, Policy HP1);
- **managing speeds** in targeted rural areas to support walking and cycling (see Balancing Travel Demand, Policy BT1) – for example, where this would address safety concerns and allow people to walk or cycle from a hamlet to the nearest village with a GP surgery or shop or post office;
- working with local communities and partners such as Sustrans/National Cycle Network to **improve walking and cycling routes between rural centres**, and looking for opportunities to create **Quiet Routes** (see also Policy RT2);
- working with **Central Government** to inform and implement national strategies to improve access for people living in, and travelling around, rural areas;
- fully considering the impact of transport strategies and schemes on rural residents (for example, when undertaking **Equality Impact Assessments**²⁰), and ensuring mitigation measures are identified, where appropriate.

20. The Public Sector Equality Duty (PSED) is an obligation within the Equality Act 2010 ("the Act"), requiring public authorities, like Hampshire County Council, to have due regard to equality considerations. Our own guidance already requires us to consider the impact of policies and practices on rural populations, in addition to the standard protected characteristic groups.



Our vision for rural transport

Poor access to public transport can have a damaging impact on rural areas. If people do not have access to a car, they can be reliant on buses to get to school, hospital, and visiting friends or to go to the shops. If that bus service disappears it can leave whole villages completely isolated.

In rural areas, buses should concentrate on main settlements. They should be seen as an essential part of the community and the first choice for journeys to nearby towns and cities, health establishments, employment, education and leisure.

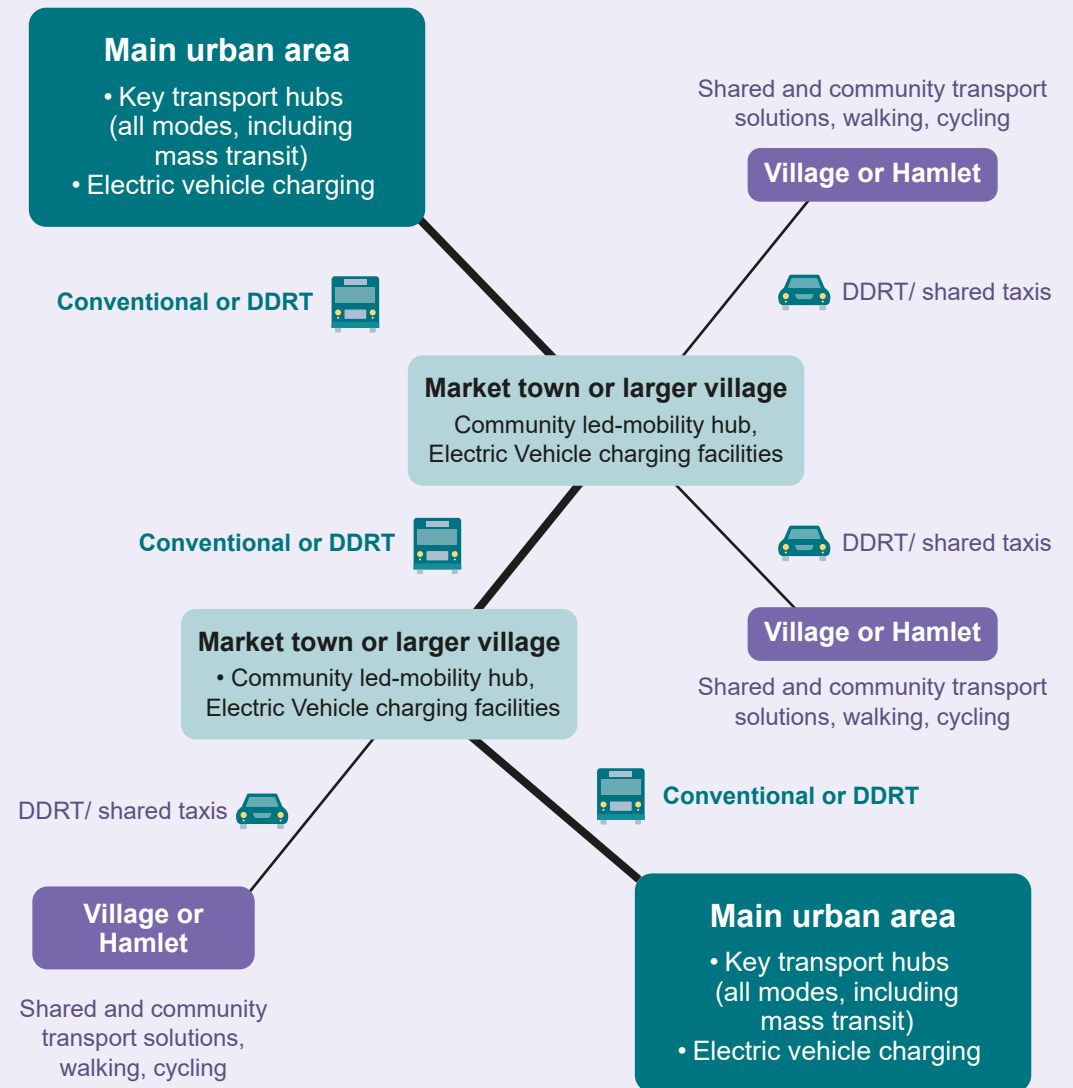
Smaller villages and hamlets should be able to access key stops through a range of **shared or community-led transport options** (e.g. car share schemes), and **safe walking and cycling routes**.

Public transport needs to operate in more flexible ways to meet the travel needs of rural users. **Digital demand responsive transport (DDRT)** – flexible services booked via apps - has the potential to offer more efficient public transport connectivity in areas where fixed route bus services can't meet travel needs effectively. In many rural areas, lower population densities and dispersed travel patterns can build in car-dependency, adversely affecting those unable to drive and those on low incomes. DDRT offers opportunities to implement services which support our LTP4 outcomes, including serving large areas that are not efficient to serve by conventional fixed public transport routes.

We believe there is a need to maintain connected communities where medium to longer distance journeys are made by sustainable public transport. The first and last mile connecting to this main public transport network could be through a variety of **DDRT, eBikes, taxi share and other schemes** improving mobility, access to services and meeting the needs of rural communities.

Recognising that the private car will continue to play an important role in rural areas, we will work with partners to install **electric vehicle chargepoints** in rural locations and explore the feasibility of including chargepoints within a 'mobility hub' package that parishes and local communities could purchase from the Council.

Figure 23: Our vision for rural transport



Policy RT2 – Sustainable access to the countryside

We will:

- a. work with others to ensure that residents and visitors can **access and enjoy the countryside** (including key visitor attractions), where suitable funding can be identified and where schemes do not adversely impact highly sensitive environments;
- b. seek to improve the accessibility and connectivity of the Rights of Way network;
- c. support and seek opportunities for leisure and commuter walking and cycling in rural areas, where external funding can be identified;
- d. base our decisions regarding investment in rural walking and cycling infrastructure on **Local Cycling and Walking Infrastructure Plans, the Countryside Access Improvement Plan²¹**, and the views of affiliated user groups. We will focus on those routes that provide the most benefit to residents, visitors and the local economy.

Policy RT2 is required because:

It is widely recognised that access to green spaces can significantly improve people's health and wellbeing. Benefits include ^{xxxi}:

- a reduction in stress and depression; and
- increased physical activity that benefits both children and adults. This leads to a reduction in obesity, diabetes and cardiovascular disease, amongst others.

Access to the countryside is also important for Hampshire's economy. During 2012-13, in an average week, 41% of adults in England visited the natural environment; in over a quarter of these visits people spent money during their visit, and in Hampshire this equated to £580 million ^{xxxii}.

Implementation of Policy RT2 will be supported by:

- working with bus operators and others to support **car-free sustainable tourism**;
- working with other partner organisations and with volunteers to **respond to local needs**;
- maximising the use of external funding opportunities to develop **strategically important routes** for walking, cycling and horse-riding;
- working with key stakeholders to secure funding to improve the **National Cycle Network and promoted routes in Hampshire**;

- working with **bus operators** to allow a limited number of bikes to be carried. Initially in tourist areas such as the New Forest, but within the timescale of this LTP, this could be standard for many rural bus services (see also Public Transport, Policy PT1);
- working with district, town and parish councils to develop **local access projects** that enhance the Rights of Way network, connect communities and destinations, and encourage communities to make the most of countryside and nature on their doorstep (e.g. multi-user access routes which pass through corridors of landscape, habitat and heritage interest);
- ensuring that **information** on finding paths and using them responsibly, and on managing public access, is widely available and easily understood;
- working with **visitor destinations and community groups** (e.g. Hampshire Community Rail Partnership) to develop solutions to improve access by sustainable modes;
- considering closing some rural roads to through traffic (motor vehicles) and/or reducing speed limits to create '**Quiet Routes**'. This will complement the Rights of Way network and provide a more joined up network of traffic free routes for walking, cycling and horse-riding;
- supporting schemes which **improve access to non-sensitive environments** and take pressure away from highly sensitive designated sites.

21. Under the Countryside and Rights of Way Act 2000, Hampshire County Council is required to produce a plan to improve the Rights of Way network to meet the current and future needs of the population. Hampshire Countryside Access Plan 2015–2025 is the latest version of this Plan.



7.6 Asset Management

This theme covers the maintenance of transport assets owned and operated by the County Council, including carriageways, footways, structures, drainage assets, traffic signals, and street lighting (which, unlike other assets, is managed via a Private Finance Initiative).

Asset management helps us to understand the assets we have, measures and monitors how they perform, and determines the funding needed to mitigate the demands placed upon them. It seeks to maximise value for money by balancing reactive, preventative, and planned maintenance activities over the whole life of the infrastructure. Effective processes and procedures are essential for a well-managed and maintained transport network that meets the needs of our economy and society. There is a need to adapt to reflect future changes in travel modes and usage, and the LTP4 outcomes.

‘We want to ensure that our infrastructure is well managed, safe and accessible for all users; is resilient to the impacts of climate change; is designed to reduce our carbon footprint; supports our economic, social and environmental needs; and supports walking, cycling and public transport use.’





Policy AM1

Sustainable maintenance approach for new infrastructure.

Policy AM2

Managing and maintaining the existing highway asset.

Contribution to achieving our LTP4 outcomes

 <p>A carbon neutral, resilient Hampshire</p>	<ul style="list-style-type: none"> • Long term value for money programmes of work that aim to improve the resilience of the network to the effects of climate change. • Greater use of more sustainable products, processes and low carbon materials will reduce the carbon footprint of construction and the highway maintenance service. • Ensures new infrastructure is designed to be maintainable, sustainable, resilient, and fit for purpose.
 <p>Respect and protect our environment</p>	<ul style="list-style-type: none"> • Promoting the appropriate use of green infrastructure and Sustainable Urban Drainage Systems (SUDS) will help to improve local biodiversity. • Recycling highway waste and increasing the use of recycled materials in highway construction will reduce the volume of materials sent to landfill and assist the move towards a circular economy.
 <p>Thriving and prosperous places</p>	<ul style="list-style-type: none"> • Well-maintained and resilient transport infrastructure will ensure that the transport network assists economic growth and provides safe access to services and facilities for all. • As our economy and network evolves, we will respond to changing priorities and adapt our maintenance strategies to support regeneration, sustainable housing growth and quality of place.
 <p>Healthy, happy, and inclusive lives</p>	<ul style="list-style-type: none"> • Ensuring that maintenance standards for walking and cycling infrastructure are inclusive and appropriate for all users will encourage active travel and be vital for improving the health and quality of life for Hampshire residents.

Policy AM1 – Sustainable maintenance approach for new infrastructure

We will:

- a. review all new infrastructure designs to ensure that future maintenance requirements are clearly understood and minimised, the **whole life cost** of the assets are considered, and a **‘designing for maintenance’** approach (i.e. designed to reduce maintenance requirements) is adopted for all new transport schemes and developments;
- b. ensure that all new infrastructure:
 - is designed in accordance with the latest **guidance, standards and specifications**;
 - uses materials and assets with a **lower carbon footprint** and that are **resilient** to the effects of climate change;
 - meets its identified aims and objectives, and **contributes positively to our LTP4 outcomes** relating to climate change, environment, economy, people, and health and society.
- c. ensure that **appropriate levels of funding** are received from new developments so that associated new infrastructure can be maintained to the required levels of service; and, more generally, seek to identify and secure funding opportunities for maintaining new infrastructure.

Policy AM1 is required because:

New housing developments and transport schemes will continually increase the size of the network and the number of assets that need to be maintained. More widely, new infrastructure will increasingly be focused on walking and cycling, public transport, shared mobility, and digital infrastructure. New processes and procedures are needed to support existing strategies to ensure our approach to the maintenance and management of new infrastructure is sustainable and meets the needs of our environment, economy, and society.

Implementation of Policy AM1 will be supported by:

- using **systematic review processes** involving multiple stakeholders, to ensure that new infrastructure schemes meet their identified aims and objectives whilst minimising the impact on future maintenance;
- **early engagement** and close working with internal (e.g. development planning) and external partners (e.g. local planning authorities) to resolve issues between design aspirations, maintenance requirements, and to expedite the process of highway adoption and scheme delivery;

- ensuring that **technical guidance, specifications, and standards** related to the design of new infrastructure are accessible, applied appropriately and support sustainable development and transport initiatives;
- implementing and continually refining **Commuted Sums processes and procedures**²², that seek to ensure a sensible balance is struck between the use of sustainable and resilient materials, and materials which enhance the quality of new public spaces.



²². *Commuted sums are a payment of a capital sum by developers or other 3rd parties to the highway authority as a contribution towards the future maintenance of the asset that is to be adopted by the highway authority.*

Policy AM2 – Managing and maintaining the existing highway asset

We will:

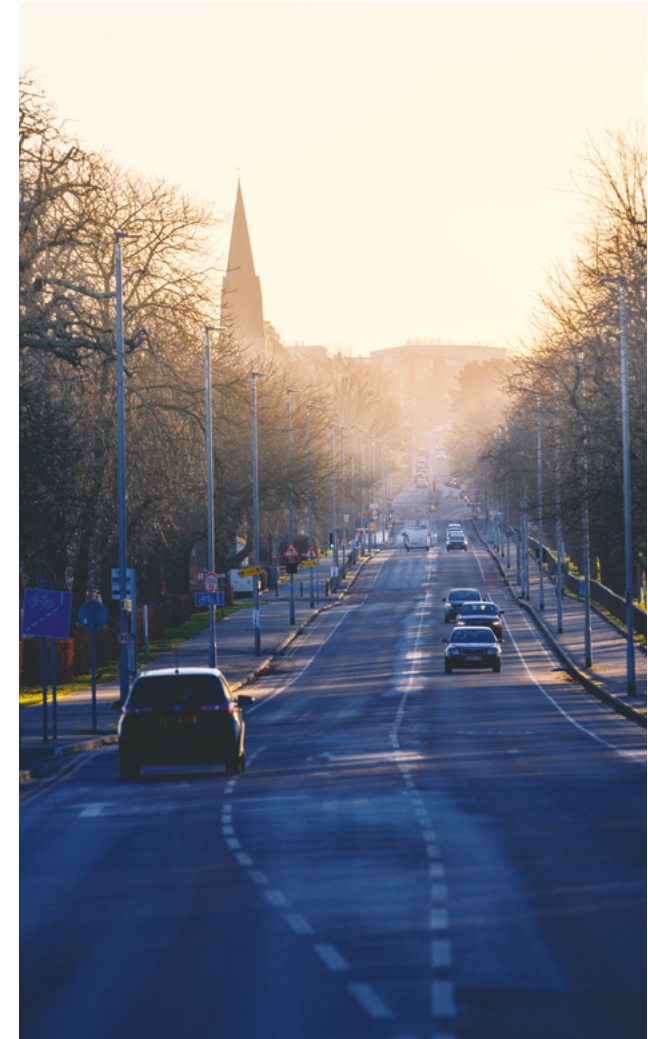
- a. aim to secure the maximum funding available from Central Government, and actively seek **new funding opportunities** to help address a growing maintenance backlog;
- b. apply a robust **risk-based approach** in setting maintenance standards and levels of service to ensure the highway network is fit for purpose and reflects local needs and priorities;
- c. ensure our approach to managing and maintaining the highway asset (and that of our contractors):
 - is **evidence-led** and based on comprehensive lifecycle and investment planning processes which make most effective use of the funding available;
 - **supports walking, cycling and public transport**, and reflects the Road User Utility Hierarchy and the Movement and Place Framework;
 - delivers long-term value for money programmes of work that aim to improve the **resilience of the network** and maximise the life of the asset;
 - takes account of and reduces the **carbon outputs** of highway operations;
 - seeks to **reduce waste**, through increased use of sustainable products and processes, and recycled materials.

Policy AM2 is required because:

With maintenance budgets under severe pressure, and a backlog in the maintenance programme, it is essential that funding is optimised through all available funding streams and to ensure that the funding received is allocated as effectively as possible to provide the best return on the investment in the network.

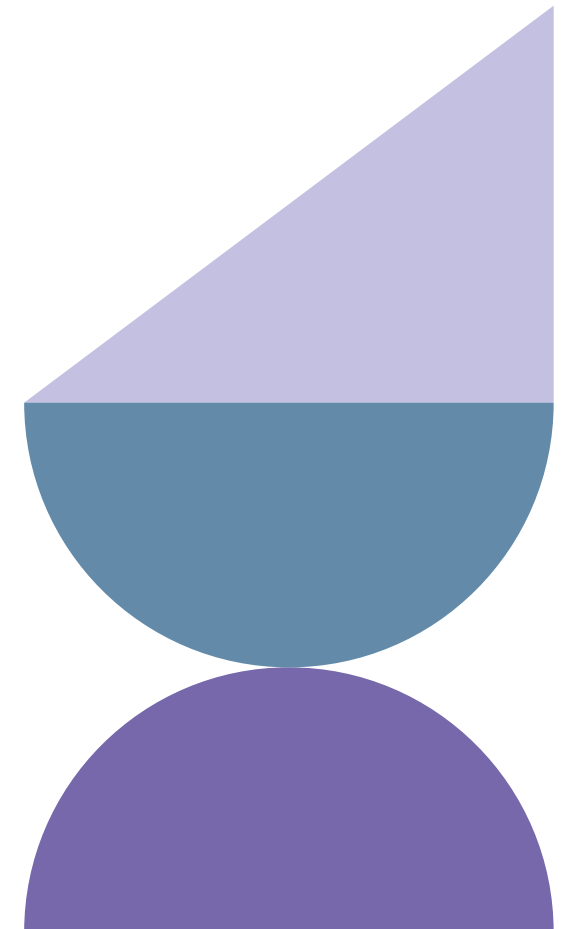
The effects of climate change will increase the demand and pressure across all routine, reactive and planned service activities. New strategies and processes are needed to reduce the carbon footprint of maintenance activities, and to mitigate the effects of climate change.

We need to continue to adopt a data-driven, risk-based and lifecycle approach to the maintenance of our existing infrastructure, to provide value for money and meet our economic, social and environmental needs.



Implementation of Policy AM2 will be supported by:

- considering the role of the **Movement and Place Framework** in revising and setting standards for maintenance and use of materials;
- securing funds from developers for on-going maintenance through a well-managed **Commuted Sums process**;
- measuring the condition and performance of assets, and using **data and systems** to enable more informed decisions and to identify the most cost-effective maintenance strategies which benefit both maintenance and transport service delivery;
- maximising value for money and network resilience by delivering a **risk-based** balance of reactive, preventative, and planned maintenance activities.
- developing cross asset prioritisation and long term investment plans to ensure the most **efficient allocation of funding** across all major assets;
- adapting asset management strategies and levels of service to support **evolving maintenance needs and transport objectives**;
- developing a **Resilient Network Management Plan** that will identify and manage known and potential issues and risks on the high use, high importance sections of the network;
- reducing the impact of climate change and improving network resilience through the effective management of **drainage assets and flooding incidents**, and other severe weather events;
- developing methods to **calculate whole life carbon generation** when selecting materials and processes and monitor our performance in reducing the carbon footprint of the highway service;
- making use of **innovative technologies** where they assist in more effective decision making or more efficient service delivery.



7.7 Development and Masterplanning

Where new development is located and how it is designed will shape Hampshire for generations to come. The County Council is not responsible for developing Local Plans²³ but as the Highway Authority it is a stakeholder in the planning process. The County Council will seek to support, influence and shape future development to achieve the objectives set out in this LTP4.

‘We support strategic land use planning across the county, and will work with local planning authorities to influence the location and design of development to reduce the need to travel, reduce dependency on the private car and instead create people-focused neighbourhoods’.

Policy DM1





Integrate transport and strategic land use planning to reduce car dependency.

Policy DM2

Support proactive masterplanning of new development sites for high quality neighbourhoods.

23. Local plans are prepared by the local planning authority (LPA), usually the district or borough council or the national park authority for the area.

Contribution to achieving our LTP4 outcomes

 <p>A carbon neutral, resilient Hampshire</p>	<ul style="list-style-type: none"> • To meet carbon targets we need to tackle emissions associated with future, as well as existing, trips. • New development generates a need to travel. Planned well, the amount of travel can be reduced, and the proportion of travel by low or zero emission modes increased.
 <p>Respect and protect our environment</p>	<ul style="list-style-type: none"> • Creating developments which facilitate shorter journeys made by walking and cycling benefits local air quality. • New developments supported by a range of land uses and served by high quality travel choices can reduce the need for more substantial and intrusive highway infrastructure.
 <p>Thriving and prosperous places</p>	<ul style="list-style-type: none"> • New developments which are well integrated with existing communities and transport network are more likely to provide wider benefits to the local area and economy. • Urban centres will be more viable/successful with higher levels of footfall, supported by strong walking, cycling and public transport links and adequate provision for vehicle access where necessary.
 <p>Healthy, happy, and inclusive lives</p>	<ul style="list-style-type: none"> • Location, layout and design of new development is a major factor in levels of physical activity associated with new and existing communities. • Planning for new development in the right way provides an excellent opportunity to achieve high-quality, accessible places. It is far easier to achieve this through new development than ‘retro-fitting’.

Policy DM1 - Integrate transport and strategic land use planning to reduce car dependency

We will:

- a. **engage with local planning authorities (LPAs) and developers at the earliest stages** in the planning process i.e. before site allocations have been determined, or when reviewing settlement hierarchies used to inform planning decisions;
- b. **apply the NPPF presumption in favour of sustainable development** - The County Council defines sustainable development as sites that embody the following characteristics (taking account of the local context):
 - are 'accessible' or 'highly accessible';
 - offer a mix of uses;
 - achieve a suitable high density of development, which will support frequent public transport and local facilities;
 - have good transport access;
 - achieve the necessary critical mass of development needed to encourage self-containment and support viable public transport services and frequencies, in both new settlements and urban extensions;
 - have been assessed for their transport carbon impacts, are compliant with carbon neutrality targets, or where this is not achievable, the impact is offset;

Further detail to be provided in the County Council's development planning guidance.

Policy DM1 is required because:

The National Planning Policy Framework (NPPF) sets out planning policies for promoting sustainable transport. Our policies relating to development and master planning and associated guidance builds on the national framework and enhances it at a local level.

It is important that transport issues are considered in the early stages of Local Plan preparation. It is not realistic or practical to achieve development that avoids car dependency if the initial site allocations in Local Plans are poor in transport terms.

The County Council recognises that national housing targets set by Central Government are required to be delivered by local planning authorities (LPA). We understand the challenges this presents for LPAs when having to consider a range of factors, not just transport. We recognise that this may not always be achievable, particularly in rural areas. However, the intention of this policy is that all decisions made by LPAs when allocating sites will be informed by a better understanding of the transport issues associated with them.

To achieve the objectives set out in this LTP4 and to decarbonise transport the location of future sites needs to result in sustainable development, which meets the criteria set out in Policy DM1(b).

Implementation of Policy DM1 will be supported by:

- the production and maintenance of **development planning guidance**;

- **collaborating with local planning authorities** to influence the location and design of development to reduce the need to travel and reduce dependency on the private car – including regular communication on transport evidence base, schemes, plans, and priorities and how these link with place-making and masterplanning of new developments;
- developing **area transport strategies** that have regard to the known Local Plan context;
- developing **mode specific plans** for interchange enhancements, rapid transit networks, bus and rail improvements, and Local Cycling and Walking Infrastructure Plans that have regard to the known local plan context;
- **working with strategic entities** that engage in spatial planning - notably the Hampshire and IoW planning officers group, Partnership for South Hampshire, Solent Transport, Transport for the South East and local planning authorities;
- maintaining a **transport evidence base**, including strategic transport models to allow others to test spatial plans;
- encourage local planning authorities to consult with relevant **public transport operators on planning applications** for more than 50 new dwellings and new office and retail floorspace;
- work with the local planning authorities to explore options for **securing developer contributions** on a roof tax or similar basis.

Policy DM2 - Support proactive masterplanning of new development sites for high quality neighbourhoods

We will:

- a. require development that complies with the **Hampshire Movement and Place Framework** and **Healthy Streets** approach;
- b. require developments that apply the principles of the **Road User Utility Framework** in planning for transport provision, and which are safe and comfortable to use by all relevant modes;
- c. require the **transport impacts (including carbon emissions and air pollution) of local plans and developments to be assessed** and, where necessary, require the developer to mitigate the impact or make developer contributions;
- d. ensure that planning applications are supported by **Transport Statements/ Assessments and Travel Plans** in accordance with the County Council's guidance;
- e. require development that is well designed and planned to **reduce the need to travel**;
- f. require that developments are designed to **widen the choice of modes** that can be used (i.e. those which design in high levels of walking, cycling and public transport use);
- g. require masterplans for strategic sites to ensure that any **sites for schools** within them are located to maximise the potential for pupils to walk and cycle, make provision for attractive routes through the wider development (including links to surrounding areas) and are designed to accommodate school buses where required;
- h. consider requests for **NEW accesses onto Council controlled A roads, and defined B roads, bypasses and relief roads** (map to be provided in supporting guidance), only where the strategic flow of traffic is prioritised and not compromised and when all other reasonable options (such as taking access from nearby side roads) have been considered;
- i. require developments to actively use **parking strategies, plans and pricing** to lock in sustainable travel behaviours (e.g. low car developments, provision of EV charging points and parking spaces for car club vehicles, and good quality cycle parking).

Policy DM2 is required because:

Strategic housing and employment sites will continue to be part of the strategy for meeting population and jobs growth in Hampshire. We must ensure that new developments provide high-quality places for residents and workers that are sustainable in transport terms and well integrated with the existing transport network and surrounding communities. High quality spaces (streets, pavements, and green spaces) enhance our sense of community, are cleaner, support our health and well-being and bring economic value.

For all new developments, the needs of all road users should be assessed using the **Road User Utility Framework**, the **Movement and Place Framework** and **Healthy Streets** principles. By doing so more accessible, inclusive, often lower cost and smaller scale infrastructure is needed. Opportunities to reduce the need to travel and widen the choice of modes should be identified and incorporated into master planning development sites at an early stage. Developers should assess and mitigate the environmental (including carbon emissions and air pollution), social and economic impacts of developments, alongside the more direct transport impacts that would traditionally be picked up in a standard transport assessment.

Developers should be aware that a proportion of developer contributions will need to be used for early stage optioneering or scheme development work to identify a preferred option. How much is needed for this purpose will depend on the nature and complexity of the issues and the scheme in question.

Implementation of Policy DM2 will be supported by:

- establishing a **Movement and Place Framework** (see Core Policy C1) to assist LPAs as they develop their Design Codes and Supplementary Planning Documents with transport and highway elements;
- producing and maintaining a portfolio of County Council **Technical Guidance** to aid in the planning process. These will set out the technical standards that we require to be met to achieve a high-quality infrastructure and street space, and will provide guidance on the use of **assessment tools** such as:
 - the DfT Cycling Level of Service (CLoS);
 - Healthy Streets audits;
 - the application of Manual for Streets and the Design Manual for Road and Bridges;
 - Transport for New Homes checklist;
 - LTN 1/20 Cycle Infrastructure Design (DfT, 2020);
 - Walking, Cycling & Horse-Riding Assessment & Review (WCHAR); and
 - other national tools developed subsequent to the publication of this plan;
- producing and maintaining development planning guidance on undertaking **transport assessments and preparing travel plans**;
- working in partnership with LPAs to ensure that officers within both tiers receive **training and support around the role of planning in population health and Healthy Streets**, and other tools and guidance used for transport matters, as well as on-site training around accessibility needs;
- encouraging developers to **reduce the need to travel and widen the choice of modes**, by actively embracing concepts like liveable neighbourhoods, reallocation of road space, shared mobility hubs, parking strategies/parking standards, and by designing developments to enable convenient access to public transport options (including suitable access for buses to and through the development);
- adopting an 'infrastructure first' approach when seeking **contributions towards public transport provision** (i.e. contributions towards bus priority measures before revenue support). Revenue funding support for public transport services will only be considered when there is a clear evidence base indicating that long term viability can be sustained;
- **prioritising high quality off site infrastructure for sustainable transport** and only considering mitigation schemes that increase vehicle capacity once all other options have been explored, *except where shown to be necessary for reasons of road safety or where there is a specifically identified strategic network pressure*;
- creating guidance on the **location of new schools** to encourage the use of walking and cycling routes by pupils and parents;
- encouraging developers to provide **traffic free entrances to new schools**, with separate vehicular access to school sites for staff, visitors, accessible parking users, servicing and emergency services. Traditional approaches to accessing school sites can put many different types of road users in conflict causing school gate congestion which can be uncomfortable for some vulnerable road users. For new schools where historic infrastructure constraints are less prevalent then opportunities should be taken to provide traffic free access points. We recognise that this may not be possible when developing historic schools, but the opportunity to do so should be investigated.
- future proofing **access points for adjacent planned developments**, to support site connectivity and permeability;
- ensuring developers actively seeking the **adoption of access roads and internal streets** for new developments comply with the County Council's requirements and offer public benefit, helping to achieve the aim of better neighbourhoods;
- providing **pre-application advice to developers** on a cost recovery only basis.

7.8 Strategic Infrastructure

Hampshire’s strategic transport infrastructure includes the motorways (M3/M27) and trunk roads (A3/A27/A34/A303/A31/A36) managed by National Highways (formerly Highways England), and the rail network managed by Network Rail. This strategic transport network serves people and freight and is vitally important to achieving sustainable development and economic growth within Hampshire. It provides sub-regional and national connectivity including a critical gateway for freight between the manufacturing hubs of the Midlands and the international deep-water port of Southampton. Furthermore, Hampshire’s digital infrastructure and connectivity has an increasingly significant role to play in providing clean and green transport and travel solutions.





Much of this strategic infrastructure is not in the direct control of the County Council, but is considered to be critically important in achieving the outcomes set out in this LTP4.

‘We aim to build on effective partnerships at a regional and national level to influence investment decisions for the strategic road, rail and digital network which deliver the greatest benefits for Hampshire’s residents and economy. Strategic infrastructure improvements should complement enhanced local bus, cycling and walking networks.’

Policy SI1

Work with partners to deliver targeted improvements to Hampshire’s strategic rail, road and digital infrastructure.

Contribution to achieving our LTP4 outcomes

 <p>A carbon neutral, resilient Hampshire</p>	<ul style="list-style-type: none"> Better strategic rail infrastructure would increase the frequency and capacity of rail freight and passenger services that operate in and through Hampshire. This is considered essential for broadening Hampshire’s transport offer and reducing dependency on the private car.
 <p>Respect and protect our environment</p>	<ul style="list-style-type: none"> New infrastructure schemes have the potential to reduce environmental problems such as air quality, and also improve the environment (e.g. by delivering a net gain in biodiversity).
 <p>Thriving and prosperous places</p>	<ul style="list-style-type: none"> Integrated, smart, safe and reliable road and rail connections between Hampshire and the rest of the country and major international gateways is critical to the success of Hampshire’s economy. A continued move to transferring freight from road to rail will benefit our economic prosperity and reduce congestion penalties for business.
 <p>Healthy, happy, and inclusive lives</p>	<ul style="list-style-type: none"> Targeted strategic infrastructure enhancements will improve access to services, opportunities and life chances for all.

Policy SI1: Work with partners to deliver targeted improvements to Hampshire's strategic rail, road and digital infrastructure

We will:

- a. work with our rail industry partners to support delivery of **improved rail capacity** (passengers and freight) and better service **connectivity and frequency**;
- b. support multi-modal passenger and freight access for our **key international gateways**, including Port of Southampton, Portsmouth International Port, Southampton Airport, and Heathrow Airport;
- c. support targeted improvements to the wider **strategic road network (SRN)** and **major road network (MRN)** where there is a clear safety, economic, health or wider social case;
- d. support the future proofing of Hampshire's **digital network** and work with the public and private sector to secure gigabit connectivity across the whole of Hampshire (delivered through full-fibre connections and future 5G networks);
- e. support **new national infrastructure** schemes where the **environmental impacts** have been fully assessed and appropriate mitigation measures specified. We would like schemes delivered by national infrastructure providers to achieve a **10% net gain in biodiversity**, either as part of the immediate scheme design, or by creating new habitat elsewhere (funded within the overall cost of the scheme);
- f. liaise with the National Grid, the Distribution Network Operators (DNOs), suppliers, and other key stakeholders to encourage the delivery of infrastructure required to support the development of **electric and hydrogen-based transport**.

Policy SI1 is required because:

Hampshire has the fourth largest economy in the country (of the 24 UK combined authorities/city regions) and is the largest exporting region in the South East. Large and strategically important sectors of the economy are highly dependent on transport links, including access to international gateways.

Many of Hampshire's strategic roads are at or near capacity at peak times. These pressures are expected to worsen, particularly as major developments come forward, such as at Welborne (off the M27), at Fawley Waterside, and to the west of Basingstoke near the M3. Securing modal shift from road to rail is necessary to reduce highway congestion and improve air quality which, in turn would boost business productivity and improve the quality of life for local residents.

The need to future-proof Hampshire's digital network with gigabit data coverage is not only vital for the County Council's inclusive economic recovery and health and well-being agendas but also to meet our vision of a carbon neutral transport system.

Accelerating the transition to electric or hydrogen-fueled vehicles is an important element of our approach to reducing transport related carbon emissions to net zero by 2050. However, there are currently limited supplies of carbon neutral electricity and hydrogen - widescale upgrades to electricity infrastructure will be required in many places to support charging facilities for buses and cars, and hydrogen projects (e.g. introduction of hydrogen fuel cell bus fleets) currently have a long lead in time.

Implementation of Policy SI1 will be supported by:

- working with our regional partnerships and directly with the **National Infrastructure Commission** to draw attention to the growing strategic infrastructure deficit in the South East, which is inhibiting sustainable development and economic growth;
- proactively engaging with **Transport for the South East (TfSE)** in the development of its policies and plans for the South East region. We will actively contribute to the evidence base to support the development of TfSE's technical route and theme-based studies which underpin TfSE's future **Strategic Investment Plan**. We will seek to ensure that Hampshire's own infrastructure needs are clearly acknowledged in the Plan;
- providing strategic leadership to Hampshire's 13 local planning authorities. For example, producing the County Council's regular **Hampshire Strategic Infrastructure Statement** to support local infrastructure delivery plans;
- working closely with **National Highways** and **Network Rail/Great British Railways**²⁴ to inform their delivery plans with robust evidence-led transport assessments, to secure improvements to the strategic road network (SRN) and the rail network that runs through the county;
- partnership working, through **Solent Transport**, to improve strategic infrastructure in the Solent area;
- engaging with **neighbouring authorities and sub-national transport bodies** (e.g. Western Gateway) on cross-boundary and relevant schemes.

Strategic transport infrastructure priorities for Hampshire currently include:

International gateways	<ul style="list-style-type: none"> • Junction 9 improvements of M3 • A326 multi-modal improvements to support the Solent Freeport²⁵ • A34 (upgrade to motorway standard) • Western and Southern access to Heathrow schemes • Eastleigh Town Centre and Navigation Quarter Access Plan (to facilitate development associated with Solent Freeport, and address air quality and traffic issues in Eastleigh town centre)
Strategic rail improvements	<ul style="list-style-type: none"> • Works to support increased frequencies on various local and regional routes to improve connectivity and make rail a more attractive option • Removing performance and capacity constraints by: <ul style="list-style-type: none"> - improving headways where appropriate - grade-separation of junctions such as at Basingstoke and Woking - provision of loops to allow faster trains to overtake slower ones e.g. at Fareham • Providing direct rail access to Heathrow Airport • Re-opening railways where there is a strategic case to do so • Provision of W10/12 gauge-cleared diversionary routes for intermodal freight between Southampton and the West Coast Main Line: <ul style="list-style-type: none"> - Southampton, Basingstoke, Woking, Staines, Acton, Willesden, WCML - Southampton, Salisbury, Westbury, Melksham, Didcot, Oxford, Birmingham, WCML • Rail traction decarbonisation, whether by electrification or by use (where appropriate) of new technologies such as battery or hydrogen
Strategic Road Network	<ul style="list-style-type: none"> • M27 junction enhancements (Junction 7 to Junction 9) • Improvements to Junctions 6 to 8 on the M3 (Basingstoke) • Selected journey time reliability improvements on the M27 and M3
Major Road Network	<ul style="list-style-type: none"> • A33 corridor to serve an M3 to M4 link • Redbridge Causeway

24. Great British Railways is a planned state-owned public body that will oversee rail transport in Great Britain from 2023. The organisation will replace Network Rail as the operator of rail infrastructure, and will also control the contracting of train operations, the setting of fares and timetables and the collection of fare revenue in most of England.

25. Freeports are usually located around shipping ports, or airports. Goods that arrive into freeports from abroad are exempt from tax charges, called tariffs, that are normally paid to Central Government. These taxes are only paid if the goods leave the freeport and are moved elsewhere in the UK. Otherwise, they are sent overseas without the charges being paid.



Part E: Implementation



8. Implementation approach

8.1 Our route to 2050

Our proposed route to achieving our LTP4 vision and outcomes by 2050 is summarised below.

A more detailed route map, structured around the core and theme-based policies is presented in Figure 24 and Figure 25.

In the short-term (to 2025), we will focus on achieving a 'green' and 'healthy' recovery from COVID-19, and kick-starting the local, rapid and transformational actions needed to reduce transport-related carbon emissions and remain on-track to deliver our climate change targets. This will include:

- Achieving the cultural shift required to deliver the adopted LTP4, both within our organisation and amongst our delivery partners and stakeholders. Shifting away from 'planning for vehicles', towards '**planning for people and places**' and an increased focus on '**decide and provide**' or '**vision and validate**' policies which will deliver our LTP4 vision. An emphasis on **modal shift** and **managing demand for road space**, rather than just supplying the extra capacity to meet this demand.
- Developing the **Movement and Place Framework** and defining how the Framework, the **Road User Utility Framework**, and the **Healthy Streets** approach will influence the delivery of the Core and Theme-based policies.
- Reviewing and updating our **Technical Guidance Notes** to reflect the adopted LTP4, including the need to put climate change at the heart of decision-making and detailed recommendations of the Integrated Sustainability Appraisal. This will include embedding new or updated processes where appropriate.

- Completing **Local Cycling and Walking Infrastructure Plans (LCWIPs)** for the whole of Hampshire, with priority schemes delivered or in progress (subject to available funding).
- **Enhanced Partnership** in place between Hampshire County Council and the bus operators, driving joint delivery of the **Bus Service Improvement Plan(s)**. Re-building trust in public transport and growing patronage.
- Clarifying the Council's role in **accelerating transition to zero emission vehicles**, in advance of Central Government targets. Publishing and maintaining an **Electric Vehicle Charging Strategy**, covering both urban and rural areas.
- Investigating further, the potential role of **charge-based demand management measures** (pay-as-you-drive charges) in Hampshire, and identifying next steps.
- Better **integration of transport and land use planning**. Through this LTP4 we are seeking to have a stronger influence on land use planning and in the regeneration of our high streets and town centres by setting out clear transport and highways development control policies and guidance.
- Working with relevant stakeholders to deliver our **Equitable Transport Ten Point Plan** (see Core Policy C1).

- Developing **Theme Strategies** such as a Hampshire Freight Strategy, an updated Network Improvement Plan, and an updated Resilient Network Management Plan; and **Area-based Strategies** for key travel-to-work areas such as the Solent area.
- Delivering the **existing pipeline schemes** that remain consistent with the adopted LTP4, and newly prioritised schemes.

In the medium-term (to 2030), we will seek to deliver the measures required to support a large-scale shift in mode use, encourage further uptake of new concepts and technology solutions, and achieve the transition from traffic growth to traffic reduction.

In the longer-term (beyond 2030), we will 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.

Implementation Plan and pipeline of schemes and studies

We will maintain a separate Implementation Plan, setting out a targeted programme of interventions for delivering our proposed route to 2050 and the LTP outcomes.

We will also maintain a supporting pipeline of schemes and programme of studies to focus our activity in the short-term and beyond. This will be reviewed and updated on a regular basis to reflect new and changing priorities.

Figure 24: Our route to 2050 – Short-term priorities and longer-term expectations relating to Core policies

	Short-term (to 2025)	Medium to long-term (beyond 2025)
C1/3: People and places at the heart of decision - making / Road User Utility Framework	Increased focus on policies which support modal shift and manage demand for road space , meet the needs of people and provide places where people want to live, work and visit. Development and application of Road User Utility Framework, Movement and Place Framework, and Healthy Streets approach .	Increased focus on schemes which enable many people living in Hampshire's urban areas to adopt low car-use lifestyles , provide a range of attractive travel choices for both urban and rural residents which support physically active and rewarding lives ; and help to create economically successful and vibrant places .
C2: Efficient, and sustainable movement of goods	Engage with freight sector and relevant stakeholders, to raise profile of freight within transport planning. Support trials of new concepts and technologies (e.g. urban logistics concepts being trialled within the Solent Future Transport Zone). Develop and implement Hampshire Freight Strategy , aligned with emerging Freight Strategy for the South East.	On-going engagement with freight sector, including around low carbon HGVs . On-going implementation of freight strategy. New approaches to freight deliveries become more widespread in Hampshire , including freight-based mobility models, freight consolidation centres, use of low carbon vehicles for last mile deliveries. Improvements to nationally important road and rail freight corridors (delivered by others) improve journey time reliability, support decarbonisation, and enable a shift from road to rail freight.
C4: Climate Change at the heart of decision making	Developing and adopting a ' designing for climate change ' approach in terms of scheme design, assessment, adaption and mitigation. Embed new processes around carbon impact and climate change resilience. Re-focus scheme pipeline to deliver local actions that will reduce carbon emissions.	Acceleration of local transport measures to achieve a 10% reduction (approx.) in car traffic by 2030 (compared with 2019), to remain on-track to deliver carbon reduction pathway. Continued focus in 2030s and 2040s towards target to reduce transport-related carbon emissions to net zero (neutrality) by 2050 (assuming national lead on carbon reduction within freight sector).
C5: Support local living and reduce demands on transport	Work with local planning authorities to encourage integrated land use and transport planning , to reduce the need to travel. Development and roll-out of other schemes to encourage local living and support the development of liveable neighbourhoods. Support the roll out of superfast / gigabit broadband . Develop tools to support local communities / parishes / interested groups develop and implement community-led schemes . Identify schemes and opportunities to support local living.	Better integration of transport and land use planning, regarding new development. Wider roll out of public realm schemes in town, district and village centres and transport improvements which encourage local living and support the development of liveable neighbourhoods . Schemes to support more use of local shops and services, more shorter trips by non-car modes, more trip chaining; and higher levels of home working and use of online retailing and services.
C6: Encourage sustainable travel behaviour	Information, training and support measures to encourage and enable everyone to change how they choose to travel. On-going throughout the period of the LTP to meet changing needs and priorities.	
	2020	2025
		2050

Figure 24 continued

	Short-term (to 2025)	Medium to long-term (beyond 2025)
C7: A Safe Systems approach for Hampshire	<p>Build on existing practices to work towards a Safe System approach to road safety delivery in Hampshire.</p> <hr/> <p>Seek to ensure that actual and perceived safety does not deter people from travelling, particularly by walking, cycling, and public transport.</p>	<p>Safe Systems approach adopted by those who design, maintain and operate all parts of the transport system.</p>
C8: Managing poor air quality and noise disturbance	<p>Co-ordinated action with district / boroughs and neighbouring authorities, promotion of sustainable travel, and measures to accelerate uptake of zero emission vehicles within the Council, by public transport operators and by local residents - to reduce harmful emissions. Investigation of the potential role of charge-based demand management in Hampshire.</p>	<p>Measures in place manage air pollution, and reduce transport-related noise.</p>
C9: Protecting the environment	<p>Embed and apply new processes around biodiversity and environmental net gain.</p> <hr/> <p>Schemes to create more green infrastructure for walking and cycling, including carefully planned planting to provide shade and shelter, and reduce noise and air pollution.</p>	<p>Schemes requiring new infrastructure involving works outside of the existing carriageway deliver a net gain in biodiversity and environmental gain to enhance our natural and historic environments.</p>
	2020	2025
		2050



Figure 25: Our route to 2050 – Short-term priorities and longer-term expectations relating to Theme policies

	Short-term (to 2025)	Medium to long-term (beyond 2025)
Healthy Places	Invest in cycling and walking-focused environments, and training and promotion activities to build on the uptake of walking and cycling during the pandemic.	Wider roll out of walking and cycling focused environments, to enable a large-scale shift in mode use and enable a high proportion of journeys in our urban areas to be undertaken by walking and cycling. Community-led initiatives to create healthy neighbourhoods and local centres become more widespread.
Public Transport	Focus on recovery of public transport patronage to pre-pandemic levels, and growing patronage further. Work with bus operators, through the newly formed Enhanced Partnership, and begin to deliver the Enhanced Partnership Plan / Bus Service Improvement Plan. Deliver South East Hants Rapid Transit infrastructure; enforce bus lane infringements; deliver bus stop/interchange, information and ticketing improvements. Build the case for further mass rapid transit or bus rapid transit-type services.	Further investment in bus priority (e.g. extension of Eclipse Busway, Basingstoke, Blackwater Valley and schemes associated with new developments). Further service, ticketing and information improvements to meet customer needs. Potential re-opening of Waterside Rail Line to passenger services. On-going work with public transport operators (buses, taxis, trains, ferries) to transition to a zero emission fleet .
Future Mobility	Seek to accelerate the uptake of electric and other low emission vehicles, prior to the proposed national ban on the sale of new petrol and diesel cars and vans in 2035 - leading by example and co-ordinating with external partners (e.g. on provision of electric vehicle charging points). Trial and implement new technologies , including personal mobility and sustainable urban logistics concepts being trialled within the Solent Future Transport Zone.	Wider adoption of new technologies which offer attractive alternatives to private car use and encourage use of smaller vehicles, e.g. subscription-based mobility services, micro-mobility solutions, mobility hubs, shared ownership and use models). Developing strategies to adapt to emerging Connected and Autonomous vehicles - high levels of vehicle automation with limited input from 'drivers', expected; but timescales for full automation under all conditions unclear.
Balancing Travel Demand	Manage the network (traffic, deliveries, parking, enforcement activity and streetworks) to achieve a better balance between access by car and the needs of others. Explore the use of charge-based demand management measures to encourage mode shift, improve quality of place and quality of life, and to help pay for improved walking, cycling, and public transport infrastructure.	Implement identified approach to charge-based demand management measures.
	2020	2025 2050

Figure 25 continued

	Short-term (to 2025)	Medium to long-term (beyond 2025)
Rural Transport	Measures led by public transport providers, local communities and providers of public services to allow rural residents to access jobs, services, and opportunities by a choice of modes. Trial and implement new technologies and approaches (e.g. demand responsive transport). Support measures to encourage sustainable access to the countryside.	Wider roll out of measures to improve accessibility in rural areas and provide realistic alternatives to reduce dependency on the private car. Wider adoption of new technologies which broaden travel choice, such as community-led mobility hubs.
Asset Management	Develop and implement sustainable strategies and processes to improve the resilience of the highway network and reduce the carbon impact of highway operations.	Resilience and carbon reduction measures are core to policy and decision making and embedded throughout the highway service.
Development and Master- planning	Work with Local Planning Authorities, developers and others to achieve more integrated transport and strategic land use planning leading to new development that reduces the need to travel, widens travel choice, and delivers high quality neighbourhoods.	
Strategic Infrastructure	Work with partners to deliver targeted improvements to Hampshire's strategic rail, road and digital infrastructure.	Strategic infrastructure schemes (delivered by others) support national and sub-national economy and offer efficient and competitive transport options by private and public transport, road and rail.

2020

2025

2050



8.2 Prioritising and developing interventions

Funding for transport schemes is limited. It will never be possible to deliver all the schemes that we would like. Moreover, some schemes will be more effective than others at delivering our LTP4 outcomes. We therefore need to ensure that we focus on those schemes which deliver the greatest benefits for the largest number of people, and the most value for money.

Our approach to prioritising investment and developing schemes for delivery is shown in Figure 26. It applies a common set of prioritisation criteria across all potential interventions; and seeks to provide a proportionate, consistent and transparent approach for decision-making. It is aligned with the Department for Transport's Business Case approach²⁶, and seeks to prioritise schemes which:

- will make a **substantial positive contribution** to delivering the LTP4 outcomes and guiding principles and are aligned with our policies;
- represent **value for money**;
- are **affordable**, in terms of both infrastructure and on-going maintenance requirements;
- are **feasible and deliverable**, because the risks are manageable, there is a clear funding source available (including 3rd party contributions or full funding), and/or the scheme will generate income.

Our **Gateway Process** ensures appropriate scrutiny and approval at key decision points in the scheme development process.

We will draw on ideas from a wide range of sources, including stakeholders and the public. A **Problems and Ideas Pool**, comprising high level concepts, will be identified and updated on a regular basis. Ideas should focus on addressing problems, rather than describing pre-conceived concept solutions.

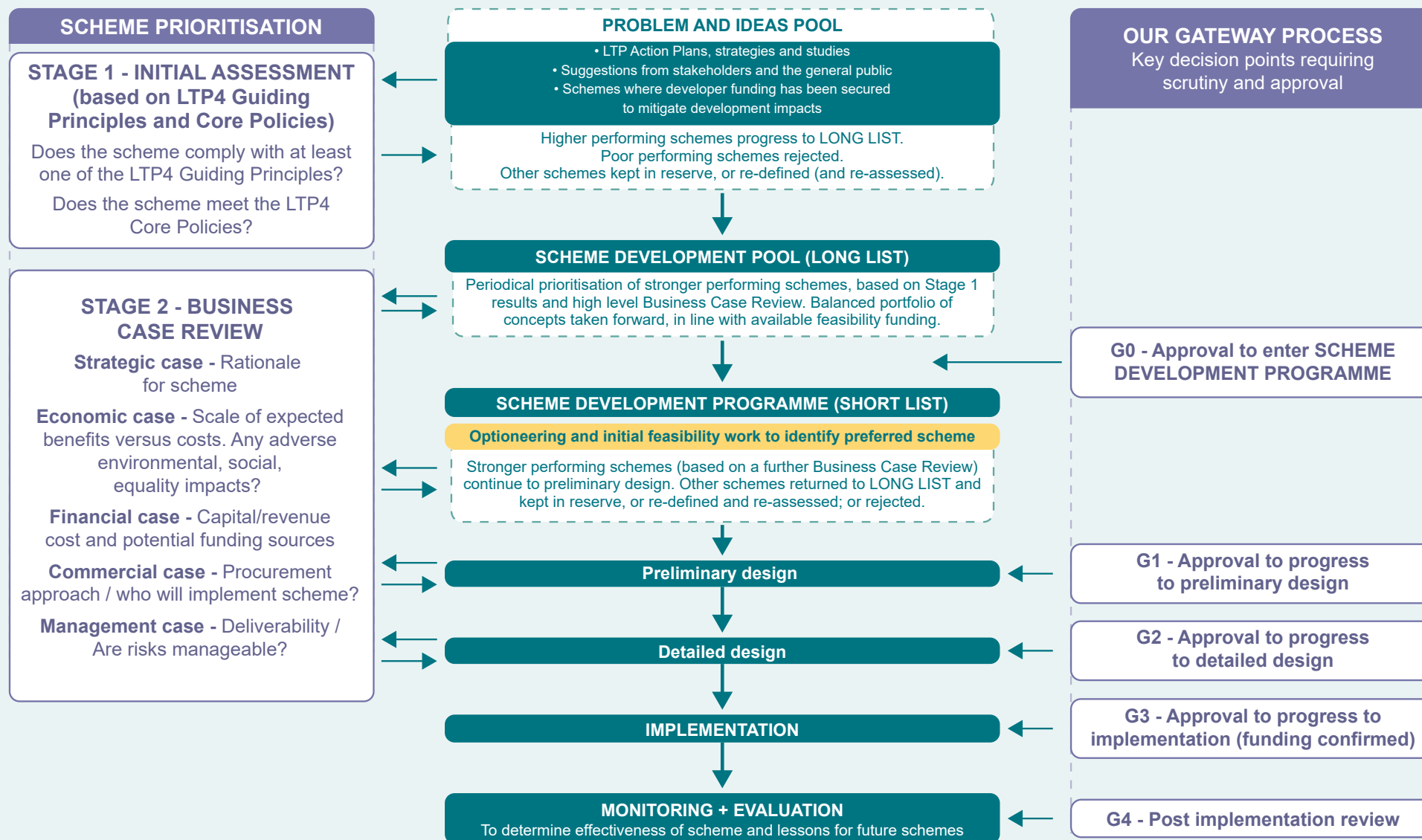
All schemes in the Problems and Ideas Pool will be subject to an **Initial Assessment (Compliance Review)** which will examine whether the concept is:

- applicable to the LTP4 guiding principles; and
- substantially contributes to the LTP4 core policies.



26. Department for Transport (2013) *The Transport Business Cases*

Figure 26: Our approach to prioritising and developing interventions



Higher performing schemes from the Problems and Ideas Pool will progress to the **Scheme Development Pool (Long List)**. A periodic prioritisation process, based on Stage 1 (Initial assessment) results and a high level Business Case Review, will be undertaken to identify which schemes progress to the **Scheme Development Programme (Short List)** and receive funding for initial feasibility and optioneering work. A balanced portfolio of concepts will be taken forward to the Short List in line with the available funding.

Schemes on the Short List will progress through feasibility and optioneering, preliminary design, detailed design and implementation, providing they continue to meet the **Business Case assessment criteria** and receive the appropriate **Gateway approval** at each stage.

Schemes will be continually reviewed and assessed as more information becomes available at each stage of the scheme development/design process. Schemes which are found to perform less well as further development work is undertaken will be returned to the Long List and kept in reserve, or re-defined and re-assessed, or rejected.

Some schemes which deliver significant change may be high cost but deliver high value for money. Cost alone will not, therefore, be a reason for assessing a scheme as low priority. Larger schemes will often require us to bid for external funding from Central Government. Where local funding can be identified, higher priority schemes will be developed to a state of readiness to take best advantage of appropriate bidding opportunities.

The prioritisation process means we select the best transport schemes we can progress within available resources. Inevitably this will mean not doing some schemes that others would like us to do. This is often the case when a scheme is not primarily a transport scheme. This can apply to some public realm enhancements which provide few mobility benefits. We are usually very supportive of such schemes and are happy for others to fund initial feasibility or design work which the Council then undertakes on a cost recovery, consultancy basis. In practice, a growing number of schemes are now being funded by districts, parishes, town councils or other bodies.

Assessing climate change, environmental, social, equality and health impacts (integrated impact assessment)

We will ensure that all transport schemes are assessed from the early stages of development (through to construction or implementation) to understand any potential climate change, environmental, social and equality, and health impacts.

For schemes requiring planning permission, we will ensure that the following formal assessments are undertaken and act on the findings: Environmental Impact Assessment (EIA); Health Impact Assessment (HIA); Habitats Regulations Assessment (HRA); and Equalities Impact Assessment (EqIA).

For all schemes, wherever possible, we will seek to avoid or mitigate any potential negative impacts identified and enhance any potential positive impacts.

Assessing climate change impacts

Within the Council, there is now an obligation to consider the expected change in carbon emissions and assess climate change vulnerability, when making key decisions.

A '**carbon check**' will be undertaken to flag up schemes with the potential to adversely impact on our climate change commitments. Higher level approval will be required to progress these schemes and any subsequent development work will need to fully consider the scale of the potential impact and the scope for mitigation action.

For the Business Case Review, we will seek to **estimate the carbon impact of schemes**, making use of existing tools (available now or in the future) or by developing our own in-house approach. Potential for offsetting will be considered as part of the assessment.

8.3 Area strategies

The LTP4 sets the policy framework against which we will develop area transport strategies and area action plans.

Area transport strategies look in depth at a particular geography. Typically these cover areas defined by towns or urban areas and their catchments. Examples include the recent **Basingstoke and Winchester Movement Strategies**. In some cases, they focus on an area with a common transport challenge, where we need to dive deep into issues or complex movement problems in order to identify solutions. An example of this includes the Waterside Transport Strategy which is required because of potential growth of national significance e.g. large scale port expansion requiring a Development Consent Order (DCO).

Area strategies may initially be formed with an “indicative” status. This allows us to have meaningful dialogue with the community, planning authorities and developers about options and solutions before formally adopting a ‘full’ area strategy. A ‘full’ strategy has a higher order status. These may be agreed by a planning authority which then supports better integration of land use and transport planning.

Once an area strategy has been developed, and sometimes in parallel, we will develop an **area action plan**. An action plan typically sets out a 3 to 5 year programme of feasibility work, detailed design and delivery of schemes.

Development of area strategies requires intense effort and is expensive, and it is important that we prioritise where and when we develop area transport strategies. The most recent strategies have been developed in

areas where there is significant growth pressure and change likely, where there is a particularly difficult transport challenge or set of problems that needs solving, or where we expect there to be funding opportunities. Over the next 5 years the case for new or refreshed strategies will be considered for:

- **Eastleigh** surrounding area;
- the **Solent** area with a particular focus on Gosport, Havant and Fareham; and
- the **Blackwater Valley** or its constituent urban settlements.

We are also aware of significant regeneration potential for Andover and Farnborough town centres which may trigger the need for new area strategies to be developed in line with land use changes being led by the borough / district councils.

8.4 Funding

There are many sources of funding for transport projects. Typically these include:

- **annual transport grants** from Central Government to pay for improvement and maintenance of transport infrastructure;
- **competitive bidding** (against other local authorities) for Central Government funding (e.g. challenge funds);
- **developer contributions** for mitigating development impacts, e.g. Section 106 agreements and Community Infrastructure Levy (CIL);
- the **County Council’s own budget**.

Hampshire receives a transport allocation each year from Central Government. This is for improvements and maintenance of transport infrastructure and is set by a national formula. In real terms the level of funding has declined over time. The Asset Management section of this LTP4 has highlighted that current funding levels are insufficient to maintain the asset and that there is a growing maintenance backlog. There are also early indications that the Government are intending to change the grant system for transport improvements. This means that future grants may be based on the strength of the LTP4, its ambition and compliance with national policy agendas.

Hampshire has historically been successful in bidding to Government for various challenge funds. The vast majority of our highways capital programmes in recent years have been made up of schemes we have bid for in competition against other local authorities. This is likely to continue to be the case going forward. Our approach to securing these investments is to gather intelligence on funding opportunities, craft strategies and plans with an awareness of what is likely to be forthcoming, and speculatively invest in scheme development and area strategies. We also maintain a local evidence base (strategic transport models) to support the development of strong bids.

Developer contributions are secured through the planning process. They are taken to mitigate the transport impact of a particular development. They make up a significant proportion of the capital programme.

The County Council has historically, and continues to, put limited local funding into scheme and strategy development and into maintenance funding.

These are likely to remain the main sources of funding going forward, with the amount of funding available fluctuating over time. The LTP Implementation Plan, including the pipeline of schemes and programme of studies (see Figure 1) will only be able to come forward with continued national and local funding and more bidding success.

The near horizon for national funding is indicating opportunities around schemes that:

- will support the levelling up agenda;
- are part of well crafted Bus Service Improvement Plans (BSIP's);
- deliver high quality and high impact active travel schemes; and
- support a transition to cleaner fuel vehicles, or
- are road schemes with national importance.

Beyond the short-term, new sources of funding may become available or be needed over time. The LTP4 section on Balancing Travel Demand indicates some new areas of potential funding related to demand management and tackling pollution from transport through new fees and charges. These would be subject to future study and development work.

The County Council would like to see some changes to national funding for transport to make the system and process of competitive bidding more efficient and effective.



Our strategic funding asks of Central Government are:

- A **consolidated Highways and Transport Fund multi-year settlement**, over at least 5 years and aligning with national infrastructure funding periods, to help with forward planning and provide certainty to operators and other stakeholders considering transport-related investment.
- Allow **greater flexibility over revenue and capital spend**, potentially moving towards a total expenditure (totex) approach (which would benefit highway maintenance). Possibly including amending CIPFA²⁷ regulations to allow earlier capitalisation of scheme study costs and policy development.
- A **simplified approach to mixing different funding streams** from different parts of Government for the same project. Matching different funds, with differing conditions, deadlines for spend and processes makes managing funding complicated.
- More **substantial and sustained funding for the delivery of public transport, cycling and walking infrastructure**. By our own estimates, the levels of funding available nationally need to be increased by 2.5 times the stated levels in national policy documents and maintained for many years to come, if we are to make the modal shift to these modes a reality.

27. Chartered Institute of Public Finance and Accountancy (CIPFA) – sets standards for public expenditure.

8.5 Measuring our success

We will monitor our progress against the LTP4 outcomes on an ongoing and meaningful basis. This will enable us to ensure that our schemes and measures are delivering the changes we are expecting.

Monitoring indicators

Table 1 shows the key indicators (in bold) and sub indicators that Hampshire will aim to use to measure against the LTP4 outcomes as part of an outcome-based approach between now and 2050.

Some metrics will be monitored at 5-year intervals and others at 3-year intervals. Those monitored at 5-year intervals reflect the fact that some metrics may take a longer period to start to shift in response to LTP schemes and measures.

This approach will be supported by a baseline document which will establish the detail of how these metrics will be monitored and how this supports the outcomes set out within LTP4.

Table 1: Proposed LTP4 monitoring indicators and relevance to the four Outcome themes

	Indicative monitoring frequency	Climate (Outcome A,B)	Environment (Outcome C, D)	Economy (Outcome E, F)	Health and Society (Outcome G,H)
Modal split (surveys at specific locations across the county to track the proportion of all journeys made by sustainable modes)	3 years	✓✓✓	✓✓	✓✓✓	✓✓✓✓
Healthy Streets scores for new infrastructure	3 years	✓✓✓	✓✓✓	✓✓✓	✓✓✓✓
Public transport use (number of trips per head of population)	3 years	✓✓✓	✓✓	✓✓	✓✓✓
Casualty data across Hampshire	3 years			✓	✓✓✓✓
Decarbonisation (carbon emissions from transport)	5 years	✓✓✓✓			
Number of public electric vehicle charging points in Hampshire	5 years	✓✓✓✓	✓✓✓	✓✓	
Air Quality (number of AQMAs and low emission zones in Hampshire)	3 years	✓✓	✓✓✓✓	✓✓	✓✓✓✓
Maintenance (tracking the maintenance backlog)	3 years	✓✓✓		✓✓✓✓	✓✓



A carbon neutral, resilient Hampshire



Success Factors

As part of the monitoring approach we will review the extent to which we are achieving the 'success factors' identified in Section 4.2 and summarised in Table 2.

Table 2: LTP4 outcome 'success factors' (see Section 4.2 for LTP4 outcomes)

Outcome	Success would mean
A carbon neutral, resilient Hampshire	
Outcome A	<ul style="list-style-type: none">• Carbon emissions associated with the use of all transport modes (including the generation of energy to power them) virtually reduced to zero. Any remaining carbon emissions are offset by fully sustainable planting or carbon capture.• Fewer vehicles, with higher levels of usage (to make most efficient use of road space and energy required to produce and run each vehicle).• Public transport, walking and cycling to become the preferred option for travel, resulting in lower levels of car use.
Outcome B	<ul style="list-style-type: none">• Infrastructure is located, planned, designed and maintained to be resilient to climate change, extreme weather, and incidents; ensure travelling in extreme temperatures is as comfortable as possible; and is cost effective to maintain.• Services and routes return to normal as quickly as possible after incidents on the network and the impact of any disruption on people and businesses is managed. People are still able to access vital services (e.g. health) during extreme weather, incidents and major disruptive events.• We are better prepared for any future pandemics or other major disruptive events.



Respect and protect Hampshire's environment

Table 2 continued

Outcome	Success would mean
Respect and protect Hampshire's environment	
Outcome C	<ul style="list-style-type: none">• National air quality limits for nitrogen dioxide (NO₂) and particulate matter (PM) concentrations are fully met; and there are no Air Quality Management Areas (where emissions exceed national limit values) resulting from transport emissions.• Everyone can live, work and play in clean air - adverse impact of road transport emissions on health virtually eliminated.• Substantial reduction in the number of Hampshire residents that are exposed to unacceptable transport-related noise – primarily from roads, but also from rail or air transport.
Outcome D	<ul style="list-style-type: none">• A net gain in biodiversity generally (i.e. a greater variety of plants and animals), and more green infrastructure for walking and cycling.• No net degradation of other aspects of the natural and historic environment, moving towards an overall net environmental gain by 2050.• A transport network that promotes access to the countryside for residents and visitors from all walks of life, whilst also preserving and protecting our natural and historic environment.





Thriving and prosperous places



Table 2 continued

Outcome	Success would mean
Thriving and prosperous places	
Outcome E	<ul style="list-style-type: none">• Successful and vibrant places with economic growth and activity focused in locations that are accessible by walking, cycling and public transport.• High quality town and village centres with attractive walking and cycling environments where people want to spend time, to boost local economies.• Economic hubs and international gateways that are well connected to the regional and national transport network via reliable routes.• Improved access to opportunities and services especially for areas of deprivation and 'left behind places'.• High levels of digital connectivity, enabling people to access work, education, training, and services in a flexible manner.
Outcome F	<ul style="list-style-type: none">• New development that supports mixed use, 'local living' in locations that are integrated with the transport system.• New housing development where people choose to walk and cycle, have good access to public transport, and there is minimal need for parking spaces.• New employment development in accessible locations that are well connected by a variety of different transport modes.

Table 2 continued

Outcome	Success would mean
Healthy, happy, inclusive lives	
Outcome G	<ul style="list-style-type: none"> • More journeys undertaken by active modes (walking and cycling). • Streets that are busy with people rather than cars. • Increased levels of individual physical activity (more people travelling actively, more frequently), resulting in improved levels of physical and mental health.
Outcome H	<ul style="list-style-type: none"> • A transport system that is accessible, comfortable, and affordable for all in Hampshire, regardless of background*, income, rural or urban living, or access to the internet or technology. • Significantly more people being able to undertake journeys from end to end, by a variety of modes, in a seamless manner. A higher proportion of the population able to access jobs, services and opportunities by non-car modes. • A transport system that supports strong communities, where people can make connections, access leisure and recreation activities, and live happy lives. <p><i>*This includes protected groups, under the Equality Act 2010, defined by age, disability, gender reassignment, marriage or civil partnership, race, religion or belief, gender, sexual orientation, pregnancy and maternity.</i></p>



**Healthy,
happy,
inclusive
lives**

National targets

Our monitoring approach will have regard to current and future national targets for transport (Table 3).

Table 3: Current national targets for transport

National target or aim	National policy document
By 2050, every place in the UK will have its own net zero transport network.	Decarbonising Transport: A Better, Greener Britain (2021)
Double cycling activity by 2025 (compared with 2013) Increase walking to 300 stages per person per year. Increase the percentage of children aged 5 to 10 that usually walk to school from 49% in 2014 to 55% in 2025.	Walking and Cycling Investment Strategy (2017)
Half of all journeys in towns and cities will be cycled or walked by 2030.	Decarbonising Transport: A Better, Greener Britain (2021)
Get overall bus patronage back to its pre-COVID-19 level, and then to exceed it. From April 2022, Local Transport Authorities will need to have an Enhanced Partnership in place or be following the statutory process to decide whether to implement a franchising scheme.	Bus Back Better: A long-term strategy for buses in England, outside London (2021)
80% of new cars and 70% of new vans sold in Great Britain to be zero emission by 2030, increasing to 100% by 2035.	Zero Emission Vehicle Mandate (2023)
Phase out all new non-zero emission road vehicles, from motorbikes to HGVs, by 2040. Deliver a net zero railway network by 2050. Remove all diesel-only trains (passenger and freight) by 2040. In addition, the Government is consulting on a phase out date for the sale of new non-zero emission buses.	Decarbonising Transport: A Better, Greener Britain (2021)
National Air Quality Objectives – UK air quality limits New national targets to reduce annual concentrations of particulate matter (PM _{2.5}) in ambient air and achieve a 35% reduction in population exposure by 2040.	Air Quality Strategy The Environmental Targets (Fine Particulate Matter) (England) Regulations 202

Glossary

Accessibility - In transport terms, the extent to which services and opportunities (such as health services and shops) and transport services, can be reached by all members of society at a reasonable cost and in a reasonable time scale.

Active travel - The terms 'active travel' and 'walking and cycling' are used in this document to encompass a range of methods of active mobility, including trips made by wheelchair, mobility scooters, adapted cycles and e-bikes.

Air quality - Term used to describe the levels of pollution in the air. Higher levels of pollution lead to lower air quality. Nitrogen Dioxide (NO₂) is emitted by petrol and diesel vehicles; particulate matter (PM) is emitted by petrol and diesel vehicles, and also comprises brake, clutch and tyre dust from all vehicles. Both pollutants are harmful to human health and natural habitats.

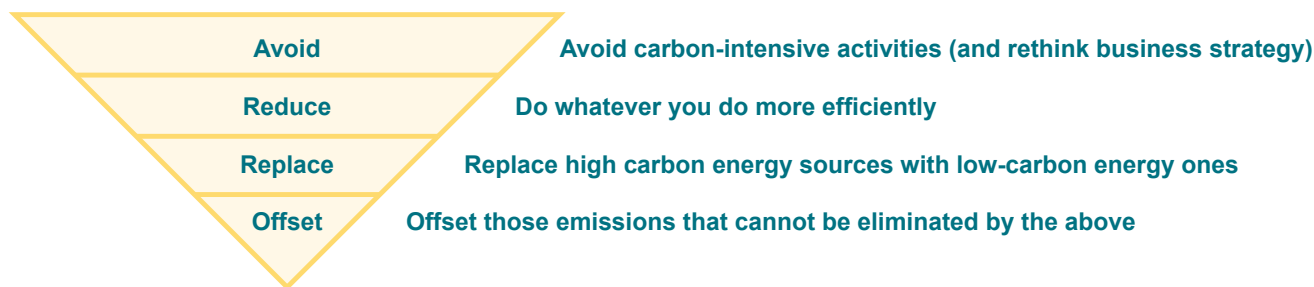
Air Quality Management Area (AQMA) - An AQMA is declared for an area where the local air quality is unlikely to meet the Government's national air quality objectives. Once an AQMA has been declared, the Council has to carry out further work to monitor the air quality in the area and identify what action can be taken to improve it.

Autonomous Vehicle - A vehicle that is able to operate itself and perform necessary functions without human intervention, by sensing their surroundings (also known as self-driving or driverless vehicles).

Behaviour change - A change in how people travel.

Carbon budget - The finite amount of carbon (or carbon dioxide, CO₂) that can be emitted into the atmosphere before global temperatures exceed a specified temperature increase.

Carbon Management Hierarchy - Hampshire County Council's framework for achieving carbon neutrality by 2050, as set out in the Hampshire County Council Climate Change Strategy 2020-2025. The order of priority for actions is AVOID, REDUCE, REPLACE, OFFSET.



Carbon neutral (or net zero) - A situation in which any carbon dioxide emitted to the atmosphere is balanced by **carbon offsetting**, i.e. removals through natural processes (for instance carbon dioxide absorbed by tree growth) or technological means (such as direct air capture).

Carbon reduction pathway - The year-on-year reduction in carbon emissions over time.

Cargo bike - A cycle that is specially designed to carry loads such as deliveries or heavy equipment.

Clean Air Zone (CAZ) - An area where targeted action is taken to improve air quality by reducing pollution from road vehicles e.g. through encouraging greater uptake of Ultra Low Emission Vehicles (ULEVs) and walking and cycling.

Climate change - A long term change in global or regional climate patterns and average temperatures,

due to increased levels of greenhouse gases in the atmosphere (including carbon dioxide).

Connected vehicle - Vehicles that are connected to an external network in some way, such as a mobile phone (via Bluetooth), GPS (via a dashboard sat nav system), or internet (from an internal SIM). This allows the vehicle to share data with other devices both inside and outside the vehicle.

Connectivity - In relation to transport, this means the effectiveness of the transport network at getting people from one location to another.

Consolidation centre/hub - A place where many suppliers can have goods delivered and combined into a single fuller load on one vehicle, often smaller, for the last leg of the journey e.g. into the city centre.

Decarbonisation - Removing or reducing the carbon dioxide produced by human activities such as transport.

Demand management - Strategies or measures to reduce the demand for travel e.g. parking charges or road pricing.

Demand Responsive Transport (DRT) - A flexible form of shared transport where people book journeys on identified routes and vehicles alter their routes based on where the people travelling at that time wish to go, rather than fully following a fixed route or timetable. Dial-a-ride services scheduled through next day or advanced bookings are a traditional example.

More recent applications of DRT seek to work dynamically (**Dynamic Demand Responsive Transport, DDRT**), adjusting routes in real time to accommodate new pickup requests often made minutes in advance.

Digital connectivity - The ability to access services or activities through internet or mobile phone connections e.g. working from home or online doctor's appointments.

E-bike - A cycle with an electric battery to assist with pedalling.

Electric vehicle - EVs are vehicles that are either partially or fully powered on electric power.

Enhanced Partnership - An Enhanced Partnership is a statutory arrangement under the 2017 Bus Services Act which can specify, for example, timetables and multi-operator ticketing, and allows the Local Transport Authority to take over the role of registering bus services from the Traffic Commissioners.

Environmental net gain - This is an approach to infrastructure development that leaves the natural environment in a measurably better state than beforehand.

E-scooter - A scooter with an electric battery that propels it forward.

Healthy Streets Approach - The Healthy Streets Approach focuses on creating streets that are welcoming, comfortable, and safe, where noise, air pollution, accessibility and lack of seating and shelter are not barriers that prevent people using streets. This is intended to lead to a healthier environment where people are able to choose to walk, cycle and use public transport more often.

Integrated Sustainability Appraisal (ISA) - This LTP4 has been subjected to a series of assessments that cover the topics of Sustainability and Strategic Environmental Assessment (SA/SEA), Habitats Regulations Assessment (HRA), Health Impact Assessment (HIA), and Equality Impact Assessment (EqIA). Taken together these various assessments are described as an ISA.

Last mile - The last leg of a journey, either for a person or goods being delivered.

Liveable Neighbourhoods – Areas of towns or cities that are improved to be people-centered and more 'liveable' which may involve quieter, safer streets, closer communities and facilities, and improved public space.

Local Cycling and Walking Infrastructure Plans (LCWIPs) - Evidence-based plans that identify preferred walking and cycling routes that connect places that people need to get to. They identify a long-term prioritised programme of infrastructure improvements for future funding.

Local Plans - Local plans are prepared by the Local Planning Authority (LPA), usually the district or borough council or the national park authority for the

area. Succinct and up-to-date plans should provide a positive vision for the future of each area and a framework for addressing housing needs and other economic, social and environmental priorities.

Micro-mobility - The use of small mobility devices, designed to carry one or two people, or 'last mile' deliveries. E-scooters and e-bikes are examples.

Mobility - Technologies and services that enable people and goods to move around more freely.

Mobility as a Service - The integration of various modes of transport along with information and payment functions into a single mobility service. Recent services that allow customers to purchase monthly subscription packages giving them access to public transport and private taxi and bike hire schemes are an example.

Mobility credits - Credits provided in exchange for a private vehicle that is given up, which can be spent on certain forms of shared transport e.g. bus, rail, car club. The incentive is created by the credits being greater than the market value of the car.

Mobility hub - A high quality, accessible space bringing together access to different modes of transport e.g. bus, walking, cycling and e-scooter rental and to other activities and services.

Mode shift - A change in the way people travel e.g. from driving to cycling or from the bus to walking.

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

Moving traffic contravention/moving traffic offence - This includes offences such as driving in bus or cycle

lanes, failing to adhere to one-way systems and no-entry signs, banned left and right turns, U-turns, no-vehicle entry points and entering yellow box junctions.

Multi-modal - Involving more than one mode (type) of travelling e.g. both bus and train.

Network management - Running the highway network so that vehicles move around smoothly and efficiently. Management involves measures like responding to incidents and congestion build up.

Noise Important Areas (NIAs) - Areas in which the top 1% of the population affected by the highest noise levels from major roads live.

Parking management - Strategies to improve the efficiency of parking in an area e.g. public car parks and on street parking within a town. This may involve changing the number of spaces available and the cost to park, to influence the number of people driving into an area and hence traffic levels.

Public transport - Transport that charges fares and runs on fixed routes and is available for use by the public e.g. bus, train and coach.

Ride-sharing (sometimes known as car-pooling) - Formal or informal sharing of rides between unlicensed drivers and passengers with a common or similar journey route. Ride-sharing platforms charge a fee for bringing together drivers and passengers. Drivers share trip costs with passengers rather than making a profit.

Rights of way - Public roads, bridleways, and footpaths.

Settlement hierarchy - A “settlement hierarchy” ranks and classifies settlements, based on the availability and accessibility of a broad range of facilities, a settlement’s economic role and the environmental constraints to development. Settlements that are in a higher tier of the hierarchy will often be more sustainable locations for new development, because residents would be able to access a greater range of services and facilities more easily, without the need to travel by private car.

Shared mobility/shared transport - Transport services and resources that are shared among users, either concurrently or one after another. Public transport, or mass transit, as well as newer models such as car-sharing, bike-sharing and ride-sharing, are all types of shared mobility.

Sustainable transport/travel - Forms of transport and travel that have a low impact on the environment e.g. walking and cycling.

Workplace parking levy - A charge on employers and education organisations for the number of parking places they provide that are regularly used by employees or students.

Zero emission vehicles (ZEVs) - This includes battery electric vehicles, and vehicles powered by other fuels derived from electricity (e.g. hydrogen), and potentially bio-fuels.



References

ⁱ Decarbonising Transport - A Better, Greener Britain (Department for Transport, 2021)

ⁱⁱ Hampshire County Council Climate Change Strategy 2020-2025 (HCC, 2020)

ⁱⁱⁱ Characteristics of homeworkers, Great Britain - Office for National Statistics (ons.gov.uk)

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