



6. The new LTP seeks to establish agreement to a vision of what transport should look like in 2050, four transport related outcomes covering climate change, environment, economy and society, and two core guiding principles for how we plan, design and deliver transport improvements in Hampshire. Collectively these highlight the problems and challenges we face and indicate the direction we propose to take to solve them.
7. The plan includes a set of core and theme policies which set the rules by which Hampshire may apply the transport strategy and the types of measures that follow from this. The proposed consultation will test all these elements of the new LTP.
8. The LTP4 is drafted to be a pragmatic and deliverable way of achieving long term travel change. It seeks to support sustainable economic development and regeneration, widen accessibility, level up life opportunities, and promote healthier active lifestyles.

### **Contextual information**

9. The County Council has set targets to achieve carbon neutrality by 2050. The evidence collected suggest that transport contributes around 37% of all carbon emissions but also that of all sectors it is perhaps the hardest to decarbonise. The Government has set out plans to ban sales of new combustion engine vehicles for private vehicles which will help to decarbonise the transport system. Carbon modelling undertaken by Hampshire County Council suggests that this is not enough on its own and that if we continue at a local level with current policies and strategies the 2050 carbon budget will be used up by 2036. It indicates that action needs to be take now and that even after electrification of the vehicle fleet there will still be a need to reduce traffic levels by around 10% based on pre covid19 levels.
10. Economic growth and prosperity have always been a key outcome of historic transport plans but the pandemic and new trends in retail have changed the challenges we face and require us to think differently about how we achieve it. Inequality of opportunity in our society is not a new issue but it is a key economic issue that is at the heart of the Government's approach to levelling up.
11. The environment is impacted by how we move about particularly from emissions and other pollutants associated with transport but also the impact on the natural environment. The evidence collected suggests that poor air quality has significant health impacts. Furthermore, it suggests that even if we move to a greater use of electric vehicles some emissions will persist, including the smaller particulates which are most harmful to public health.
12. How we move about is a key determinant of our opportunity to live healthy, happy and inclusive lives. Hampshire is one of the most car dependent local authorities in the country, which impacts levels of obesity and inactivity. In Hampshire 19% of adults take less than 30mins activity a week. Of children aged 5 to 15 only 32% of boys and 24% of girls do sufficient exercise. The quality of infrastructure to support active lifestyles where walking and cycling become the norm for more people needs to be more than safe, it needs to be comfortable and attractive to use and accessible for all. Many who experience

inequality in our society are also the most likely to have the poorest transport opportunities and choices and be most exposed to harmful pollutants.

13. The LTP explores the challenges set out in the above paragraphs and sets a vision for addressing them. It also includes two core principles which are intended to guide what we do going forward. They are:
  - significantly reduce dependency on the private car; and
  - provide a transport system that enables high quality and prosperous places and puts people first.
14. This is a direction which is different to previous LTPs. One which is about improving the choice of modes by transforming and widening the use of walking, cycling and public transport as alternatives to private car use. It recognises that cars will remain important but also that addressing the outcomes above ultimately means reducing traffic levels. It is also pragmatic and recognises that at the same time we will still need to increase road capacity where there is a strong case for doing so. Examples being road improvements that attract traffic away from areas suffering poor air pollution such as our town centres or which facilitate movement on key trade corridors such as from the Midlands to the Ports of Southampton and Portsmouth.
15. The focus on “people” and “place” recognises that in many locations infrastructure provision has been planned with vehicle capacity being the dominate consideration. Such approaches were termed “predict and provide”. On motorways and strategic roads this remains broadly appropriate but on residential streets or high street locations the functions of such areas are much more complex than simply moving vehicles around. The form of such streets needs to better reflect the balance of considerations that apply to how people want to use such places and ultimately what we want those places to be like. The LTP seeks to set out a Movement and Place framework which will guide how, where and when we balance these competing factors. Doing so will allow us to better respond to the needs of different transport users in the form of the infrastructure the County Council provides.
16. The LTP includes core and theme policies which are set to achieve the outcomes, vision and core principles. These are the rules that apply to how Hampshire County Council proposes to change the infrastructure and they apply to what Hampshire does as a highway authority and what others might want to do to change the transport network. As rules, they are things Hampshire will not want to compromise on. Consultation will be an important test to see if the ones proposed will be viewed as making a difference to the desired outcomes.
17. The biggest difference in the policies to previous LTPs are:
  - a. the creation of a road user utility framework;
  - b. a movement and place framework to help us decide how best to change our streets and spaces and balance competing needs;
  - c. a new approach to integrating land use and transport planning by clearly defining what sustainable transport looks like;
  - d. an approach to adapting our infrastructure to respond to climate change;
  - e. policies that support decarbonisation and electrification of the vehicle fleet;

- f. policies that set out how the County Council will make use of new technology to solve transport challenges; and
  - g. policies that set the ambition to deliver a transformational change in public transport, walking and cycling networks and systems.
18. What is not in the LTP at this time are detailed targets or a monitoring framework. This will follow if the strategy is agreed. The intention is that monitoring will be done on a regular basis and kept live to reflect the national funding situation and Hampshire's success in securing funding going forward. Neither does it include the detailed suite of guidance which will need to follow the adoption of policies. Guidance will be needed to detail how we apply the rules in practice. Examples include how we assess the detail of transport assessments submitted as part of planning applications or local plan development or how we assess the carbon impacts of different transport intervention to help make decision about which ones will have greatest impact on decarbonisation or help mitigate climate change.
19. The LTP will also be supported by detailed local area strategies and plans and topic related strategies. These will all be developed within the policy framework set by the adopted LTP and will effectively be daughter documents of the LTP. Examples include an electric vehicle strategy, a climate change adaption plan or area plans similar to the existing Winchester Movement Strategy.

## **Finance**

20. The LTP has been developed within existing revenue budgets over a number of years.
21. Delivering the plans set out in the LTP will be conditional on continuing success in securing national grant funding and contributions towards schemes from the private sector of a similar or slightly greater level to those secured to date (over the last 5 years) but for the next 15 plus years. Additionally, it can be expected that in delivering elements of the strategy there may be new sources of income secured from providing transport services or enforcement activity that could be ringfenced for delivery of the LTP.

## **Consultation and Equalities**

22. This report seeks approval to undertake consultation on a draft LTP4 document.
23. An initial engagement process was followed to help develop and shape the LTP outcomes, vision, core design principles and policies and plans. Over 800 organisation or individuals responded and offered broad support for the vision, desired outcomes and core design principles. It also tested views on a range of potential measures. An engagement report is already in the public domain at the following site. <https://documents.hants.gov.uk/transport/LTP4-Summaryofinitialfeedback.pdf>
24. The engagement process also included presentations to relevant forums including the Health and Wellbeing Board and the Hampshire Youth Parliament. All comments received have been given consideration in developing the draft LTP.

25. It is a statutory requirement of LTPs to undertake an Integrated Impact Assessment (IIA). This has been undertaken throughout the development of the LTP and a full report covering equalities and environmental appraisal will be published alongside the draft LTP.
26. The findings of the IIA are reflected throughout the proposed LTP. It also includes a plan explicitly targeted at addressing areas where issues of inequality have been identified.
27. The LTP, as it has been developing, has been subject to two all member briefings. Once during the engagement process and more recently prior to approval being sought in this report to consult. The draft of the LTP will be reviewed by the ETE Select Committee.
28. If approved for consultation the County Council will consult on the draft plan. This will involve a 12-week consultation being undertaken. Following consultation, the feedback received will be analysed and used to review the draft document. The intention is then to take a revised LTP for approval via the appropriate County Council committees, in this case, Cabinet followed by Full Council. If adopted the plan would become the new policy framework for the County Council and would then need to be implemented.
29. A draft document and the survey method and forms have been reviewed at the 14 February 2022 select committee meeting. The meeting has resulted in a number of suggested changes, many of which have enhanced the LTP4 and so have been incorporated into the consultation draft attached to this report. The draft appended to the decision report is a draft prior to the final process of publication. The publication draft will be professionally desktop published after the decision day so that it can include any changes required.

### **Climate Change Impact Assessments**

30. The use of the standard assessment tool is not appropriate to the decision to consult on the draft document. However, climate change and decarbonisation is a core outcome targeted by the proposed LTP. Furthermore, a high-level assessment and modelling of carbon has been undertaken as a part of the LTP evidence base. This has influenced, to a great degree, the policies, design principles and vision, and ultimately the actions and programmes of work we undertake as a result.

**REQUIRED CORPORATE AND LEGAL INFORMATION:**

**Links to the Strategic Plan**

|   |     |
|---|-----|
| <b>Hampshire maintains strong and sustainable economic growth and prosperity:</b> | Yes |
| <b>People in Hampshire live safe, healthy and independent lives:</b>              | Yes |
| <b>People in Hampshire enjoy a rich and diverse environment:</b>                  | Yes |
| <b>People in Hampshire enjoy being part of strong, inclusive communities:</b>     | Yes |

**Other Significant Links**

|  |                              |
|--|------------------------------|
| <b>Links to previous Member decisions:</b>                           |                              |
| <u>Title</u><br>Local Transport Plan Development                     | <u>Date</u><br>10 March 2020 |
| <b>Direct links to specific legislation or Government Directives</b> |                              |
| <u>Title</u>   | <u>Date</u>                  |

**Section 100 D - Local Government Act 1972 - background documents**

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

| <u>Document</u> | <u>Location</u> |
|-----------------|-----------------|
| None            |                 |

## **EQUALITIES IMPACT ASSESSMENT:**

### **1. Equality Duty**

The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited by or under the Act with regard to the protected characteristics as set out in section 4 of the Act (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation);
- Advance equality of opportunity between persons who share a relevant protected characteristic within section 149(7) of the Act (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic within section 149(7) of the Act (see above) and persons who do not share it.

Due regard in this context involves having due regard in particular to:

- The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity which participation by such persons is disproportionately low.

### **2. Equalities Impact Assessment:**

This decision relates to approving a draft LTP4 for public consultation and will not itself have any direct impacts on people with protected characteristics. However, it is a statutory requirement that LTPs should incorporate an Integrated Impact Assessment (IIA), which addresses Protected Characteristics. This has been undertaken throughout the development of the LTP and a full report covering equalities and environmental appraisal will be published alongside the draft LTP. The findings of the IIA are reflected throughout the proposed LTP. It also includes a plan explicitly targeted at addressing areas where issues of inequality have been identified.

The public consultation will enable feedback which will help inform this assessment, and when the final document is presented for approval the full impact assessment will be available for the consideration of the relevant decision makers.