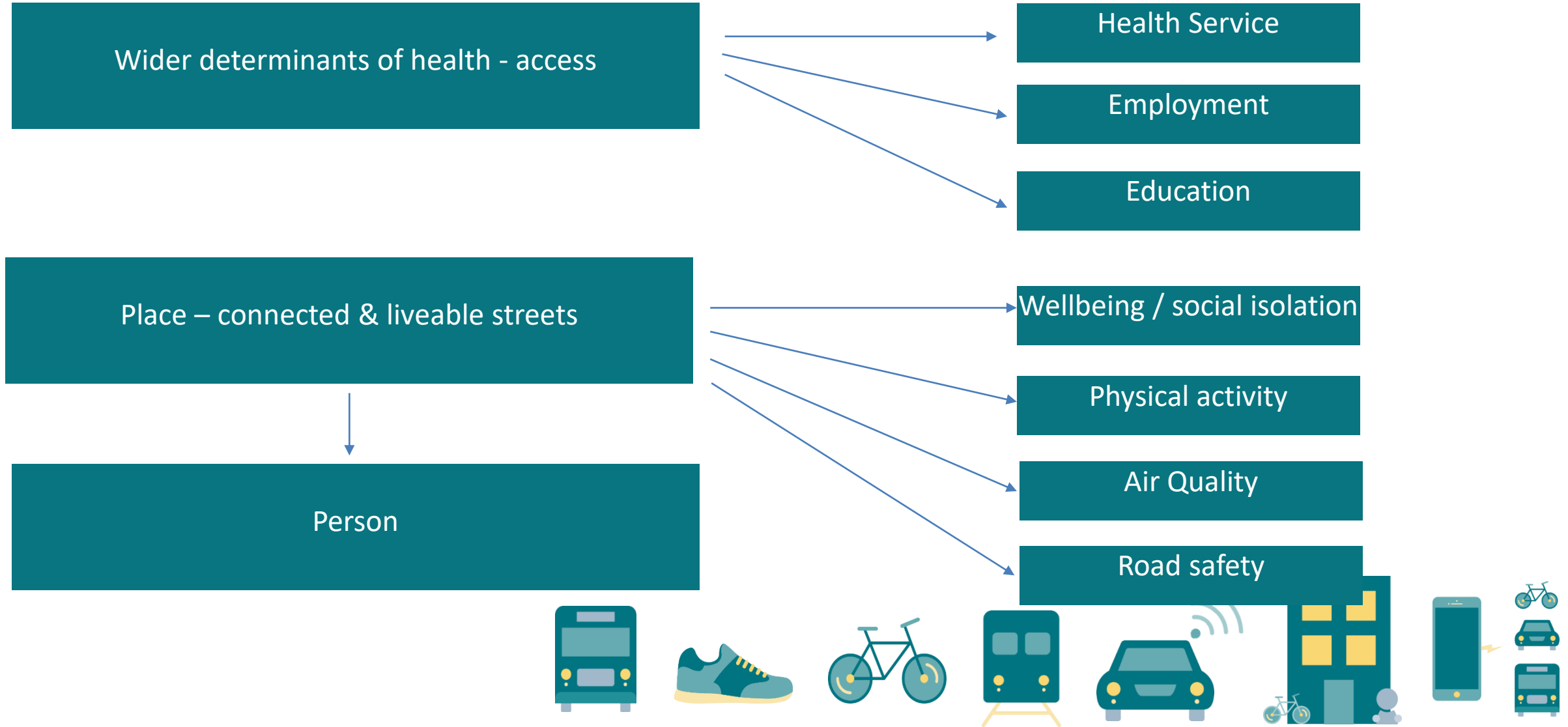




# Towards a new Transport Plan for Hampshire



# Transport and health: Impact and evidence



# The LTP: Introduction

The Local Transport Plan is an important policy document for the County Council and transport cuts across many wider policy areas.

The new Transport Plan will form the primary transport policy for HCC to 2050. It will provide a framework to guide all our future transport planning and investment.

Stakeholder input is an important part of developing the Transport Plan.

An initial engagement exercise is currently being undertaken to seek input and feedback from stakeholders on emerging aspects of the Plan.

Further to the current engagement, the council intends to consult on a draft LTP in Summer '21.

The final Transport Plan is expected to be published by the end of 2021.



# Introduction

The Local Transport Plan is an important policy document for the County Council and transport cuts across many wider policy areas.

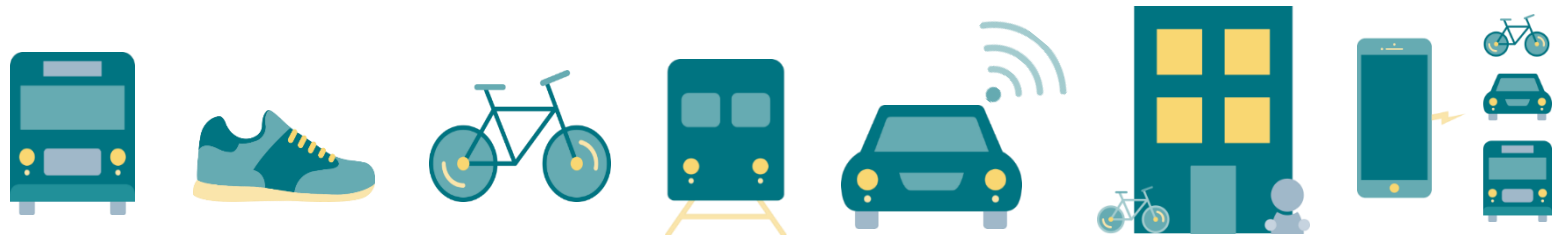
The new Transport Plan will form the primary transport policy for HCC to 2050. It will provide a framework to guide all our future transport planning and investment.

Stakeholder input is an important part of developing the Transport Plan.

An initial engagement exercise is currently being undertaken to seek input and feedback from stakeholders on emerging aspects of the Plan.

Further to the current engagement, the council intends to consult on a draft LTP in Summer '21.

The final Transport Plan is expected to be published by the end of 2021.



# Background to the new Transport Plan

The new Transport Plan builds upon the County Council's current Local Transport Plan 3.

The new Transport Plan:

- takes account of **new / changing policies and priorities**;
- keeps our approach relevant, effective and 'fit for the future';
- establishes **new ways of thinking** about transport decision making, in line with our wider priorities; and
- ensures that we **maximise value for money** from investment.

**HAMPSHIRE 2050**  
VISION FOR THE FUTURE

 **TRANSPORT FOR THE South East**



**NET ZERO  
EMISSIONS  
BY 2050**

# Drivers of change

The Transport Plan looks ahead to 2050 and needs to take account of key trends.

These are important for how we plan, respond and adapt in relation to the approach to transport.

Evidence and research has helped us to identify some key factors, but we are keen to hear from others what we should be taking account of, and the relative priorities.



Changing climate



Changing environment



Changing society



Changing economy



Changing technology

# The need for change (1)



DfT data shows that traffic on Hampshire roads grew by **+18%** between 2000 and 2019.

LGVs **+71%**

Strategic Road Network **+20%**

Locally managed roads **+16%**

**AND...**

Traffic levels are forecast to rise by between **17% and 51%** by 2050 in England and Wales (based on 2018 DfT analysis).



Car ownership in Hampshire is above average, in comparison with the South East and the rest of the UK. 45% of households have two or more cars or vans. **Hart and East Hampshire have some of the highest levels of car ownership in the country.**

Surface transport accounts for 37% of CO<sub>2</sub> emissions in Hampshire. **Passenger cars are the main contributor**, accounting for approx. 65% of domestic transport emissions in Hampshire.



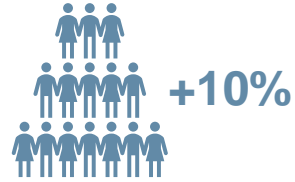
**If we carry on with existing policies and practice we will not achieve carbon neutrality from transport by 2050.**

## The need for change (2)

Even if we wholly switch to electric or hydrogen-fuelled vehicles, achieving carbon neutrality within the transport sector will require **at least a 10% reduction in car mileage in order to reduce energy demand.**



Overall societal costs (health impacts) of road transport emissions in Hampshire are estimated at **£225 million** per annum. Defra estimates that **5.4%** of adult mortality in Hampshire is attributable to particulate air pollution.



Hampshire's population is set to increase by 10% between 2017 and 2041, led by **net inward migration** and an **ageing population.**

19% of adults in Hampshire undertake less than 30 minutes of physical activity per week.

Only 32% of boys and 24% of girls (aged 5-15) do sufficient physical activity.



Bus use has increased by **3%** over the last decade, but the **number of journeys per head is below the South East average.**

The cost of running and providing public transport means that in relative terms it is becoming more expensive for users.

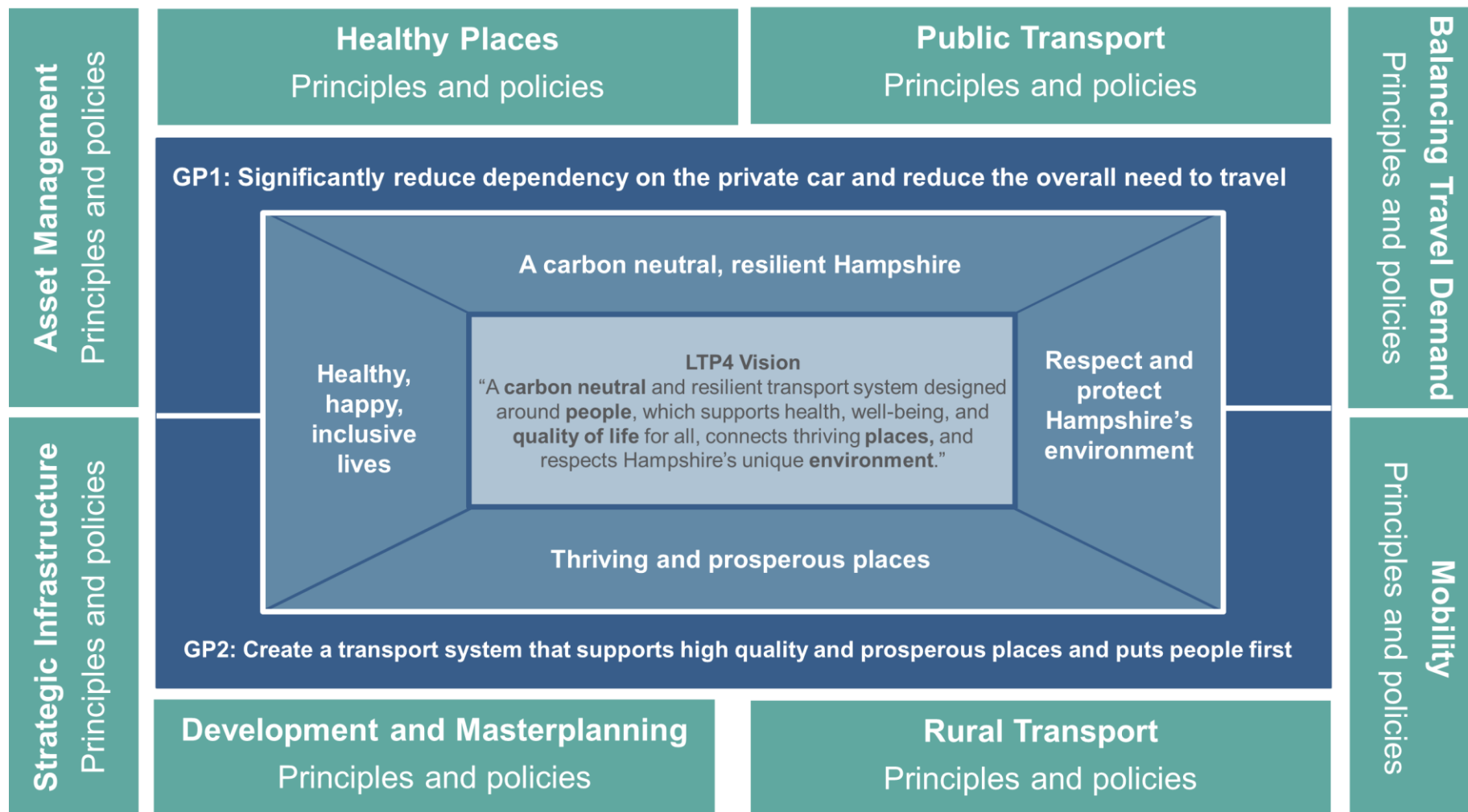




# Emerging framework for the Transport Plan

The core content of the Transport Plan is intended to cover:

- An overall vision
- Key outcomes
- Guiding principles
- Supporting principles and policies



## **A carbon neutral, resilient Hampshire**

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

A resilient and reliable transport network

## **Respect and protect Hampshire's environment**

A transport network that protects and enhances our natural and historic environments

Improved air quality and less noise disturbance from transport

## **Thriving and prosperous places**

A transport system that supports a connected economy, creates successful places, and ensures Hampshire continues to prosper whilst reducing its emissions.

Support future housing, employment and regeneration needs sustainably

## **Healthy, happy, inclusive lives**

A network that promotes active travel and active lifestyles to improve our health and wellbeing

A transport system that ensures that everyone has equal access to services, opportunities and life chances, delivering improved quality of life for all in Hampshire.

# Emerging principles for the Transport Plan

Two key guiding principles for the Transport Plan are proposed.

We are encouraging feedback on whether these provide the right emphasis in order to align the approach with achieving the proposed outcomes.

1

Significantly reduce dependency on the private car and reduce the overall need to travel

2

Create a transport system that supports high quality, prosperous places and puts people first

Specific policies and approaches for transport delivery



Outcomes



## **Guiding Principle 1: Significantly reduce dependency on the private car and reduce the overall need to travel**

This would place increased emphasis on approaches which:

**Prioritise walking, cycling and public transport**

**Reduce the overall need to travel  
'Live local, travel less'**

**Own fewer cars and use them less**

There is a need to decarbonise and make more efficient use of our transport system.

Major transport emission reductions are required.

Zero emission vehicles will play an important role, but we will still need to significantly reduce the number of miles driven to reduce the strain on zero carbon energy provision.

## **Guiding Principle 2: Create a transport system that supports high quality and prosperous places and puts people first**

This would place increased emphasis on approaches which:

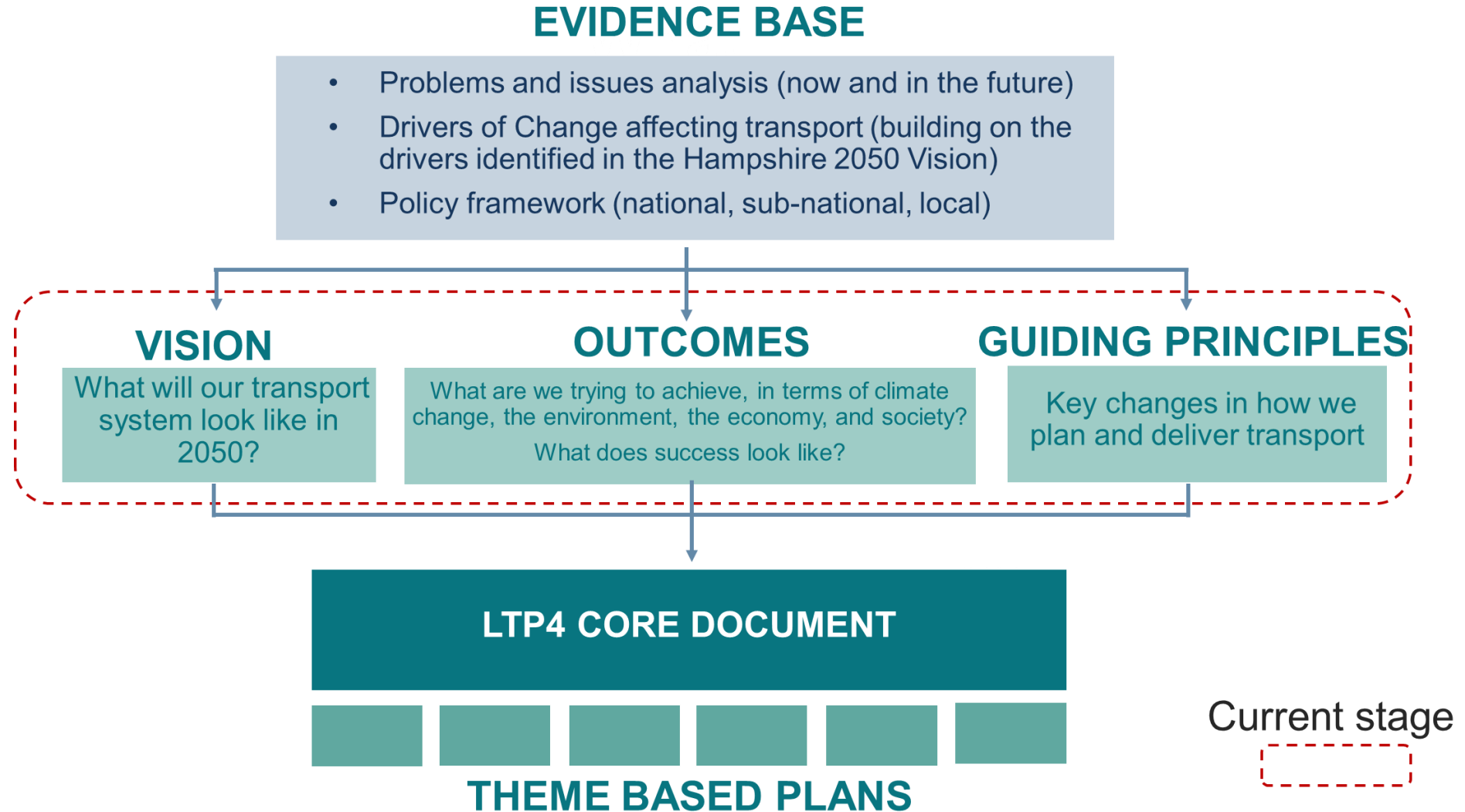
**Shift away from 'planning for vehicles' to 'planning for people' and 'planning for places'**

Planning our urban centres, residential areas, and other community places to prioritise and encourage active and public transport, in a way that creates better places to live, work, and visit.

In our urban areas, attractive walking, cycling and public transport options should be able to carry far more people in a more efficient manner than a car-focussed approach.

Our key strategic routes will need to be designed for the efficient movement of freight and people, to support national and sub-national economies.

There are several key elements to the Transport Plan.



# Developing the Transport Plan – key inputs

The development of the Transport Plan is underpinned by a wide range of technical, policy and stakeholder based activities.

Key inputs include:

## Evidence based analysis and research

- Comprehensive evidence base developed around transport plus wider related issues
- Carbon analysis (co-ordinated with Climate Change Strategy)

## Policy review and best practice

- Local, sub-national and national policy affecting transport
- Examples of best practice approaches to transport planning and delivery

## Integrated Impacts Assessment

- Strategic Environmental Assessment
- Equalities Impact Assessment
- Health Impact Assessment

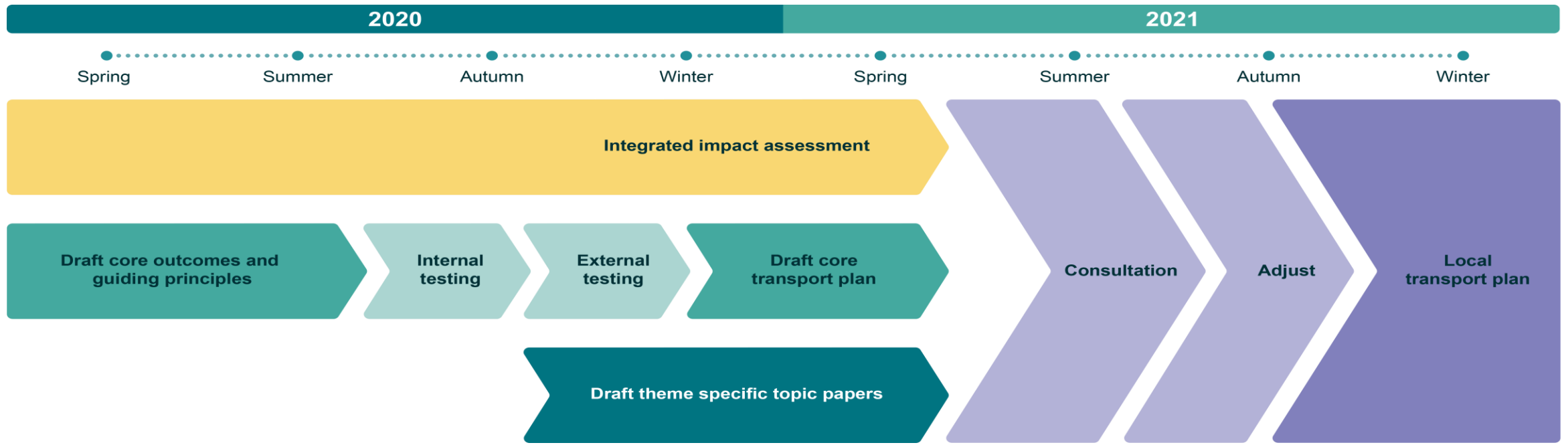
## Stakeholder engagement

- Internal engagement and review
- External engagement exercise
- Consultation on the draft Transport Plan

# Developing the Transport Plan

The development of the Transport Plan follows a robust process.

Incorporating a 'test and adjust' approach has been a key determinant of the programme





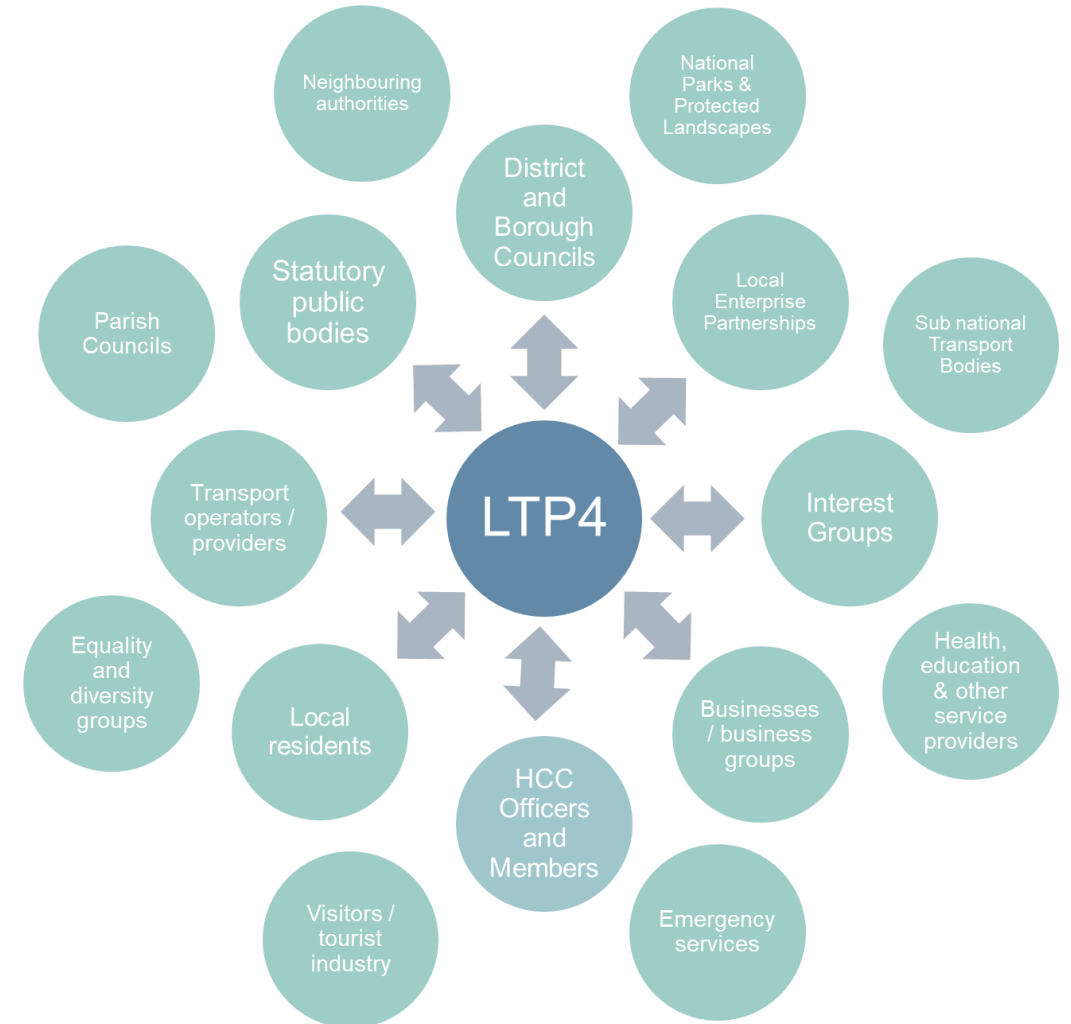
# Developing the Transport Plan – stakeholder engagement

The County Council is encouraging wide participation to inform the development of the Transport Plan.

It is important that we capture a broad range of views.

This will include individuals, groups or organisations throughout Hampshire and beyond that:

- will be impacted by the LTP
- have an interest in transport in Hampshire
- have knowledge or experience to contribute to the development of the plan
- will have a role in delivering the LTP



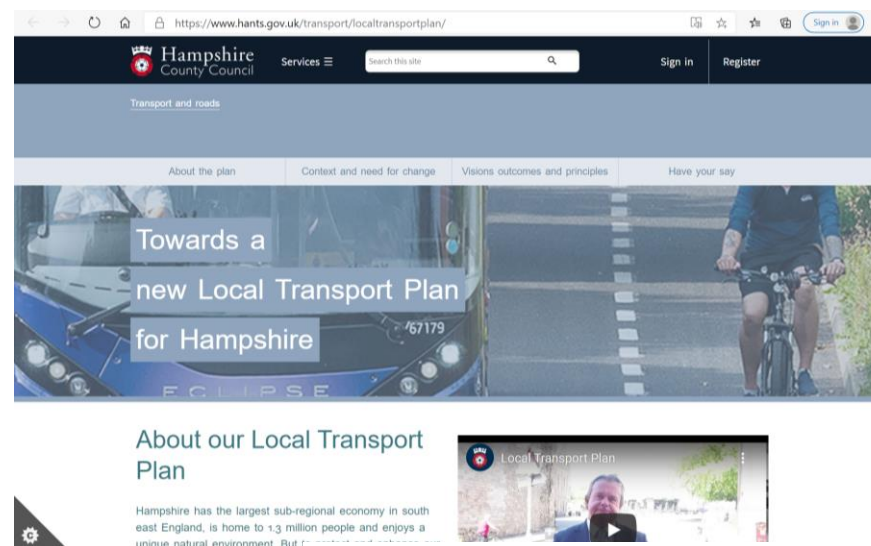
# Developing the Transport Plan – how to get involved

The current engagement seeks input and feedback to further develop the Transport Plan. This is predominantly online, with a dedicated web site: <https://www.hants.gov.uk/transport/localtransportplan/>

It is accompanied by an online questionnaire / feedback form.

The engagement exercise is due to end on 28 February.

Feedback will be used to further develop the Transport Plan. Consultation on a draft LTP is currently planned to take place in the summer.



### Drivers of change

From a local to global level there are some major changes ahead, presenting challenges and opportunities that we need to plan, respond and adapt to appropriately. Please share your thoughts on these [drivers of change](#) by responding to the questions below.

**How important do you consider each of the drivers of change to be, in terms of their implications for transport in Hampshire up to 2050? (Please select one option per row)**

	Very unimportant	Unimportant	Neutral	Important	Very important
Changing Climate	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Changing Economy	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Changing Society	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Changing Environment	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Changing Technology	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
COVID-19 Pandemic	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

If there are any other drivers that you feel should be considered, please outline which and why below:

Characters remaining: 1000

