Hampshire Local Transport Plan
2011 - 2031

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Hampshire Local Transport Plan

This document has been issued and amended as follows:

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2	15/6/2012	Long-term strategy unchanged, 3-year implementation plan rolled forward (2012-2015)	H,T&T Service Stream Board	Executive Member for Environment and Transport
3	15/04/2013	Weblinks and statistics in Long-term strategy updated - priorities and policies unchanged. 3-year implementation plan rolled forward (2013-2016)	H,T&T Service Stream Board	Executive Member for Environment and Transport

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Foreword

We are pleased to introduce Hampshire County Council's new Local Transport Plan (LTP). It is intended to be a succinct and readable document written in two parts: a 20-year Strategy, which sets out a long-term vision for how the transport network of Hampshire will be developed over the next 20 years, and clearly articulates how the LTP will contribute to achieving progress on the County Council's corporate priorities; and a three-year Implementation Plan.

A number of major issues face Hampshire in the years ahead. We must support the sustainable growth and competitiveness of the Hampshire economy and sustain the high quality of life enjoyed by current and future Hampshire residents, while responding to challenges like climate change. In its plans to address these issues, the County Council plays an important role in ensuring that transport and travel in Hampshire is safe, efficient and reliable.

Our top priority is maintaining Hampshire's key transport resource: our highway network. Roads and railways are the arteries on which Hampshire's economy and prosperity depends. For businesses and communities to prosper and flourish, a well-connected network with reliable journey times is essential. We are also committed to reducing carbon emissions and other negative impacts from transport. Technological advances will play a part in helping to achieve these objectives, but wherever possible we also need to improve local travel options, so that public transport, walking and cycling, on their own or in combination, can provide viable, attractive alternatives to the car.
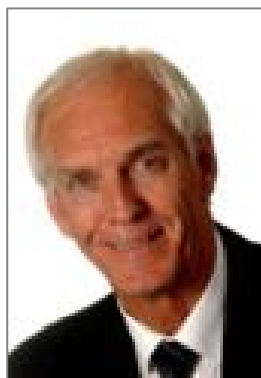
Transport networks and services improve health and wellbeing by helping people get to shops and essential services, visit their families and friends, and participate in community life. However, transport and travel can also damage communities, through excessive speed, noise and pollution, and by creating physical barriers. The County Council will work hand in hand with Hampshire communities to carefully balance its plans for the benefit of the economy, communities and the environment.

This Hampshire Local Transport Plan demonstrates how we will tackle these issues in the years ahead, despite significant reductions in the levels of funding available to maintain and improve transport services. Even since this LTP was first drafted we have invested heavily in a sustained programme of highway repairs. We are determined to keep Hampshire moving, and are grateful for your part in helping us to do so.
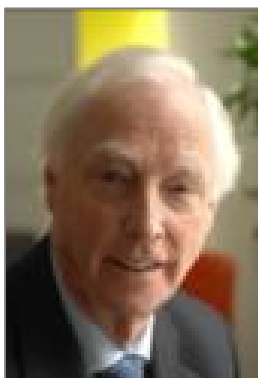
Councillor Ken Thornber
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Chapter 1: The Transport Vision

Hampshire's transport strategy as set out in this Local Transport Plan (LTP) will help the County Council to make progress on its [corporate priorities](#)[1]; of developing and supporting stronger safer communities, maximising well being and enhancing quality of place, and on its [Sustainable Community Strategy](#)[2]. It will also help realise our vision of "safe, efficient and reliable ways to get around a prospering and sustainable Hampshire".

Transport is an enabler of activity and in many ways essential to the success of society. Every day, Hampshire's transport network carries people, goods and services – our social and economic lifeblood – to every corner of the county.

In Hampshire every day:

- Around 650,000 people travel to work;
- Over 200,000 young people travel to pre-school, school or college;
- Over three quarters of a million people do their shopping;
- 22,000 people receive essential care services;
- 13,500 people visit tourist attractions;
- Cars travel approximately 20 million miles;
- Lorries travel almost 910,000 vehicle miles on major roads;
- 20,000 tonnes of freight are moved by rail;
- You, your family, your neighbours and your colleagues can, at a moment's notice, walk, ride, drive, get a lift, catch a bus, train, aeroplane or ferry, call a taxi or cycle.

In many places, the transport network is modern and efficient, while in others it is in need of significant investment; but everywhere it is a vital and precious asset on which most activities depend. The development of a well-functioning, reliable transport network plays a crucial role in supporting wider economic prosperity and competitiveness, enabling healthy social interaction, and reducing carbon emissions.

> The South Hampshire area, including the cities of Portsmouth and Southampton, contains two international gateway ports and one international airport. These gateways make a major contribution to the Hampshire and national economy through significant international flows of passengers while the ports handle a wide range of freight and goods traffic, both for export and import. Their continued competitiveness and success depends on having reliable strategic transport links to connect them with the wide hinterland they serve.

People in Hampshire care a great deal about the freedom, choice and access that transport provides. Parking, speed limits, potholes, ticket prices, congestion, air quality and bus services are just some of the issues that fill the columns of local newspapers and dominate local debate. People rightly feel entitled to a high-quality transport system that the transport authorities will not just maintain, but constantly improve. However, they also care about the cost of travel and the value for money of transport provision.

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[1] http://www3.hants.gov.uk/corporatestrategy
[2] http://www3.hants.gov.uk/73496_sustain_communities_2.pdf

Transport is for people, lives and places

The starting-point for Hampshire County Council is that a Local Transport Plan (LTP) is not only about transport, it is about helping people maintain their quality of life and go about their daily business. Everybody needs to move around, and modern life is fundamentally dependent on the movement of people and goods. This transport strategy can provide the context to help this movement in ways that maximise opportunity, health and the value of time. However, transport policy alone does not determine what happens on the ground. Changes in the way other service suppliers, such as retailers, hauliers and healthcare or tourism providers, deliver their services can ultimately have a great effect on transport needs, and are determined by many other factors.

During the next 20 years, people's lives and the ways they move around will change. In some ways the change will be dramatic. In perhaps most cases it will be slow, and in some hardly anything will change at all. Children may travel to one school or different school sites for particular lessons; shoppers may be collected in free supermarket buses or stay at home to receive home deliveries; employees may commute longer distances or work from home; manufacturers may deliver goods locally or to central warehouses; and people of all ages may need care services at home or better transport to hospitals and healthcare centres. Amidst change, one thing that will stay constant is the vital role that transport plays in helping people live their daily lives.

Regardless of the changes that will undoubtedly take place, transport policy will continue to be an essential component of the wider public agenda; derived from and contributing to policies on health and well-being, the economy and the environment. For the County Council there will be a balance to be struck between the need to provide a 'universal' service to all Hampshire's residents, businesses and visitors, and the need to provide services that do not exclude particular groups or are tailored to individual needs. To give one example, under the social care policy known as 'personalisation', more tailored transport services could help support people's independence and widen the life choices available to them.

There is also a need to be constantly mindful of the impact that meeting all of our transport needs can have on the environment, both in terms of carbon emissions and adaptation to climate change, as well as on communities, biodiversity and the quality of local places.

It is the Council's role to organise its own resources, make the best use of its powers, and work with a wide range of partner organisations, so that whatever happens in their lives people can:
- reliably get to the places they need to go;
- choose how, when (and whether) to travel;
- travel safely, for themselves and others;
- if possible, enjoy their journey.

The Council also works with others where it can to contribute towards the health and prosperity of the places where people live and work, so that transport:
- respects and protects the physical quality of places;
- serves places' economic needs;
- minimises carbon emissions and the impact of climate change;
- is fully integrated with other areas of policy affecting places (for example, economic development, energy and land-use planning);
- helps places be sustainable and socially connected.

The plans that are made and the work done on the ground will be aimed at understanding and meeting the needs of Hampshire's people and places, balanced against those of the wider community.

The role of the County Council

The Local Transport Act 2008 contains a statutory requirement for the County Council to produce and review Local Transport Plans and policies. The County Council's responsibilities for transport are both statutory and discretionary, and are aimed at achieving objectives set out in its Corporate Plan and Community Strategy.

Statutory duties

In terms of transport, the County Council has a legal and statutory duty to:

- Maintain and repair the public highway (other than motorways and trunk roads) including roads, pavements, drains and verges, and carry out regular inspections[3];
- Work to keep the main road network clear of ice and snow in winter;
- Deal with reported defects and problems on the highway;
- Produce an LTP that has regard to Government guidance and policies on the environment, including mitigation of and adaptation to climate change[4];
- Manage the road network to improve the movement of traffic, including co-ordination of all road-works[5];
- Work with bus operators to plan provision of local bus service information[6];
- Provide home-to-school transport for children who live outside a defined walking distance between their home and the school, to enable attendance at school[7];
- Meet the transport needs of children and young people in a way that promotes sustainable travel[8];
- Provide free concessionary bus travel for older people and people with disabilities from 9:30a.m. on weekdays, and all day at weekends and bank holidays[9];
- Consider the needs of disabled people both when developing plans and implementing them[10];
- Support district councils with respect to carrying out air quality reviews, the assessment of air quality management areas and the preparation of air quality action plans[11];
- Address the effects of inequalities that arise from social or economic disadvantage, as well as from gender, race, disability, sexual orientation and belief[12].

Other important activities

In addition to these statutory legal duties the County Council is expected to:

- Produce a Highway Asset Management Plan;
- Produce a Network Management Plan;

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[3] Highways Act, 1980
[4] Local Transport Act, 2008
[5] Traffic Management Act, 2004
[6] Transport Act, 2000
[7] Education Act, 1996
[8] Education and Inspections Act, 2006
[9] Transport Act, 2007
[10] Disability Discrimination Act, 1995 and 2005
[11] Environment Act 1995
[12] Equalities Act, 2010

- Work to reduce road casualty levels;
- Provide support for socially necessary public transport services (in the form of buses or community transport) where services are not commercially viable;
- Deliver the school crossing patrol service;
- Provide a school escort service for children with special educational needs;
- Develop District Statements and Town Access Plans (TAPs) for larger urban centres, setting out packages of sustainable transport measures to improve accessibility and modal choice.

To meet these duties and expectations, the County Council needs to work closely in partnership with a wide range of stakeholders including District Councils, infrastructure providers, Government agencies, public transport operators and providers of community transport services to plan and jointly fund transport improvements. These will include schemes that improve integration between different travel modes.

The County Council also works to assimilate and monitor data on traffic and travel patterns within Hampshire, to help better understand pressures on the network. This "evidence base" building proves useful in terms of our role in advising Government on local transport policy, through which the County Council seeks to ensure that its interests are heard and reflected within the policies, plans and programmes of the Highways Agency, Network Rail, Local Enterprise Partnerships, District Councils, port and airport operators and rail franchise-holders.

With the Coalition Government's new focus on localism, the County Council also seeks to foster and enable community-driven grassroots initiatives and solutions to the transport problems that communities face. A good example of this is our guiding role in the development of Town Access Plans[13] (TAPs) for main towns within Hampshire*.

A strong track record of delivery

In recent years, the County Council (through its previous Local Transport Plan) working with partners such as the Highways Agency and Network Rail, has delivered a number of major transport improvements including:

- Completion by the Highways Agency of the M27 lane widening project between junctions 3 and 4[14], and M27 climbing lane project between junctions 11 and 12[15] in early 2009 (the combined cost of these two projects was £96m);
- The Southampton to West Midlands Rail Gauge Enhancement project[16], completed by Network Rail in February 2011, saw around 50 bridges and structures rebuilt to improve clearances. This will enable more deep-sea containers from the Port of Southampton to be transported by rail (project cost £71m);
- Completion by the County Council of the A3 ZIP bus priority corridor[17] between Clanfield and Cosham in autumn 2008 (project cost £33.8m);
- Completion by the County Council of the 864-space South Winchester Park and Ride site off Junction 11 of the M3 in April 2010 (project cost £7.1m); and

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* This was a commitment in the County Council's second Local Transport Plan (2006-2011)

[13] http://www3.hants.gov.uk/taps

[14] http://webarchive.nationalarchives.gov.uk/20120810121037/http://www.highways.gov.uk/roads/projects/5655.aspx

[15] http://webarchive.nationalarchives.gov.uk/20120810121037/http://www.highways.gov.uk/roads/projects/5660.aspx

[16] http://www.networkrail.co.uk/aspx/12277.aspx

[17] http://www.hants.gov.uk/a3buscorridor

- Completion of a new [bus interchange](link)[18] and taxi rank on the forecourt of Farnborough Main station in summer 2010, and new fully-accessible footbridges with lifts at Fareham and Southampton Airport Parkway stations in 2009.

Photos of completed projects (clockwise from top right): new accessible footbridge at Southampton Airport Parkway; bus at South Winchester Park & Ride site; bus at new Farnborough Main station interchange; bus using the A3 ZIP priority corridor.

Two further major projects were completed by the County Council or its' partners during 2011 and early 2012:

- The A3 [Hindhead Improvement](link)[19] project, was delivered by the Highways Agency to address a congestion bottleneck on this key strategic route between south east Hampshire and London and Surrey (project cost £371m); and
- Phase 1 of the [Eclipse Bus Rapid Transit (BRT) network](link)[20], a 4km long dedicated busway on the 8km route between Gosport and Fareham, using a former railway corridor, was constructed by the County Council and opened in April 2012. The County Council received £20m of funding towards the project from the Community Infrastructure Fund. In addition, funding from Planning for Urban South Hampshire (PUSH) and Hampshire County Council was used to progress the design and advanced works for the scheme.

Alongside these larger schemes the County Council, its partners and the voluntary sector have been involved in delivery of a range of low-cost improvements:

- Lower speed limits have been introduced in 112 villages across Hampshire, through the [Village 30](link)[21] programme;
- The County Council supports 17 [taxishare and carshare schemes](link)[22], catering for residents of the more isolated parts of Hampshire that have no bus service;

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[18] http://www.southwesttrains.co.uk/farnborough.aspx
[19]http://webarchive.nationalarchives.gov.uk/20120810121037/http://www.highways.gov.uk/roads/projects/3832.aspx
[20] http://www3.hants.gov.uk/tfsh/eclipse.htm
[21] http://www3.hants.gov.uk/roadsafety/community.htm
[22] http://www3.hants.gov.uk/passengertransport/communitytransport/taxishares.htm

- The County Council funds the purchase of new minibuses for voluntary sector Community Transport groups;
- The County Council provides advice to employers who are producing workplace travel plans, and supports Hantscarshare.com, to enable people wanting to share lifts to find others who make the same or similar journeys;
- The County Council supports two Community Rail Partnerships (Lymington to Brockenhurst[23] and Three Rivers[24]) which have increased passenger numbers on these corridors through working with volunteers and the community; and
- Support for 118 community-based voluntary 'Good Neighbour' groups[25] (also known as 'Care Groups', who provide car schemes for vulnerable people to help them attend hospital appointments or do their shopping.

The latter two initiatives are good examples of the Coalition Government's 'Big Society' agenda at work in the provision of essential transport services through communities, taking responsibility for meeting local transport needs. It is the County Council's aim that more such initiatives will be developed in the future.

Policy Context

The wider policy context within which LTP has been drafted is covered in more detail in Chapter 3. With the election of a new Government in May 2010, policies that influence transport have undergone significant change.

The LTP was drafted in the light of Government policy announcements and the DfT Business Plan[26], and so anticipates the thrust of central Government policy. The LTP has taken into account Government policies for local transport are set out within 'Creating Growth, Cutting Carbon: Making Sustainable Local Travel Happen'[27], a Local Transport White Paper published in January 2011. The Coalition Government has made it a priority to devolve power, and greater financial autonomy to local authorities, through the Localism Act 2011[28]. This Act is one of the cornerstones of the Coalition Government's policies, prioritising greater control, participation and accountability at a local level. This is intended to help increase the sustainability of local transport systems so that they can promote economic growth, minimise the environmental impact of travel, improve public health and promote social inclusion.

As well as the 'Big Society' and 'localism', which are being promoted by the Government, the County Council's own corporate priorities, Sustainable Community Strategy[29] and other specific strategies on climate change[30], children[31] and meeting the needs of older people[32] have also shaped the formulation and strategies of the LTP.

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[23] http://www.lymington-brockenhurstcrp.co.uk/
[24] http://threeriversrail.com/
[25] http://www.goodneighbours.org.uk/website/
[26] https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/3367/dft-2012-business-plan.pdf
[27] https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/3890/making-sustainable-local-transport-happen-whitepaper.pdf
[28] https://www.gov.uk/government/publications/localism-act-2011-overview
[29] http://www3.hants.gov.uk/73496_sustain_communities_2.pdf
[30] http://www3.hants.gov.uk/climatechange.htm
[31] http://documents.hants.gov.uk/childrens-services/CYPP2012-15FullVersion.PDF
[32] http://www3.hants.gov.uk/bettertime/cx-olderpeoplesstrategy.htm

These ambitions cannot be delivered by a single organisation, but require all the agencies and other partnerships across Hampshire to work closely together to co-ordinate their policies and plans.

Looking ahead: Constraints and choices

In addition to the severe financial constraints now faced by all public authorities, in developing and delivering this LTP the County Council has limited powers or opportunity to change large parts of the transport network. Meanwhile, there are no indications of a natural reduction in demand. As a result, options are inevitably restricted and improvement across the board will be difficult to achieve. Both the scale and pace of transport improvements that can be delivered by all transport authorities and agencies are constrained, and given this, prioritisation of scarce resources will be needed.

Constraints: The role of other bodies and private companies

This LTP seeks to focus efforts on improving those aspects of the transport network over which the County Council has the most control, namely the local highway network. In areas of strategic transport infrastructure and public transport, the County Council will use its influence to lobby the national infrastructure operators and private companies that operate rail and bus services to encourage them to make improvements to those aspects under their control, for the benefit of the people of Hampshire.

The County Council does not operate or control train and bus services, nor does it control the motorway or trunk road network, which is operated by the Highways Agency. Over the next few years, both the Highways Agency and Network Rail are expected by Government to focus on improving their efficiency, and are expected to scale back the level of investment in their networks.

Network Rail plans and delivers rail infrastructure investment. Rail services are run by privately-owned train operating companies under franchise agreements with Government. The current system of rail franchising, with a short franchise period of around seven years, can discourage rail operators from making substantial investments in station facilities and services. In April 2012, South West Trains and Network Rail announced that they were entering into a new "deep alliance"[33] partnership, whereby both organisations would share a management team for running passenger rail services and rail infrastructure across the Wessex route area (covering Hampshire). This alliance, a first for the UK rail industry is expected to improve levels of local responsiveness, and help reduce costs through closer joint-working and collaboration until the current South West Trains franchise expires in February 2017.

Bus services are run by privately-owned companies, mostly on a commercial basis, and these companies decide on fare levels, the routes buses should take and how often they run. The majority of bus services in Hampshire are run by four large bus companies, and each takes their own approach towards service investment, ticketing, innovation and marketing to seek to grow demand for their services.

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[33] http://www.southwesttrains.co.uk/Alliance.aspx

Constraints: The impact of reductions in funding and other external factors

It is clear that the dominant feature of the transport landscape over the next few years will be the substantial reductions in available funding from all sources, including for capital schemes traditionally funded by central Government. This will inevitably have the effect of limiting policy choices as certain options will simply be unaffordable in the short term, while essential tasks such as highway maintenance will consume a higher proportion of available funding. The effects of the current spending reductions will be felt right through the 20-year period of the proposed LTP strategy, as the system catches up with what is likely to be years of national underinvestment.

Even when the 'normal' situation has been recovered, there will only be enough investment available to satisfy a fraction of our transport needs. Congestion, pollution and the risk of road casualties will still be present. More frequent severe weather may change the way roads are maintained and the way they are used. The cost of some forms of travel will rise faster than that of others, possibly to the point where they are unaffordable for some people. Others may be affordable but inconvenient. Promised new technologies may be disappointing or delayed. Despite the best-laid plans of the state – for example the landmark Climate Change Act which mandates an 80% reduction in carbon emissions by 2050 – the natural behaviour of people, organisations and markets will always be difficult to regulate.

Even where sufficient funding exists, most of Hampshire's transport network was built long ago and cannot be redesigned, moved around or easily adapted to suit changing life patterns. Jobs and households may move down, up, towards or away from the M3 – but the M3 itself will stay where it is. By and large it is people and their plans that have to adapt to the system; and ambitions to reverse this tend to be most effective at a very local level.

Choices for the County Council and local people

The County Council can offset some of the constraints identified above. This can be achieved by means such as structural maintenance, better traffic management, working to reduce dependence on the private car and encouraging low-carbon transport. However, traffic and travel are forms of economic activity, requiring the right balance between control and freedom. This could mean, for example, accepting greater traffic congestion as a fact of life, but managing it to make journey times more reliable; helping people travel at times that avoid peak congestion; or helping them work in ways that avoid the need to travel altogether. In the end, people will make choices based on their own circumstances, and the role of the County Council is to ensure that, where practicable, such choices exist.

Working with others, Hampshire County Council must itself make policy choices about the interventions that are most likely to achieve our vision described above. Hence this Local Transport Plan proposes some strategic priorities for transport in Hampshire over the next 20 years. The priorities and policy objectives, set out in Chapter 2, have been developed through consultation with County Councillors, stakeholders and residents. These priorities and policy objectives have been identified on the basis that, while the funding gap as set out in the County Council's budget statement[34] will limit our ability to

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[34] http://www3.hants.gov.uk/budget-statement/budget-funding-gap.htm

be ambitious in the short term, as economic growth returns over the second half of this period it will be increasingly possible to deliver the more aspirational elements of our strategy.

The Road Ahead
Over the 20-year period of the strategy element of this LTP, the County Council fully expects the private car, which provides unparalleled freedom, choice and flexibility, to remain the dominant form of transport across most of the county. Our emerging priorities, set out in Chapter 2, reflect this expectation. However, as economic growth recovers in the period to 2031, traffic congestion is forecast to increase substantially, beyond the official peak capacity of busy Hampshire road corridors such as the M3 or M27. If this happens, motorists will need to find ways to adapt to the kinds of delays currently seen in more congested parts of the United Kingdom; and to maximise capacity it may be necessary to introduce active traffic management measures that have proved successful in keeping congestion at tolerable levels. Meanwhile, other parts of Hampshire that currently do not experience congestion may start to see it becoming noticeable during the period.

The County Council will be able to mitigate some of the expected increase in congestion through better traffic management, intelligent transport systems and small local improvements. For those who find increased congestion unacceptable, the County Council will ensure that there is the opportunity to switch to public transport, for example bus-based rapid transit systems benefiting from priority measures. The County Council will continue a lobbying and influencing role with the Highways Agency, to explore ways of managing congestion on the strategic road network. Scope exists for more joint management of signals at junctions and other measures to more closely integrate management of the strategic and local road networks. Meanwhile, our planning policies will be grounded in the reality that most people will wish to own and use cars, but as far as possible, new development will be planned to avoid increasing traffic pressure by ensuring that a choice of attractive alternatives are available.

National investment in railways may also increase travel choice. However, patterns of travel in Hampshire are such that bus capacity is likely to be able to expand and flex to meet a much greater share of demand than fixed rail or ferry services, for which additional capacity represents a major long-term investment. The County Council will lobby for rail investment in stations and services in Hampshire and, in particular, seek to influence the re-franchising of the South West Trains franchise, expected in 2017.

The environmental impact of car use will be offset by encouragement of a gradual switch to cleaner and quieter engines; while a continued focus on speed management, considerate driving and pedestrian priority on some streets will help maintain Hampshire's outstanding quality of life and record on road safety.

While the County Council will encourage an increase in healthier travel choices, such as walking and cycling where they can replace short car journeys, the broad pattern of travel is not expected to change significantly.

Short-term prospects: looking to 2015
A detailed explanation of planned expenditure on local transport over the next three years is contained in the Implementation Plan (Chapter 8). However, looking at the prospects for investment, in the short-term funding is available nationally to bid for transport improvements that meet Government priorities of low-carbon transport infrastructure and economic growth through job creation. The County Council will take such opportunities where they serve its overall transport priorities.

In line with its 'localism' agenda, the Government has pooled centrally funded local transport grants to create fewer, but larger, funding streams. These are largely formula based to cover highways maintenance (capital) and local integrated transport schemes, supplemented by funding streams awarded by a competitive bidding process, which include the £560m Local Sustainable Transport Fund and £170m Local Pinch Point Fund. In addition to these pure transport funding streams, there are others, most notably the Regional Growth Fund, that can be used to invest in transport infrastructure.

> In 2011, the DfT established a new funding stream called the Local Sustainable Transport Fund[35] (LSTF), worth £560m. Local Transport Authorities were given an opportunity to bid for LSTF funding and develop packages of measures that contribute towards the twin objectives of supporting local economic growth and reducing carbon emissions. In guidance published in January 2011, authorities were invited to bid for small packages of under £5 million and larger packages of up to £50 million over the four year life of the Fund (to March 2015). Measures that could be included in any bid include interventions that improve the attractiveness of walking and cycling, initiatives to improve integration between travel modes and end-to-end journey experiences, better public transport and traffic management improvements that tackle congestion.
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> During 2011 and 2012, the County Council was successful in securing DfT funding to deliver four LSTF projects. The "Hampshire Sustainable Transport Towns" small project has secured £4.1m to deliver a package of improvements in six towns in North and mid Hampshire. The County Council is also working with Portsmouth and Southampton City Councils to deliver a joint package in the large project category entitled "A Better Connected South Hampshire" covering the Transport for South Hampshire area, which has been awarded £17.8m of LSTF funding. The "2 National Parks" joint project, covering the New Forest and South Downs National Parks has secured £3.8m of LSTF funding to encourage sustainable travel to the parks by visitors, shared across six Local Transport Authorities, including Hampshire. The "Walk to School Outreach" project, another joint project will see £600,000 of LSTF funding invested in Hampshire to encourage school pupils to walk to school. All four projects seek to deliver sustainable travel improvements and demonstrate partnership working with business, transport providers and communities. More information about these projects is provided in Chapter 8.
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> The Regional Growth Fund[36] (RGF) is another mechanism for funding of new transport infrastructure in Hampshire where it can be demonstrated that the investment can encourage private sector enterprise, create sustainable private sector jobs and help places currently reliant upon the public sector make the transition to sustainable private sector growth. Given the private sector-led nature required of this approach the County Council has focused on working with Local Enterprise Partnerships (LEPs) to develop transport infrastructure elements of bids to this fund. More details about bids to the RGF and to other competitive funding streams including the Growing Places Fund and Pinch Points Fund are given in Chapter 8.

The focus for the County Council's own local investment is likely to be in the basic soundness and efficiency of the network. Although the transport network cannot be

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[35] https://www.gov.uk/government/publications/local-sustainable-transport-fund
[36] https://www.gov.uk/understanding-the-regional-growth-fund#what-is-the-regional-growth-fund

rebuilt, it must be maintained – and as shown above, its extraordinary productivity makes it well worth maintaining.

The County Council will also explore the opportunities for making the 'Big Society' a reality. This may mean that in some cases local communities could take responsibility for running facilities and services where they would not normally be financially viable. There is already a strong and very active community transport sector within Hampshire that meets local transport needs for many isolated or vulnerable people. There may be scope for social enterprises to play a more active role as transport providers.

The 'localism' agenda also presents opportunities. Through approaches such as Community Plans, Town and Parish Councils can tackle local needs and challenges through community-driven solutions.

Medium-term prospects

It is likely that investment in wholesale capacity expansion in the strategic road and rail networks will remain the preserve of central government and, while such expansions in Hampshire are possible, they are unlikely to be funded locally (given the long-term priority of maintenance) and could serve only to encourage increased traffic.

Should there be a return to significant national investment in transport in the medium term, the County Council will be in a position to fund and implement local improvements to Hampshire's transport system, as set out in the three area-based transport strategies: North Hampshire (Chapter 5), Central Hampshire and the New Forest (Chapter 6), and South Hampshire (Chapter 7).

The County Council will also need to adapt its plans in the light of changing political, economic and social circumstances, and will consider any strong business case for schemes that satisfy local needs being funded by acceptable local means. It is expected to utilise a range of sources of funding, including Government grant allocations for transport, developer contributions, match-funding from third parties, as well as through bids to funding streams such as the Local Sustainable Transport Fund, Regional Growth Fund and other funding opportunities that materialise during the lifetime of the LTP. Local Enterprise Partnerships (LEPs) and Local Transport Bodies (LTBs) will play a role in prioritising and allocating funding devolved from central government towards transport infrastructure improvements or supporting bids to the DfT for strategic transport infrastructure. There are two LEPs approved by Government that cover Hampshire. The Solent LEP covers South Hampshire and the Enterprise M3 LEP covers the remainder.

Longer-term prospects

Looking ahead to **2031 and beyond**, there is tremendous potential for change and development, especially through new technology, which as always provides opportunities to shape places and choices. Some of the educational, social and commercial activities that now rely on physical transport may in the future rely instead on communications technology; traffic and in-car technology may make the experience of travelling much safer and more efficient; and carbon emissions may be substantially reduced through use of electric or other 'clean' engines. The County Council will monitor all such developments and flex our policies if and when it becomes clear that investing in new technology provides reliable and improved travel choices for people, and delivers against our priorities.

Whatever the time horizon, however, the County Council will come back to its starting point: that transport is for people, lives and places, and that it is our aim to provide **safe, efficient and reliable ways to get around a prospering and sustainable Hampshire**.

Chapter 2: Transport Priorities

Working with others, Hampshire County Council must make choices about the policy interventions that are most likely to achieve the Vision set out in **Chapter 1**. This chapter contains three main transport priorities for Hampshire over the next 20 years, and fourteen further policy objectives, structured under five broad themes:

    a) Supporting the economy through resilient highways;
    b) Management of traffic;
    c) The role of public transport;
    d) Quality of life and place;
    e) Transport and growth areas.

The emphasis of this LTP over the next five to ten years will not be on attempting to enlarge the network through major capital projects, but will instead be principally focused on three priorities covering maximising the efficiency of the existing network to support the economy, maintenance and management (our Main Priorities 1, 2 and 3 below).

The focus on these three priorities is meant to help support economic recovery, which will then provide the conditions to enable the County Council to progress more ambitious improvements.

The Transport Vision in Chapter 1 emphasises the important role played by the transport network in supporting the Hampshire and national economy. The road and rail networks of the county are enablers of activity, used to get people to work, shops, services and places of education, and to get goods from ports to market, from suppliers to manufacturers or from warehouses to shop floors. For the economy to recover from the recession of 2008-2009 and grow, and to ensure that Hampshire remains a competitive location for business, it is vital that the transport network is reliable and functions smoothly.

Theme A – Supporting the economy through resilient highways

> **Main Priority 1: To support economic growth by ensuring the safety, soundness and efficiency of the transport network in Hampshire.**

In the short-term, given the funding constraints that the County Council is facing, ensuring that the existing network is as resilient and reliable as possible will make the greatest contribution to supporting economic recovery, growth and competitiveness. The County Council's overall priority for the next five years is therefore to make the most of what it has.

> **Main Priority 2: Provide a safe, well-maintained, and more resilient road network in Hampshire as the basic transport infrastructure of the county on which all forms of transport directly or indirectly depend, and the key to continued casualty reduction.**

The biggest single contribution that the County Council can make towards the provision of a resilient and reliable transport network that can cope with the demands placed on it, is through investment in highway maintenance.

The priority of highway maintenance was emphasised by the severe weather experienced during recent winters. This weather had a very damaging effect on the condition of Hampshire's roads and created a significant problem in terms of requiring an increase in highway maintenance work. As well as routine repairs to the network, there remains a need to deliver greater climate resilience (to flooding, heat and winter conditions) on the County's roads. The importance of highway maintenance is consistently reinforced by customer surveys, such as the 2008 Place Survey and 2010 National Highways and Transport (NHT) Public Satisfaction Survey.

The County Council's initial response to this need was through 'Operation Restore' during 2010, and 'Operation Resilience', which started in 2011. Between them, these Operations constitute a plan of action, supported by a significant financial commitment in the short and medium term, to improve the strength and condition of Hampshire's road network.
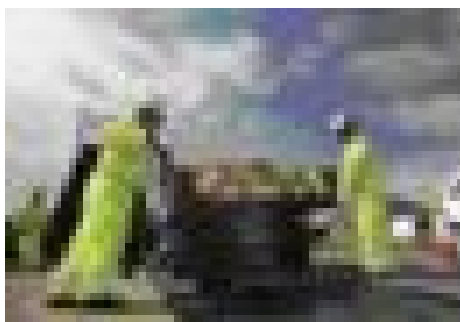
'Restore' has sought to rectify the damage caused by the severe weather of early 2010, and between June and November 2010 saw 62 miles of A, B and C class roads resurfaced and repaired. Operation 'Resilience' will be a programme of major structural repairs, resurfacing and drainage works to make the county's roads more resilient and less susceptible to damage. Although the focus will be on delivery in the next few years, the strategy to be developed for Operation 'Resilience' will span 15 years to 2026.

The Council will also develop a 'whole life-cycle' approach to maintenance. This will provide effective strategies for the best allocation of resources to maintain and upgrade existing assets.

Theme B – Management of traffic

Main Priority 3: Manage traffic to maximise the efficiency of existing network capacity, improving journey time reliability and reducing emissions, thereby supporting the efficient and sustainable movement of people and goods;

Traffic congestion is forecast to be an increasing feature of travelling on both the strategic and local road networks in Hampshire. A priority for this LTP is to effectively manage and maximise the capacity and efficiency of the existing network, and hence improve journey time reliability. More predictable journey times on Hampshire's roads will benefit both the local and national economy, including flows to and from the three international gateways within the county (see Chapter 3), and will thus help support the recovery.

A more efficient network with more reliable journey times can be achieved through a range of Intelligent Transport System (ITS) measures, complemented by traditional traffic management, network interventions and urban traffic control. These measures will help businesses and individuals to more effectively plan journeys, thereby supporting the efficient and sustainable movement of people and goods, while reducing pollution and carbon emissions.

> **Policy Objective 1: Continue to work to improve road safety through targeted measures that deliver reductions in casualties, including applying a speed management approach that aims to reduce the impact of traffic on community life and promote considerate driver behaviour.**

Promoting and increasing road safety will remain a key element of the County Council priorities. Programmes will be targeted at reducing the number of people who are fatally and seriously injured on the County's roads. High-risk routes will be identified for speed enforcement, and if appropriate, treated by the County Council with a range of engineering solutions. Vulnerable road users can be identified and targeted by a range of education, training or publicity programmes based on age or type of road user. Speed management is an important element of this LTP. Through the application of a speed management philosophy and approach the aim is to reduce the impact of traffic on community life, promoting safer roads and considerate driver behaviour. In residential areas the approach to speed control will be driven by the principle that people should be able to move about their communities without the intimidation of traffic travelling at excessive speed. For more information visit the road safety[37] website.

> **Policy Objective 2: Work with district authorities to agree coherent policy approaches to parking, including supporting targeted investment in 'park and ride' to provide an efficient and environmentally sustainable alternative means of access to town centres, with small-scale or informal park and ride arrangements being considered as well as major schemes;**

The availability and price of car parking has a major influence over how people choose to travel. Public car parks in town centres are normally managed by District Councils, and in some cases private companies. It is important to ensure that adequate parking for blue badge holders is available to meet the needs of the mobility impaired. In addition to parking provision for cars, it is important to provide loading bays for delivery vehicles in town centres, and to provide cycle and motorcycle parking facilities at key destinations. Employers can choose whether to offer free parking to employees in private car parks. The County Council will continue to work closely with Districts to promote existing Park and Ride services (and where there is a good business case, develop new ones) as well as encouraging employers to take up workplace travel plans that may reduce the need for parking in town centres. Travel Plans[38] can include incentives to encourage lift sharing and use of park and ride, which can reduce the number of spaces required. Within smaller towns, there is potential to develop smaller-scale park and ride systems. Rather than relying on bus services, the users could complete the journey by employee minibuses, lift sharing, taxi or on foot.

> **Policy Objective 3: Promote, where they are stable and serve our other transport priorities, the installation of new transport technologies, including navigational aids, e-ticketing and smartcards, delivery of public transport information over the internet and on the move, and electric vehicle charging points.**

As set out in Chapter 1, technology will play a part in shaping travel patterns and choices. It can play an important role in making public transport a more attractive travel option. Provision of public transport travel information, including whether buses and trains are on time, and ticketing via mobile phones will become increasingly important. Most mobile phones have built in GPS, so can be used to help pedestrians find their way around a town. Smartcard ticketing has the potential to speed up bus journey times and offer users the convenience of not needing to carry cash or purchase several separate tickets. Electric vehicle charging points are likely to become a more common sight in public and private car parks, as the market for electric vehicles grows.

Theme C – The role of Public Transport

> **Policy Objective 4: Work with bus and coach operators to grow bus travel, seek to remove barriers that prevent some people using buses where affordable and practical, and reduce dependence on the private car for journeys on inter- and intra-urban corridors;**

An effective passenger transport system is a vital contributor to supporting economic growth, reducing inequality, improving accessibility and supporting independent living so that residents and the county as whole reach their full potential. This LTP recognises that the car is likely to remain the predominant mode of transport. In many areas, especially the rural communities of Hampshire where access to services can be difficult, the car may be the most viable transport option for the majority of people. Public transport has a role to play in providing a safe, environmentally efficient alternative on our busiest corridors and providing a lifeline for accessibility for isolated communities.

Investment in public transport will be focused where it can have the greatest impact. In particular, the County Council will work with bus operators, generally through the Quality Bus Partnership[39] approach, to maintain growth in bus use and reduce dependence on the car for journeys on inter- and intra-urban corridors. This will be done by focusing investment on improvements to access and information at key bus stops and interchanges to lever in complementary investment in vehicles and frequencies from operators.

From April 2011, the County Council assumed the responsibility for concessionary fares[40] travel for older people, those with disabilities and their companions within Hampshire, that previously rested with District and Borough Councils. This will enable opportunities to maximise accessibility for older people and people with disabilities to be fully explored within the constraints of available funding.

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[39] https://www.gov.uk/government/policies/improving-local-transport/supporting-pages/increasing-the-use-of-buses
[40] http://www3.hants.gov.uk/passengertransport/passtrans-helpcosts/concessionary-travel.htm

In recognition of the importance of timetabled and tourist coach services, the County Council will work with District Councils to improve provision for coaches. Bus operators will also be encouraged to improve the training given to frontline transport staff to help them assist vulnerable adults and those with physical or learning disabilities to travel by bus services more easily. The County Council is piloting travel training schemes for those with learning disabilities to make greater use of their local bus services so as to support independent travel, enabling access to employment opportunities and services. This will include the use of assisted technology as part of the Telecare[41] initiative.

> **Policy Objective 5: Maintain a 'safety net' of basic accessibility to services and support for independent living in rural areas, with Community Transport services as the primary alternative to the private car, including car-based provision such as Neighbourcare schemes, car clubs and shared taxis;**

Where social need is identified and a commercial service or other alternative is not available, the County Council, working closely with District Councils will consider 'safety net' provision using community transport and taxi-share schemes (particularly for rural areas, away from the main inter-urban bus corridors) or supported local bus services as appropriate. This safety net will help to maximise accessibility during a period of reduced external funding. Community transport[42] encompasses minibus schemes, locally based dial-a-ride, car schemes such as Neighbourcare schemes, (which play an important role in providing access to retail and health services for mobility-impaired people) and wheels-to-work schemes. Provision of accessible transport, such as dial-a-ride services and community transport is an important part of helping to maintain the quality of life and wellbeing of vulnerable adults and groups with physical or learning disabilities. A focus on removal of barriers to travel will help these groups gain greater independence and help them access mainstream services.

> **Policy Objective 6: Work with rail industry partners and Community Rail Partnerships to deliver priorities for long-term rail investment; including improved parking and access facilities at railway stations, movement of more freight by rail, upgrades of existing routes and stations and (where viable) new or re-opened stations or rail links;**

The County Council will work with rail industry partners, Network Rail and passenger and freight Train Operating Companies to deliver priorities for long-term rail investment, improved access to the rail network for those with mobility difficulties and integrated bus-rail ticketing, using smart-ticketing. Where there is a strong case developed, and where funding from the rail industry is available, this may include new or re-opened stations or rail links, and upgrades of existing routes and stations. The County Council will support and promote measures by the rail industry to increase the share of freight moved by rail. Support will also be given to Community Rail Partnerships where they are viable and add value and will encourage Train Operating Companies to adopt Station Travel Plans, which may incorporate provision of improved car, motorcycle and cycle parking at railway stations.

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[41] http://www3.hants.gov.uk/adult-services/health-wellbeing/wellbeing-partnerships/telecare.htm
[42] http://www3.hants.gov.uk/passengertransport/listofctschemes.htm

> **Policy Objective 7: Ensure that travel from home to school affordably serves changing curriculum needs, underpins sustainable schools and maximises individual opportunities for education and training;**

The County Council will work to ensure that home-to-school transport services are delivered efficiently and sustainably while taking account of the fact that the move towards a new pattern of modules being delivered in different locations, sites and buildings will create different transport needs.

> **Policy Objective 8: Improve co-ordination and integration between transport modes through better local interchanges, for example at rail stations.**

In the longer term, co-ordination and integration between transport modes will be improved through better interchanges, such as at rail stations, and through inter-modal tickets, using smart-ticketing where possible, as described earlier in Theme B.

Theme D – Quality of life and place

Hampshire is rich in both natural and built landscapes (as set out within Chapter 3: The Hampshire Context). Conserving and enhancing the quality of Hampshire's environment is a responsibility that residents expect the County Council to meet. It is important to manage and mitigate the adverse impacts of traffic and travel on people, natural habitats and landscapes, where practical. Examples of adverse effects include poor air quality, noise and water pollution, severance and visual intrusion. Efforts will be made when carrying out work on the highway or designing improvements to minimise these effects.

> **Policy Objective 9: Introduce the 'shared space' philosophy, applying Manual for Streets design principles to support a better balance between traffic and community life in towns and residential areas;**

Station Road, New Milton

The 'shared space' approach seeks to make town centre areas and residential streets within new developments more attractive places for people to interact, relax or play, in an environment less dominated by vehicles. Investing in attractive public spaces and streetscapes in urban centres can engender a sense of community identity and pride, as well as supporting retailers and other local businesses. Streetscapes include street furniture, signs, trees and guardrails. In principle, the County Council supports an approach of de-cluttering of streetscapes. This is particularly important in historic areas where there are listed buildings. The Manual for Streets publication recognises that streets are for people as well as vehicles, and encourages good design in new developments so that road and building layouts are attractive and complement each other. More details on Manual for Streets are included in Chapter 3.

> **Policy Objective 10: Contribute to achieving local targets for improving air quality and national carbon targets through transport measures, where possible and affordable;**

Taken together, many of the priorities identified in this chapter will play an important part in helping to de-carbonise transport, and to address those 'hotspots' of poor air quality that are traffic-related. Measures to reduce the need to travel, widen travel choice and

reduce dependence on the private car, alongside investment in low-carbon vehicle technologies, as described earlier, are an important part of helping to meet local and national targets for carbon and air quality. Measures such as quiet surfacing can be considered in noise hotspots. Cleaner, greener travel will help improve quality of life and health for residents near busy roads and for the people travelling.

> **Policy Objective 11: Reduce the need to travel through encouragement of a high-speed broadband network, supporting the local delivery of services and in urban areas the application of 'Smarter Choices' initiatives;**

The County Council will work with Hampshire employers to recognise and help implement the changes in working practices that may be needed to avoid unsustainable patterns of long-distance commuting at specific times of day. High-speed broadband offers potential to make it easier for people to work remotely or from home. Currently the national average broadband speed is 2 – 2.5 megabits per second (Mbps)[43]. Although improving and upgrading broadband services is commercially driven, the County Council plays an important role in promoting improvements to broadband speeds[44]. In early 2013, it will appoint a commercial partner to deliver a three-year programme to bring faster broadband to areas of the County that will not be upgraded by the commercial market. The super-fast broadband upgrade recently announced for Basingstoke will see speeds of up to 40 Mbps, with a minimum download speed of 15 Mbps.

In urban areas in particular, the application of Smarter Choices initiatives will be important, utilising funding from the successful LSTF bids referred to in Chapters 1 and 8. A travel awareness campaign entitled "My Journey – Helping Hampshire Get Around" will aim to influence travel choices for local journeys, and encourage people to use sustainable travel modes where good quality alternatives are available. Initiatives include workplace, residential and school travel planning, personalised travel planning for households and promotion of car-sharing, via the www.hantscarshare.com scheme covering Hampshire. Through workplace travel plans, employers can promote public transport by offering interest free loans for season tickets or bicycle purchase and provide information to staff on sustainable forms of travel. To support schools in developing travel plans, the County Council has developed an interactive route finder[45] for every school, showing walking and cycling routes together with bus stops.

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[43] *megabits per second* is a measure of bandwidth (the total information flow over a given time) on a telecommunications network.
[44] http://www3.hants.gov.uk/broadband.htm
[45] http://maps.hants.gov.uk/smots/

> **Policy Objective 12: Invest in sustainable transport measures, including walking and cycling infrastructure, principally in urban areas, to provide a healthy alternative to the car for local short journeys to work, local services or schools; and work with health authorities to ensure that transport policy supports local ambitions for health and well-being.**

The County Council will continue to deliver existing Town Access Plans[46] (TAPs) for the larger urban centres, setting out packages of sustainable transport measures to improve accessibility and modal choice. The County Council has developed a series of Transport Statements[47] (TS) that cover whole districts. Each TS contains a schedule of potential transport improvements that could be delivered, subject to funding being available, that would improve local accessibility, encompassing the TAP and non-TAP areas.

The active travel modes of walking and cycling are relevant to many areas of our Local Transport Plan. Increasing the proportion of journeys made on foot and by bicycle has the potential to assist in achieving local goals including carbon reduction, improved air quality and healthier communities. Investment in walking and cycling infrastructure will be primarily focused on urban areas, where it has the potential to provide a healthy alternative to the car for local short journeys to work, local services and schools at relatively low cost. The County Council will also seek low-cost opportunities to create a non-intimidating environment to allow people to make short journeys on foot and by bicycle in both urban and rural areas that currently have no foot or cycleways. Provision of Bikeability training[48] for children will help them to cycle safely, and enable them to build healthy travel into their daily routines while helping to improve their independence. Improvements in access to the countryside for recreational purposes will be promoted through the Hampshire Countryside Access Plan[49] (the Rights of Way Improvement Plan for the County). This LTP has been developed to align with and complement this Plan.

Theme E – Transport and growth areas

Linking transport and land-use policy requires the strategy outlined in this LTP to be aligned with and complementary to Local Development Frameworks developed by Local Planning Authorities (LPAs). New development provides opportunities to deliver better streetscapes, de-carbonise transport and reduce the need to travel. These aims can also be achieved within new development through the provision of more services locally that people can access easily by walking or cycling. Many LPAs wish to provide traffic-free paths within new developments, as part of the master-planning of green infrastructure. A proactive approach to land-use planning will allow

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[46] http://www3.hants.gov.uk/taps

[47] http://www3.hants.gov.uk/transport-planning/transport-statements.htm

[48] http://www3.hants.gov.uk/roadsafety/children/cycle_training.htm

[49] http://www3.hants.gov.uk/countryside/access-plans.htm

people and services to be sited close to each other, assisted by delivery of a high-speed broadband network, provision of e-offices and flexible working practices (such as support for home working).

Policy Objective 13: Over the longer term, develop bus rapid transit and high-quality public transport provision in South Hampshire as a strategic transport direction, to reduce car dependence and improve journey time reliability;

The County Council will work closely with the private sector to ensure that Hampshire's transport system maintains the County's reputation as a great place to do business, and with private developers to bring much-needed investment into transport infrastructure. Building on the success of the Eclipse corridor[50] between Gosport and Fareham and the Zip corridor[51] between Waterlooville and Portsmouth, the County Council is looking to secure funding to enable a wider Bus Rapid Transit (BRT)[52] network to be delivered, linking towns in the south east of the County. If funding for this network can be identified, this network has the potential to improve travel choice, support employment in the area and assist delivery of the planned development known as New Community North Fareham. High-quality public transport alternatives will also be developed at an early stage to serve planned new development in places such as Basingstoke and Whitehill-Bordon.

Policy Objective 14: Outline and implement a long-term transport strategy to enable sustainable development in major growth areas.

An effective and reliable transport network is essential to accommodating natural demographic growth and promoting economic success in Hampshire. Whilst acknowledging that most people will wish to own and use cars, it is important that new development is planned to avoid increasing traffic pressure by ensuring that attractive sustainable transport alternatives are available. These alternatives then need to be promoted to ensure that those working and living within new developments are aware of the travel choices open to them.

In some cases, areas of planned development will require transport access improvements to enable the development to commence, or to cater for travel movements generated by the new development. Where appropriate, the County Council will work closely with Local Planning Authorities to identify and safeguard land that would be required for the delivery of transport improvements over the longer term. Such safeguarding will help to ensure that land that will be needed for transport improvements is protected from development.

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[50] http://www3.hants.gov.uk/tfsh/eclipse/
[51] http://www.hants.gov.uk/a3buscorridor
[52] http://www3.hants.gov.uk/tfsh/bus-rapid-transit/brt-wider-brt-scheme.htm

Chapter 3 – The Hampshire Context

The Geography of Hampshire

Hampshire is in the South East of England and as shown by Figure 3.1, shares its borders with Dorset and Wiltshire to the west, West Berkshire, Wokingham and Bracknell Forest to the north and Surrey and West Sussex to the east. The Unitary authorities of Southampton City Council and Portsmouth City Council border the County to the South and the Isle of Wight lies just off Hampshire's southern coastline.

Figure 3.1 Context Map of Hampshire

The County Council has established good communications with neighbouring counties, as there is a considerable level of cross-boundary travel. It is therefore important that the planning for transport is not constrained by local authority boundaries; hence regular liaison takes place between Hampshire and its neighbours.

Principal Characteristics

Demographics

- Hampshire is the seventh-largest county in England, covering an area of over 1,420 square miles (3,680 square kilometres).
- In terms of population, Hampshire is the third largest shire county in England (after Kent and Essex), with a population of 1,317,800 in around 545,200 households[53].
- Of this population, 764,500 are of working age (between 20 and 64[54]).
- Hampshire has a population density of 3.37 people per square kilometre, compared to an average of 4.2 people per square kilometre for the South East.
- Approximately 85% of Hampshire's land area is rural and accommodates 23% of the county's population[55].

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[53]Office for National Statistics 2011 Census

[54] Office for National Statistics 2011 Census

[55] http://www3.hants.gov.uk/sustainable_rural_communities_factsheet_copy.pdf

The Hampshire Economy

Table 3.2, below summarises data on the Hampshire economy. These figures are for the Hampshire County Council area. Further information on the economy of Hampshire, including the cities of Portsmouth and Southampton can be found within the Hampshire Economic Assessment Update[56], published in January 2013. The assessment provides an evidence base to inform a range of local strategies, policies and interventions.

Table 3.2 – Indicators of the current state of the Hampshire Economy

Indicator	Hampshire	Comparative figure for South East
Gross Value Added (GVA) per head of population[57]	£20,025	£21,248
Disposable Household Income (GDHI) per head[58]	£16,449	£16,792
Annual value of economic output in Hampshire (Total GVA)[59]	£25.6 billion	n/a
Number of businesses in Hampshire (2007) by VAT registrations[60]	48,645	n/a
Number of employees[61]	658,000	n/a
Proportion of employment in knowledge-driven sectors (2007)[62]	27.54%	27.23%
Unemployment rate (number of Job Seekers Allowance claimants)[63]	1.9%	2.4%

- The GVA per head in Hampshire is below that of Surrey and the Berkshire authorities, but above West Sussex, the Isle of Wight, Dorset and Wiltshire[64].
- Employees in Hampshire are employed in key sectors as shown in Figure 3.3 below[65].

Figure 3.3 - Employment in Hampshire by sector

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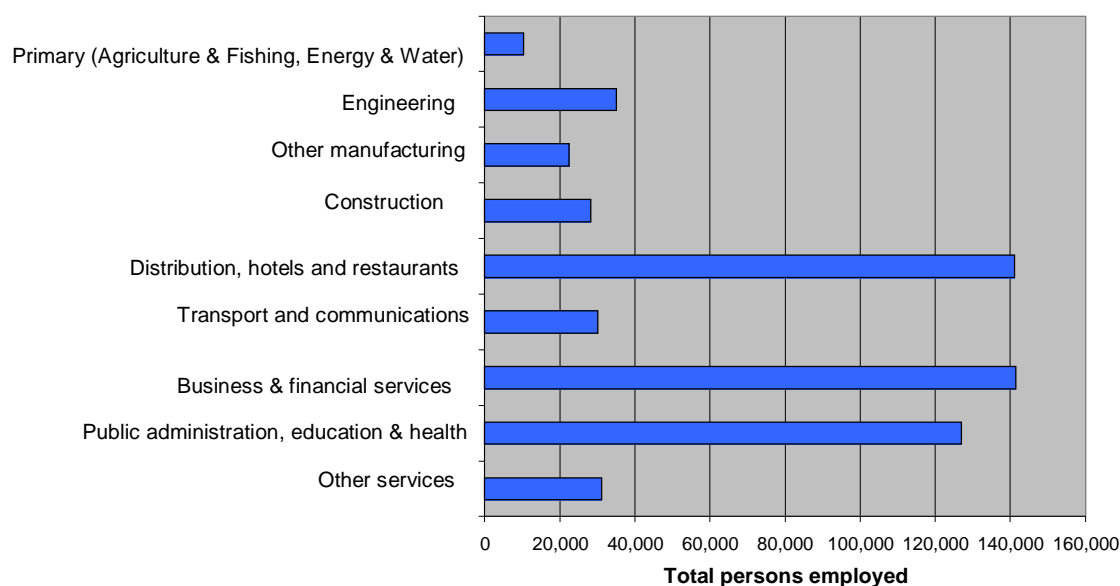
[56] http://www3.hants.gov.uk/factsandfigures/figures-economics/hea_update_.htm
[57] Office for National Statistics, NUTS3 GVA Data 2007
[58] Office for National Statistics, NUTS3 Regional Household Income Data 2008
[59] Office for National Statistics, GVA Data 2007
[60] http://www3.hants.gov.uk/business/economic_data/economy.htm
[61] Office for National Statistics Labour market statistics: South East November 2010 (data from 2008)
[62] http://www3.hants.gov.uk/business/economic_data/economy.htm
[63] http://www3.hants.gov.uk/hampshire_lmb_november_2012.pdf
[64] Office for National Statistics, NUTS3 GVA Data 2007
[65] Office for National Statistics, Annual Business Inquiry 2008

- North Hampshire has a high level of activity linked to the knowledge economy. Within South Hampshire, there is a higher number of larger employers, whilst within Central Hampshire and the New Forest, there are more smaller enterprises[66].
- Hart and Winchester are the two Districts within Hampshire with the lowest unemployment rates (1.1% and 1.3%), while Havant has the highest unemployment rate (3.4%)[67].

International Gateways

Hampshire's transport networks provide access to three international gateways (Southampton port and airport and the port of Portsmouth) as well as functioning as the primary routes to the Isle of Wight and South East Dorset. The strategic highway network in Hampshire includes two major routes to the south-west, the A303(T) and A31(T), both accessible via the M3. The M3, A34(T) and M40 link these gateways with the Midlands.

Port of Southampton

- In 2011, the Port of Southampton, operated by Associated British Ports (ABP), handled 37.8 million tonnes of goods[68], representing 7% of all United Kingdom trade by tonnage, within a site covering 755 acres[69].
- The Port contributes over £2 billion a year to the local economy.
- Key trades of national significance handled by the Port of Southampton include containers, cars, passenger cruises and petrochemicals (via two refineries located outside ABP's port site, at Fawley and Hamble, which are run by Exxon and BP respectively).
- The container port, operated by ABP and DP World, is the second largest in the UK by throughput, helped by its proximity to major shipping routes.
- Current (2011 figures) and future volumes of traffic at the Port of Southampton are summarised in Table 3.4, below:

Table 3.4 – Current and forecast traffic types using Port of Southampton

Category of port traffic	Current annual volumes[70]	Forecast annual volumes for 2030[71]
Container units	965,000	4.2 million
Motor vehicles	511,000	840,000
Dry bulks (e.g. aggregates, grain, fertiliser, animal feed, scrap)	2.1 million tonnes	2.1 million tonnes
Cruise Passengers	1.4 million	2 million
Oil and petroleum products	25 million tonnes	35 million tonnes

- This commercial growth of the Port will make a significant contribution to local, regional and national economic success.

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[66] http://www3.hants.gov.uk/business/economic_data/economicassessment.htm

[67] http://www3.hants.gov.uk/hampshire_lmb_november_2012.pdf

[68] Department for Transport Maritime Statistics 2011

[69] ABP Southampton

[70] ABP Southampton/ Department for Transport

[71] ABP Southampton

Port of Portsmouth

- Portsmouth is the UK's second busiest ferry port, with over 2.3 million passengers per year, 697,000 vehicles and 147,000 freight units passing through each year[72].
- Ferry routes are operated by Brittany Ferries, LD Lines and Condor Ferries and destinations served include Cherbourg, Caen, Le Havre and St. Malo in France, Bilbao in Spain and the Channel Islands of Guernsey and Jersey.
- The Port includes the Camber in Old Portsmouth, a popular tourist area, home to the Wightlink terminal for Isle of Wight services to Fishbourne. In addition, from piers adjacent to Portsmouth Harbour station, a high-speed catamaran service to Ryde on the Isle of Wight and the local ferry to Gosport operate.
- In 2011, 3.77 million tonnes of freight passed through the port of Portsmouth. Of this, 2.33 million tonnes was "roll-on roll-off" freight using ferries[73].
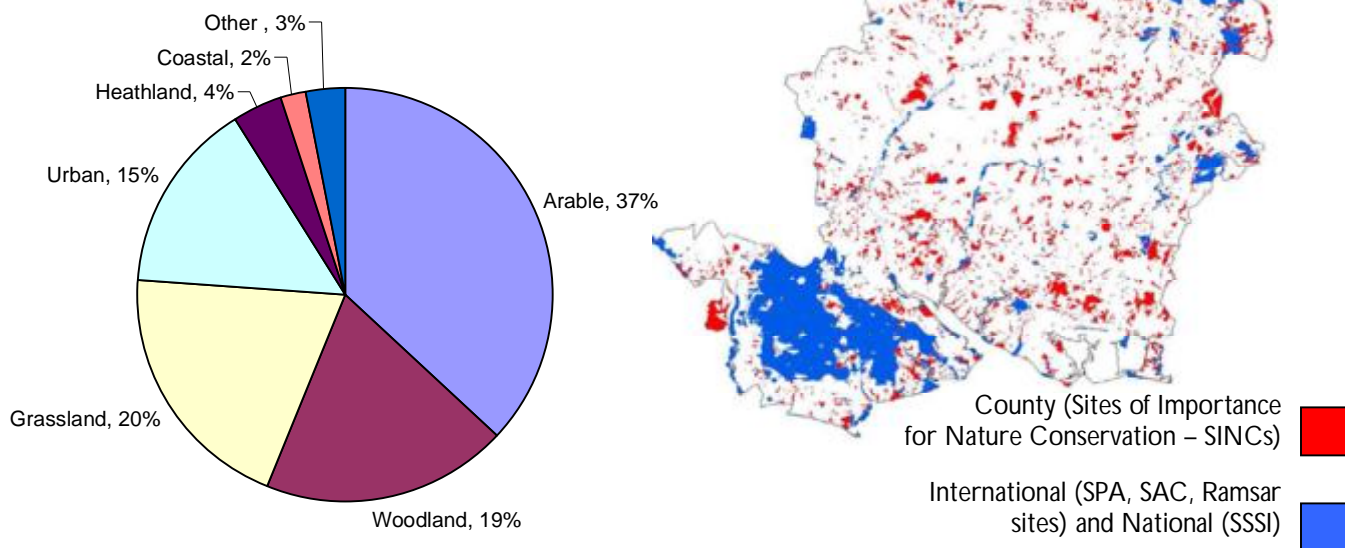
Southampton International Airport

- In 2011, Southampton International Airport was used by 1.76 million passengers, and saw 45,700 flight movements[74].
- The airport is served by 12 airlines flying to 46 destinations. Popular international destinations served include Dublin, Amsterdam, Paris and Hannover. Popular UK destinations served include Edinburgh, Glasgow, Jersey, Manchester and Guernsey.
- Prior to the economic downturn, BAA estimated that passenger numbers were expected to grow to 3.05 million per year by 2015, and to 6 million a year in 2030[75].

Environment

Hampshire covers an area of 368,000 hectares and contains a high quality and diverse landscape, with a number of important habitat types and sites of international, national and local nature conservation importance, as shown in Figure 3.5 below[76]:

Figure 3.5 Main habitat types within Hampshire

Other , 3%
Coastal, 2%
Heathland, 4%
Urban, 15%
Arable, 37%
Grassland, 20%
Woodland, 19%

County (Sites of Importance for Nature Conservation – SINCs)

International (SPA, SAC, Ramsar sites) and National (SSSI)

- Over 23% of Hampshire is designated for its nature conservation importance, including the New Forest National Park, South Downs National Park, and three Areas of Outstanding Natural Beauty (AONBs).

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[72] Department for Transport Maritime Statistics 2011
[73] Department for Transport Maritime Statistics 2011
[74] CAA UK Airport Statistics 2011
[75] Southampton Airport Masterplan, BAA
[76] Hampshire County Council, State of Hampshire's Biodiversity, 2006

- Sites of Special Scientific Interest (SSSIs) are legally protected and cover 14.5% of the County.
- A further 8.7 % of Hampshire is covered by Sites of Importance for Nature Conservation (SINCs), identified by the County Council in partnership with other local authorities, Natural England and the Hampshire Wildlife Trust.
- Hampshire has the greatest diversity of species of any county in England.
- There is an extensive rights of way network and a unique coastline and river estuaries that offers superb leisure and economic opportunities.

Climate Change

- Nationally, transport accounts for 24% of domestic emissions of **carbon dioxide**[77]. Of these emissions, 64% are from cars, and 18% from Heavy Goods Vehicles.
- Since 1990, greenhouse gas emissions from transport have increased by 12% and now represent 19% of total UK emissions[78]. The breakdown of transport **greenhouse gas** emissions are shown in Figure 3.6 below[79]:

Figure 3.6 - UK domestic transport greenhouse gas emissions, 2008
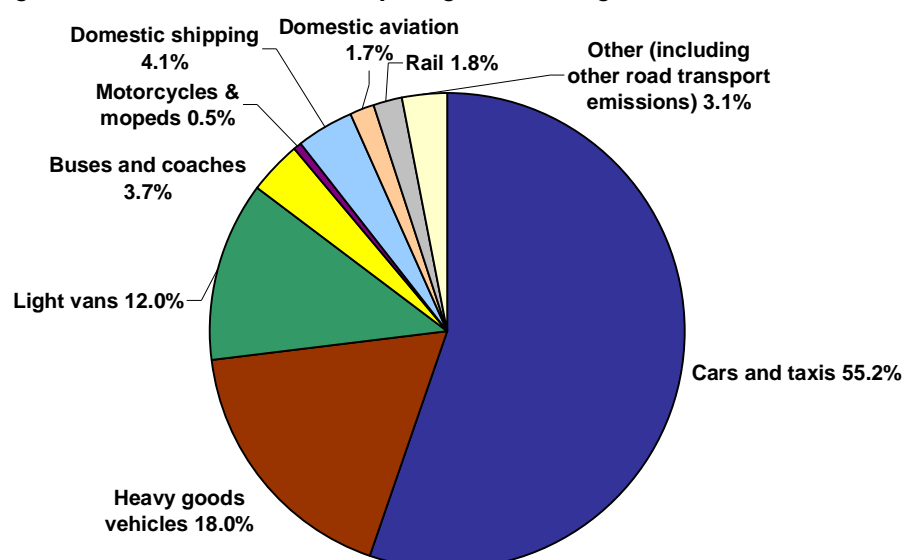
- In Hampshire, in 2007/08, the average carbon footprint per person was 6.9 tonnes, compared to a South East average of 8.2 tonnes[80]. From road transport sources, the average carbon footprint per person was 2.1 tonnes.
- Major bus operators and large road haulage operators are introducing in-cab technology to show drivers how to reduce emissions and improve fuel economy while monitoring performance so that management action can be taken where needed.

Road Safety

- Since 2001, the number of people killed or seriously injured on Hampshire's roads has fallen by 26%; the number of slight injuries has reduced by 39%; and the number of children killed or seriously injured has fallen by 34%[81].
- Overall cycle casualties in Hampshire decreased by 18% between 2001 and 2008.

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[77] Department for Transport: Transport Statistics Great Britain November 2010
[78] Department for Transport: Transport Statistics Great Britain November 2010
[79] Department for Transport: Transport Statistics Great Britain November 2010
[80] http://www3.hants.gov.uk/business/economic_data/economy.htm
[81] Hampshire County Council, Transport Trends 2010

Transport Networks

- Table 3.7 below provides a range of statistics about the transport networks in Hampshire:

Table 3.7 – Statistics about the transport networks in Hampshire

Road network facts	
Investment by the County Council in maintaining Hampshire's highways and pavements in 2009/10	Over £58 million
Size of Hampshire's road network	5,000 miles (8600 km)
All motor vehicle flows in Hampshire in 2008[82]	15,362 million vehicle km
Car flows in Hampshire in 2008[83]	12,428 million vehicle km
HGV flows in Hampshire in 2008	580 million vehicle km
Number of bridges maintained by the County Council	1,850
Rail network facts	
Number of rail passengers journeys made in Hampshire in 2008/09	16.9million
Increase in passenger journeys from 2004 to 2008[84]	24%
Size of the rail network	193 miles
Number of Hampshire rail stations	49 stations
Number of rail freight terminals and railheads	6
Number of deep-sea shipping containers forwarded by rail each year from the Port of Southampton	255,000
Number of freight container train movements per day	up to 31
Bus network facts	
Total passenger journeys by bus in Hampshire in 2011/12	31.8 million
Number of bus routes	310
Number of main bus stations	10
Number of bus stops	8,500
Proportion of bus journeys in Hampshire that are on Quality Bus Partnership (QBP) routes.	27%
Proportion of bus services operated by private bus companies on a commercial basis	70%
Passenger ferry services	
Number of cross-Solent passenger journeys per year from Portsmouth, Southampton and Lymington	over 8 million
Number of passenger journeys per year using other local ferry services in Hampshire in 2010/11	3.8 million
Sustainable transport modes	
Increase in level of cycling between 2005 and 2009	3%
Proportion of children walking to school	48%
Proportion of people in Hampshire that worked for employer with an adopted travel plan in 2009	15%
Number of development related travel plans submitted to the County Council in 2012	50

- Ferry services provide important links between Hythe and Southampton, Gosport and Portsmouth, Hayling Island and Portsmouth and links to the Isle of Wight.

[82] Department for Transport, Great Britain National Road Traffic Survey, 2009
[83] Department for Transport, Great Britain National Road Traffic Survey, 2009
[84] Office of Rail Regulation, 2009

- Park and Ride services within Winchester and Basingstoke assist in providing sustainable forms of access to these important centres.
- Hampshire has 3,000 miles of rights of way, comprising 2,058 miles of footpaths and 465 miles of bridleways.

Traffic Growth and Congestion

Figure 3.8 – Congestion hotspots in Hampshire
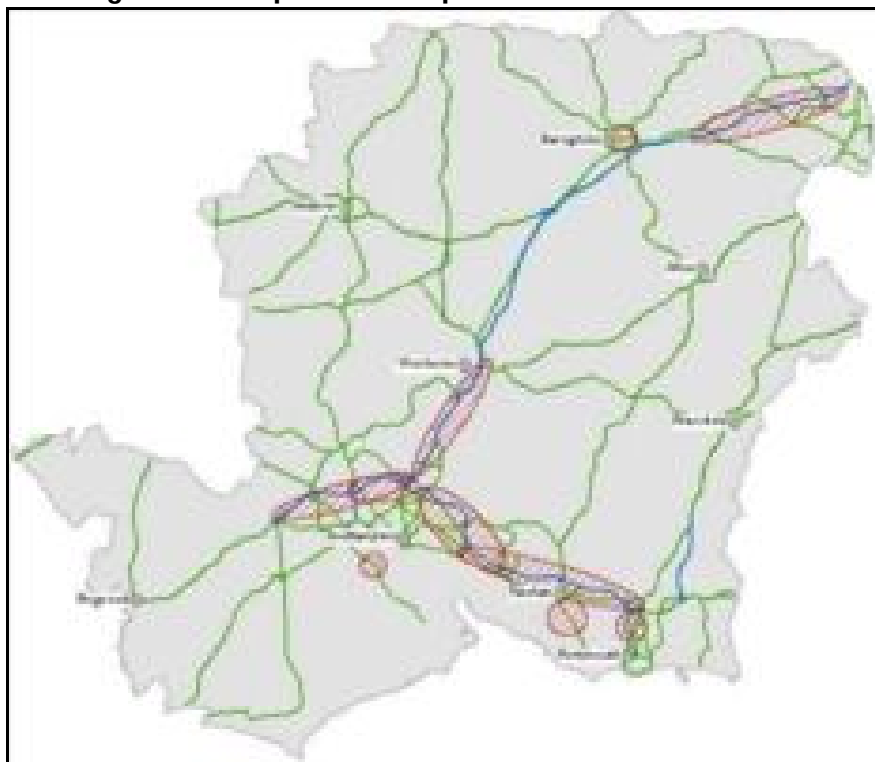
- Traffic flows on roads in Hampshire have been increasing year on year up to 2007, but in 2008 traffic flow dropped by around 1%[85].
- The most severe congestion is generally experienced on the motorway network, in particular the M27 and M3 in south Hampshire. On the rest of the network, the most congested section is on routes to and from the Gosport peninsula. Figure 3.8 shows these congestion hotspots.

Car Ownership

- 38% of households in Hampshire own one car and 43% own two, while 6% do not own a car[86]. Table 3.9 below shows the variation in car ownership levels between urban and rural areas in Hampshire, using 2001 Census data.

Table 3.9 – Car ownership levels in Hampshire – rural and urban wards[87]

	No car	1 car	2 cars	3 cars	4+ cars
Rural wards	2.5%	29.5%	49.1%	13.6%	5.3%
Urban wards	6.6%	40.6%	41.4%	8.7%	2.7%

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[85] Great Britain National Road Traffic Survey, Department for Transport, 2009
[86] Office for National Statistics 2001 Census
[87] Office for National Statistics 2001 Census

Wider Policy Context

As outlined in Chapter 1, transport is not an end in itself; transport policy alone does not determine what happens on the ground. Changes in the way other service suppliers, such as retailers, hauliers and health care or tourism providers, deliver their services ultimately have a great effect on transport needs and are determined by many other policy initiatives. How this is achieved is outside the scope of a transport strategy, but the issue does underpin how transport is provided, both now and in the longer term. This LTP is therefore shaped by how transport contributes to these wider policy objectives.

Central to this are the links to local priorities for Hampshire as outlined in the Hampshire Sustainable Community Strategy[89] (SCS). The SCS sets out quality of life issues, key trends that impact on Hampshire and 11 long term ambitions to achieve the vision that:

"Hampshire continues to prosper, providing greater opportunity for all without risking the environment".

These ambitions are:

1. Hampshire is a globally competitive environment for business growth and investment, where everyone has the opportunity to develop their skills and play a full part in the county's success.
2. Hampshire provides excellent opportunities for children and young people.
3. Infrastructure and services are developed to support economic and housing growth whilst protecting the environment and quality of life.
4. Social and affordable housing needs are met, including provision to support rural communities.
5. Hampshire's communities are cohesive and inclusive, and vulnerable people are safeguarded.
6. Hampshire and its partners work to reduce inequalities in outcome for residents according to individual need and through a focus on specific areas of multiple disadvantage.
7. Hampshire's communities feel safe and can expect not to suffer violence or anti-social behaviour.
8. Hampshire's residents can make choices to improve their health and wellbeing.
9. Hampshire's environment and cultural heritage are enjoyed and celebrated.
10. Hampshire is acclaimed for conserving and using natural resources more efficiently, and for reducing and adapting to the effects of climate change.
11. Hampshire's residents receive excellent public services and value for money.

Transport and travel has strong links to these ambitions with eight broad outcomes identified, towards which transport can contribute in terms of policy, management and ensuring that the maximum benefit from investment is realised, shown in Figure 3.10 overleaf.

This LTP has been developed to meet these wider objectives, within the context of a wide range of national and local transport policy documents. The LTP has been informed by 'Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen'[90] (the White Paper on local transport), published in January 2011. The White Paper confirms earlier ministerial announcements by the Coalition Government, stating that the two main

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[89] http://www3.hants.gov.uk/73496_sustain_communities_2.pdf
[90] https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/3890/making-sustainable-local-transport-happen-whitepaper.pdf

objectives for transport are promoting economic growth and reducing carbon emissions. This LTP also reflects the Government's desire to empower local-decision making.

Figure 3.10 Broad policy outcomes that transport contributes towards

The challenges, detailed below under these eight wider themes, were consulted on as part of a consultation for the LTP, and broadly reflect the principal issues that the County Council will address over the LTP period.

Transport and the Economy

An effective and reliable transport network is essential to economic success in Hampshire. Traffic congestion and economic performance are closely inter-related and each influences the other. Businesses in Hampshire have indicated that traffic congestion is a major difficulty for them and that they would like the County Council to play a lead role in working with the Highways Agency to improve the performance and reliability of its transport networks. Increasing the capacity of the strategic highway network to a level that would cater for the forecast traffic increases is unaffordable, undeliverable and unacceptable in environmental terms. In the long run may only lead to additional capacity being soaked up by new traffic.

A reliable road network is essential to Hampshire's economic success

It is vital that Hampshire is not starved of investment in transport, as this will have negative impacts and implications upon the economy across the whole country. Priority needs to given to maintaining investment in the highway and transport asset to ensure a safe, well-maintained and managed network that is resilient to extreme climate and traffic-related events and supports the reliable movement of people and goods.

Within Hampshire there remains a need to provide a well-connected transport network that links employment and business centres with labour markets and that ensures reliable access to and from international gateway ports and airports. In recognition of this need,

the Port of Southampton in 2010 published a [Master Plan](#)[91], setting out its strategy for growth up to 2030. Network Rail has produced a number of infrastructure strategies setting out proposals for rail investment, which affect Hampshire. These strategies have been termed Route Utilisation Strategies (RUS) by Network Rail. The RUS for the [South West Mainline](#)[92] was published in 2006, the RUS for [Freight](#)[93] services was published in 2007 and a strategic RUS covering [London and the South East](#)[94] was published in July 2011. The latter differs in that it looks further ahead to 2031 in forecasts for future demand for passenger rail travel. Network Rail is building on these RUS documents

The economic downturn has resulted in a fall in traffic volumes on both strategic and local roads. The extent to which this has been experienced differs across the county. This fall has resulted in improvements in journey times, with congestion decreasing. Nevertheless, it is important that efforts in this area do not diminish, since the fall in congestion is likely to be temporary. Longer-term forecasts suggest that traffic volumes nationally are likely to increase, with growth in road traffic of 44% expected between 2010 and 2035[95].

Greater business involvement in shaping the development strategies for Hampshire is important and there is potential for [Local Enterprise Partnerships](#)[96](LEPs) to have a role in advising on priorities and supporting work with transport providers to deliver new infrastructure. LEPs could usefully identify the transport approach that they feel is needed to maximise economic growth, and help to support funding bids. Two LEPs covering the County of Hampshire have been established. These include the [Solent LEP](#)[97], covering the South Hampshire area (as shown by the map at the beginning of Chapter 7) and the Isle of Wight, and the '[Enterprise M3' LEP](#)[98], covering the remainder of Hampshire extending into the western part of Surrey. In Hampshire, the Enterprise M3 LEP area incorporates the area covered by the North Hampshire, and Central Hampshire and the New Forest local area strategies (set out in Chapters 5 and 6).

Transport and the environment
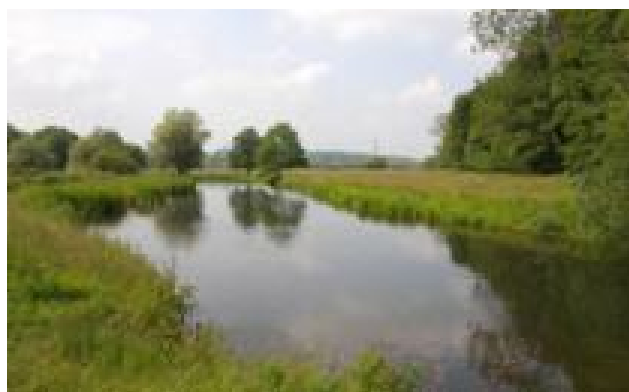
Hampshire's natural environment is a precious asset, to be protected and enhanced, reflecting Hampshire's diversity and underpinning local distinctiveness and sense of place. Of critical importance in the development of this LTP is the growing emphasis on the impact of transport on the environment.

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[91] http://www.southamptonvts.co.uk/admin/content/files/PDF_Downloads/Master%20Plan/SMP.pdf
[92] http://www.networkrail.co.uk/browse%20documents/rus%20documents/route%20utilisation%20strategies/south%20west%20main%20line/37299%20swml%20rus.pdf
[93] http://www.networkrail.co.uk/browse%20documents/rus%20documents/route%20utilisation%20strategies/freight/freight%20rus.pdf
[94] http://www.networkrail.co.uk/browse%20documents/rus%20documents/route%20utilisation%20strategies/rus%20generation%202/london%20and%20south%20east/london%20and%20south%20east%20route%20utilisation%20strategy.pdf
[95] Department for Transport Road Traffic Forecasts 2011
[96] https://www.gov.uk/government/policies/supporting-economic-growth-through-local-enterprise-partnerships-and-enterprise-zones/supporting-pages/local-enterprise-partnerships
[97] http://www.solentlep.org.uk/
[98] http://www.enterprisem3.org.uk/

Hampshire contains a diverse range of habitats including chalk rivers

These impacts have been fully considered as this LTP has been developed through the accompanying **Strategic Environmental Assessment** (SEA) of the Plan. An SEA has been carried out to inform the LTP as required by the SEA Directive 2001/42/EC[99]. The SEA has been used to assess this LTP against a set of environmental objectives developed in consultation with interested parties and the public. The purpose of this assessment is to avoid adverse environmental effects and identify opportunities to improve the environmental quality of Hampshire through the LTP. Full details of this assessment can be found at the above link. The process followed has been in accordance with Draft Guidance on Strategic Environmental Assessment for Transport Plans and Programs[100] produced by the Department for Transport.

The County Council has also undertaken a Habitats Regulations Assessment (HRA) of this LTP. This is a requirement of Regulation 102[101] of the Conservation of Habitats and Species Regulations 2010 ('the Habitats Regulations'). An **HRA Screening Report** has been produced which focuses on the potential effects of the plan on the nature conservation interests of European-protected areas in and around the County.

A key element of the LTP is the impact that transport can have on climate change and carbon emissions. In 2007, the County Council adopted a Climate Change Policy, which states:

> *"The County Council, through its own operations and in partnership with others, will seek to ensure a resilient sustainable Hampshire by placing climate change considerations at the heart of its decision-making processes, its policy development, and its operational activities."*

The County Council accepts that climate change will have serious implications for the transport networks in Hampshire in future years. New approaches will be required, including on highway maintenance and to address the effects of more extreme weather patterns. This will require mitigation measures to be developed against increased flooding incidents, which our drainage systems will need to cope with, while hotter drier summers will bring other problems affecting infrastructure and transport services.

It is recognised that air quality is a major environmental factor that can affect human health, as well as significantly influence and alter local ecosystems. Several factors contribute to air pollution in the county, most notably emissions from transport and pollutants related to industry, largely outside the county boundary. Air quality in the majority of the county is considered to be relatively good and within government standards, although certain areas do experience problems. The strategy for air quality in the LTP seeks to address poor air quality locations, the overall health of the community and why pollution incidents occur.

The County Council will work closely with district councils to deliver Air Quality Action Plans in locations where Air Quality Management Areas have been declared and these are identified in each of the area strategies. The County Council also has a responsibility to develop action plans in relation to environmental noise and will again work closely with district councils to meet these obligations.

Hampshire's biodiversity assets are also likely to come under increasing pressures from new development and associated transport impacts. Through supporting a reduction of

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[99] http://europa.eu/legislation_summaries/environment/general_provisions/l28036_en.htm
[100] http://www.dft.gov.uk/webtag/documents/project-manager/unit2.11d.php
[101] http://www.legislation.gov.uk/uksi/2010/490/regulation/102/made

traffic growth, promoting modal shift, and supporting improvements to air quality, the LTP has the potential to limit impacts on biodiversity from new and existing transport infrastructure. However, there are potential issues, relating to land take and disturbance, that will be considered as appropriate at the project level environmental impact assessment.

Transport can also play a variety of roles in the physical environment:

- Providing access to the countryside, National Parks and Areas of Outstanding Natural Beauty;
- Fostering the tourist economy;
- Ensuring social connectivity for isolated communities;
- Negating the attractive and unique characteristics of rural areas.

Transport and safety

A key priority for the County Council is to promote and increase road safety. As described earlier in this chapter, the County Council has an excellent track record of reducing road casualties. This has been achieved through targeted investment in road improvements and focused maintenance work, supported by education and training programmes. Programmes will continue to be targeted at reducing the number of people and children killed and seriously injured on Hampshire's roads. However, with less funding available from central Government, this will make achieving further reductions in casualty levels challenging.

Alongside priorities of casualty reduction, and reducing speeding, more effort is needed to improve safety on rural roads and tackle poor road user behaviour. Transport policy will also consider how it can reduce crime and the fear of crime, for example, through careful design and street lighting[102]. Measures such as clear pedestrian signing, well-designed waiting facilities and interchanges for public transport and brighter street lighting will help people to feel safer and will provide communities with a more attractive public realm that discourages anti-social behaviour.

Transport and health

Transport has a range of beneficial and adverse impacts on human health, which have been summarised in Transport and Health Resource: Delivering Healthy Local Transport Plans[103], published in January 2011. Active modes of travel offer wide-ranging health benefits, whereas traffic related deaths and injuries, air pollution and noise pollution are damaging to health. The Local Transport White Paper (January 2011) suggests that the costs to urban economies of physical inactivity, air quality and noise are up to £25billion per year, and the costs of road traffic accidents are £9billion per year.

These impacts have been considered, as this LTP has been developed, through a Health Impact Assessment which has been carried out as part of the SEA of the Plan.

Obesity, health and physical activity

Lack of physical activity and poor physical fitness can contribute to obesity, cardiovascular disease, strokes, diabetes and some cancers as well as to poorer mental wellbeing. The

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[102] http://www.lightsoninhampshire.co.uk/Public/Faq.aspx
[103] http://www.apho.org.uk/resource/item.aspx?RID=100579

Government's [Active Travel Strategy][104] published in 2010 recognises the health benefits of active travel modes as a means of building physical activity into everyday routines. A [Public Health White Paper][105] 'Healthy Lives, Healthy People' was published in November 2010, which further emphasised and underlined the important links between active travel and public health, and the role transport can have in improving the health of the nation.

In April 2013, the responsibility for public health formally transferred from Primary Care Trusts to local authorities. In Hampshire, this responsibility has passed to Hampshire County Council, which should make it easier to coordinate health and transport initiatives. There is also an opportunity to work closely in partnership with NHS organisations, Sport Hampshire and Isle of Wight, and the emerging [Hampshire and Isle of Wight Physical Activity Alliance][106] on social marketing campaigns, which have an increasing evidence base for achieving behaviour change. NHS Hampshire and Sport England have produced a [Sports Strategy for Hampshire and the Isle of Wight][107] which sets out priorities for action to increase physical activity. The strategy estimates that the cost of physical inactivity to the local NHS in Hampshire is £18million a year.

Road safety, air quality and noise

Transport can conversely be damaging to health through road traffic injuries, pollution, stress and anxiety to travellers and those living near transport corridors. Severance, and lack of access to services can lead to loss of independence. This LTP aims to encourage more active travel patterns where practical, to improve road safety and air quality and tackle problems of stress by better managing traffic flow, helping to reduce emissions and noise. The Department of Heath has also published a [Transport and Health Resource][108] which contains useful guidance on how the County Council might maximise the health benefits when developing and delivering transport solutions.

Benefits of recreational access to the countryside for wellbeing

Recreational access to the countryside is also an important goal, in terms of health and general well being. By providing good transport links between urban and rural areas, with easier and safer access to services, enables a wealth of opportunities for informal learning, healthy recreation and exercise to be available to people.

Transport and quality of life and place

Hampshire is rich in both natural and built landscapes and maintaining the quality of its environment is challenging. Investing in attractive public spaces and streetscapes in urban centres can engender a sense of community identity and pride, while also supporting retail.

Better urban design, by applying the principles set out in [Manual for Streets][109] (2007) and [Manual for Streets 2][110] (2010), within new developments can help all road users inter-mingle more safely. In April 2010, the County Council adopted a [Companion document to Manual for Streets][111]. The aim of this document, covering streets with speed limits of 30 mph or less, is to provide guidance to developers on how to design attractive streetscapes.

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[104] http://www.ctc.org.uk/sites/default/files/activetravelstrategy.pdf
[105] http://www.nwph.net/phnw/writedir/6da2White%20Paper.pdf
[106] http://www3.hants.gov.uk/activehampshireiow
[107] http://www3.hants.gov.uk/shiow/sports_strategy_2010_-2013web.pdf
[108] http://www.apho.org.uk/resource/view.aspx?RID=100579
[109] https://www.gov.uk/government/publications/manual-for-streets
[110] http://www.ciht.org.uk/en/publications/index.cfm/manual-for-streets-2--wider-application-of-the-principles-2010
[111] http://www3.hants.gov.uk/manual_for_streets_companion_document_final_for_adoption__hf000000757359_.pdf

Access to the countryside and heritage is important and needs to be considered alongside access to services. Striking the right balance between traffic and community life is a vital consideration for this LTP.

Transport and equality of opportunity

Most of Hampshire is not considered deprived when compared to national levels; nevertheless, pockets of social deprivation exist both in urban and rural areas. There are groups and individuals without access to a car who experience difficulty accessing opportunities, often where conventional public transport services are expensive to deliver. The County Council wishes to increase the level of co-ordination between its services and those provided by other agencies, such as the voluntary sector. This is vital in order to help meet the travel needs of vulnerable adults or those with a physical or learning disability.

Improving the availability and affordability of public transport is challenging in a climate where bus industry costs have exceeded inflation. A significant proportion of elderly and vulnerable people, together with many people who have a learning disability, are not able to drive. Public transport services need to be accessible for elderly, vulnerable and disabled people. Efforts to improve the capacity and capabilities of community transport, car and taxi-share schemes, as well as infrastructure upgrades to improve access to bus and rail, will help with this challenge.

The personalisation agenda, which focuses on meeting individual care needs in the way people choose, will make different calls on the public and community transport system. This will require the provision of good quality, accessible information on the travel choices available, as well as services which are both flexible and responsive to individuals. Improvements to bus stops, railway stations and other measures will need to be delivered in order to ensure the removal of barriers to transport use, thereby accommodating the needs of those with mobility difficulties and other needs.

Transport and meeting the needs of older people

Hampshire, as with England and Wales as a whole, is facing profound changes to the demography of its population. In 2007, the proportion of those aged 60 years of age and over was 21% and is currently set to rise to 27% by 2026. It is predicted that by 2026, close on half of the population of Hampshire will be aged 45 years and over; with the largest growth to occur in those 85 years of age and over. Figure 3.11, below shows the historic trend and forecast changes to the age profile of Hampshire residents.

Figure 3.11 – Graph to show historic and future population age profile change
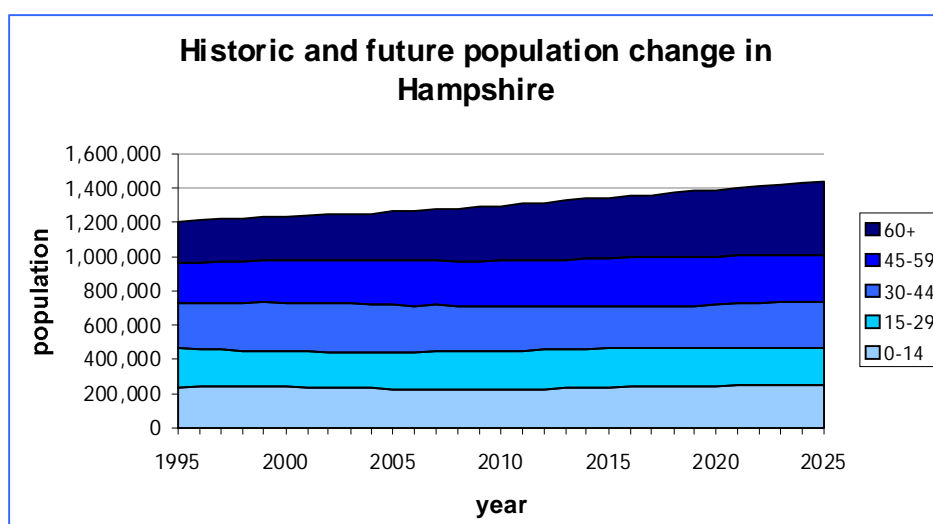
It is within the 85 plus age group that the probability of poor health increases, with the resulting reduction in independence and higher reliance on others for care. *[Source: Ageing Well in Hampshire: Older People's Well-Being Strategy 2011 – 2014[112], Hampshire County Council].*

As well as having implications for the healthcare system, these trends will increase demand for hospital transport and community transport schemes, and the number of people requiring care at home to help maintain their independence. The provision of care and services to elderly people in their homes helps older people to live independently, and reduces the need for them to travel. A small but growing proportion of older people may not be considered "fit" to drive on medical grounds, and more may need to be done to improve standards of driving.

Public transport provision is of particular importance to older people and the County Council will continue to work in close partnership with operators and providers to maximise the effectiveness of bus services and community transport where possible. Community transport solutions, in particular, together with travel training, companions and other measures can support vulnerable users.

Transport and meeting the needs of children
The County Council plays a key role in supporting and meeting the needs of children and young people. The County Council's vision and priorities for children and young people are set out in the Hampshire's Children and Young People's Plan[113] (2012-2015).

Transport plays a key part in achieving this through provision of home-to-school transport and transport for young people up to the age of 19. These services provide access to education and vocational training opportunities, but the cost of these services has been increasing faster than the rate of inflation. In the current financial climate, more efficient approaches to these services that deliver better value for money are required. The move towards modules being delivered on different locations, sites and buildings will create different transport needs, as will the "extended schools" programme. There are also particular transport issues that will be considered for children with Special Education Needs and Learning Difficulties and Disabilities. The school run is a significant generator

of traffic, and adds to congestion problems in the morning peak during term-times. Achieving greater use of sustainable travel modes for journeys to school is a significant challenge. Encouraging children and young people to walk and cycle more regularly can be encouraged through Bikeability training, competitions and other measures identified through school travel plans. Public transport services are used regularly by many children and young

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[112] http://documents.hants.gov.uk/adultservices/older-people/AgeingWellinHampshire-OPWBStrategy.pdf
[113] http://documents.hants.gov.uk/childrens-services/CYPP2012-15FullVersion.PDF

people to access social networks, leisure, shopping and recreation opportunities. Ensuring that travel information is available in formats popular with young people such as via smartphone 'apps' will be increasingly important in the future.

National Planning Policy Context

In March 2012, the Government published the [National Planning Policy Framework (NPPF)](#)[114]. This sets out government's planning policies for England and how these are expected to be applied. The framework acts as guidance for local planning authorities and decision-takers, both in drawing up plans and making decisions about planning applications. It has simplified and replaced previous guidance that was set out within **Planning Policy Statements** (PPS) and Planning Policy Guidance (PPG) notes.

The NPPF contains twelve core planning principles. These are summarised below.

Planning should:

1. be genuinely **plan-led**, with up to date, positive local and neighbourhood plans, that empower local people, and support predictable and efficient planning decisions.
2. be a **creative exercise** in finding ways to enhance and improve the places in which people live their lives;
3. proactively **drive and support sustainable economic development** to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs. Every effort should be made objectively to identify and then meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth. …
4. always seek to secure **high quality design and a good standard of amenity** for all existing and future occupants of land and buildings;
5. take account of the different **roles and character of different areas**, promoting the vitality of our main urban areas, protecting the **Green Belts** around them, recognising the intrinsic character and beauty of the countryside and supporting thriving rural communities within it;
6. support the transition to **a low carbon future** in a changing climate, taking full account of **flood risk** and **coastal change**, and encourage the reuse of existing resources, including conversion of existing buildings, and encourage the use of renewable resources (for example, by the development of renewable energy);
7. contribute to **conserving and enhancing the natural environment and reducing pollution**. Allocations of land for development should prefer land of lesser environmental value, where consistent with other policies in this Framework.
8. "encourage the effective use of land by **reusing land that has been previously developed (brownfield land)**, provided that it is not of high environmental value;
9. **promote mixed use developments**, and encourage multiple benefits from the use of land in urban and rural areas, recognising that some open land can perform many functions (such as for wildlife, recreation, flood risk mitigation, carbon storage, or food production);
10. **conserve heritage assets** in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations;
11. actively manage patterns of growth to make the fullest possible use of **public transport, walking and cycling**, and focus significant development in locations which are or can be made sustainable; and

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[114] https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf

> 12. take account of and support local strategies to **improve health, social and cultural wellbeing** for all, and deliver sufficient community and cultural facilities and services to meet local needs.

The NPPF contains a section of guidance on travel and transport (on pages 9 to 11 of the document). The main points of this section are summarised below:

The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. Government recognises that different policies and measures will be required in different communities.

- Local Plans should support a pattern of development which, where reasonable, facilitates the use of sustainable modes of transport.
- Local authorities should work with neighbouring authorities and transport providers to develop strategies for the provision of viable infrastructure, including large scale facilities such as rail freight interchanges, roadside facilities for motorists or transport investment.

Transport Statements / Transport Assessments should be used to support developments that generate significant movement.

Location of major movement generators - Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.

Developments should be located and designed where practical to:

- accommodate the efficient delivery of goods and supplies;
- give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
- create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;
- incorporate facilities for electric and ultra-low emission vehicles; and
- consider the needs of people with disabilities by all transport modes.

Travel plans - All developments which generate significant amounts of movement should be required to provide a Travel Plan.

Balance of land uses and mix of uses – should be the aim in planning policies so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities. For larger scale residential developments in particular, planning policies should promote a mix of uses to provide opportunities to undertake day-to-day activities including work on site. Particular within large-scale developments, key facilities such as primary schools and local shops should be located within walking distance of most properties.

Parking - If setting local parking standards for residential and non-residential development, local planning authorities should take into account:

- the accessibility; and the type, mix and use of development;
- public transport availability and potential, local car ownership levels;
- an overall need to reduce the use of high-emission vehicles.

Town centre parking - Local authorities should seek to improve the quality of parking in town centres so that it is convenient, safe and secure, including appropriate provision for motorcycles.

Local Planning Policy Context

All eleven district and borough councils in Hampshire, and the National Park Authorities, prepare **Local Plans** outlining the spatial planning strategy for that particular local area, encompassing transport and demonstrating how the council's policies affecting the development and use of land will meet the authority's economic, environmental and social objectives. The main component of a Local Plan is a Core Strategy, which includes an Infrastructure Delivery Plan.

The LTP strategy and implementation plan have been prepared in dialogue with local planning authorities who are at various stages in the development of Local Plans for their areas. The County Council has therefore worked closely with districts to ensure that the transport elements of their Infrastructure Delivery Plans (where these have been produced) are consistent with the LTP.

The Government has introduced a new right for communities to create **Neighbourhood Plans,** to help simplify arrangements for securing planning permission for certain types of development. The County Council will feed into the preparation of such plans where appropriate. This has the potential to build upon the active role played in supporting the development of Parish and Community Plans through provision of specialist input and advice, including on transport issues.

Countryside Access Plans

A Hampshire Countryside Access Plan[115] has been produced which outlines activities and actions to improve access to the countryside. This incorporates a series of seven area-based Countryside Access Plans (CAPs) which, together with a County Overview, form the Rights of Way Improvement Plan (ROWIP) for Hampshire. Each of these CAPs contains a delivery plan, setting out actions to be delivered.

Hampshire County Council's Vision for countryside access in Hampshire is:

> *"A network that provides the highest quality countryside access for everyone to enjoy, now and in the future."*

The County Overview identifies a series of county-wide priorities for improving access to Hampshire's countryside to achieve this vision. Ensuring that people have a good level of access to the countryside is a challenge. Barriers to access could include having no access to a car, lack of information about countryside walks in the area, or lack of public transport. 'Green Infrastructure' strategies are also being developed that identify the need for both biodiversity and access, given possible future housing and population growth.

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[115] http://www3.hants.gov.uk/countryside/access-plans.htm

Chapter 4 – Monitoring and Review

This section of the LTP has been produced at a time of great uncertainty about the level of funding likely to be available to deliver the Plan. This affects the range and scale of indicators and targets that are sensible to adopt at this time. Furthermore, the Government now only requires a single list of performance data from local authorities, with decisions on what targets to adopt to be made locally, allowing the County Council to place a greater emphasis on local priorities. Over the next five years the County Council's priorities for transport will be supporting growth by ensuring safety, soundness and efficiency of the transport network in Hampshire, maintaining roads and maximising network capacity. This is reflected in an opening set of actions, indicators and targets that focus on public satisfaction and measures for the management and maintenance of transport infrastructure.

In line with the increasing emphasis on localism and decentralisation, LTP monitoring is focused on performance in areas of activity that are of direct benefit to the County Council and people of Hampshire.

In some areas of activity, indicators and targets are quite long term and relate to activities where the effect will take a number of years to materialise (for example, major investment and land use planning to address strategic congestion). However, some targets are more immediate, such as investment in casualty reduction measures. To ensure consistency with the three-year Implementation Plan set out in Chapter 8, the initial target periods will cover up to 2013/14 at least. During this initial plan period the County Council recognises the likely funding constraints, which will be reflected in the Implementation Plan and associated targets. The longer-term targets set will reflect the County's ambitions in continuing to give value for money and maintaining excellent services for the residents of Hampshire in the future.

The contribution of transport towards wider strategic outcomes is an integral part of the LTP strategy, as set out in Chapter 3. Therefore key actions and indicators have been identified to measure and monitor the management, maintenance and provision of transport infrastructure and sustainable transport to support economic growth and reduce carbon emissions. The public satisfaction indictors will be used to supplement these, and also to monitor the impact of the overall LTP strategy. Monitoring of activities to reflect other priorities will be developed as necessary, using publicly available data where possible, to demonstrate progress in other areas such as public transport, traffic volume, accessibility, community transport, school travel, active travel and travel planning.

This also demonstrates the importance of partnership working in delivering the LTP strategy and vision, both within the authority between departments, and externally with stakeholders. Indicators and targets will be regularly reviewed as part of the ongoing development of the LTP, so that a fuller range of targets for the LTP can be produced as strategies develop and the funding situation becomes clearer.

Monitoring Theme 1 – Public Satisfaction
Hampshire County Council exists to satisfy the needs of Hampshire residents and businesses and therefore recognises the importance of public satisfaction in the development and delivery of transport services. To help monitor this, the Council participates in the NHT Network Public Satisfaction Survey. The survey seeks to identify services the public think are most important and understand how satisfied they are with delivery of those services.

The NHT Network ethos and survey helps the County Council in its aims to be accountable, responsive and transparent. Details of the survey and previous results for Hampshire can be found at **www.nhtsurvey.org**.

> **Action:** To measure the level of public satisfaction in the following key areas:
> - Highway maintenance /enforcement
> - Accessibility
> - Public transport
> - Walking/cycling
> - Traffic congestion
> - Road safety

The County Council has committed to improving its comparative and actual satisfaction ratings on the NHT road maintenance Key Benchmark Indicators (KBIs) as part of the Corporate Improvement Plan (CIP). Performance in other areas will also be considered, relating this to the funding available over the LTP strategy period. In addition, information from the public satisfaction surveys is being used to develop review processes which will feed back into budget decisions and will measure how successfully practices in areas such as maintenance and asset management are performing. Results from, and detailed analysis of, the NHT surveys will inform future indicators and targets, with a focus on perceptions and where specific local initiatives are taking place.

Monitoring Theme 2 – Economic Growth

Hampshire County Council is working hard to maintain a thriving Hampshire with strong economic growth. As a local authority responsible for the transport network, it is clear that a strong and effective transport system helps to support economic growth within Hampshire, through the provision of a well-maintained and well-managed transport network (which functions as the arteries of the County for movement of people and goods), by connecting employment centres to labour markets.

Hence in the LTP priority is given to maintaining investment in the highway and transport asset to ensure a safe, well-maintained and managed network, to support the reliable movement of people and goods. This is reflected in an initial target and indicator set focussed on asset management, road safety, congestion and traffic monitoring.

Investing in Infrastructure: Highways Maintenance

Carriageways

The targets below are similar to those set down in the second LTP (2006-2011) but have been enhanced to mirror the importance Hampshire has now placed on highway maintenance.

> **Targets:** A roads maintain red condition[*] at 6.0% +or- 1.5% throughout the LTP period
> B&C roads maintain red condition at 9% +or- 2% throughout the LTP period
> U roads maintain red condition at 9% +or- 2% throughout the LTP period

Based on the results of customer feedback and the surveys that the County Council has conducted recently it is believed that these targets are appropriate in terms of meeting the public's expectations of highway condition and good maintenance practice. In addition, the

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[*] Red condition - can be defined as those roads that are in need of structural repair.

Council believes that these targets represent good value for money and return against investment. The County Council is committed to restoring resilience in the network and is applying a long-term strategy which is not solely focussed on repairing the sections of carriageway in the worst condition. It is therefore important to set reasonable targets for managing the network in the poorest condition so that funding can also be allocated to preventing further deterioration on other parts of the network.

It is also realised that the target reflects only part of the highway asset and within that only part of the carriageway asset. A balanced, sustainable asset management approach to budget allocation must therefore reflect the maintenance needs of the whole asset; the use of that asset and that carriageway condition is not the only consideration.

Footways

Target: To complete the footway inventory and condition survey in 2012 and use the information to develop lifecycle plans, targets and inform budget allocation for the 2012/13 financial year.

The County Council does not have a complete inventory of its footway asset and has limited information on whole network condition. Part of Hampshire's Asset Management Strategy is to identify data and information needs in order to manage assets better, allowing informed decision making. To achieve this, the council has embarked on a two-year project to collect its footway inventory and measure its condition using the Footway Network Survey (FNS).

Bridges and Structures

Target: To achieve at least 90% of bridge stock with Level of Bridge Condition Index (BCI) average greater than 80 (fair or better condition) over the five-year period from 2011/12 to 2015/16.

The County Council has a long-term strategy to increase/improve its bridge condition index (BCI). To achieve this, annual targets will be set for strengthening and replacing bridges that are not to current standards, when there is a clearer indication of the likely level of funding that will be available. Similarly other targets will be set for painting and replacement of footbridges over railways and the installation of protective measures on road-rail interfaces. In addition to maintaining the structural requirements, the Council considers the visual environment to be a high priority and will set improved service levels and targets for the removal of graffiti.

These sound asset management principles will improve the condition of the bridge stock and reduce potential risk issues where appropriate.

Drainage

Action: To complete strategies and plans within timescales to be determined

The County Council is committed to meeting the challenge of climate change' and as a Highway Authority is committed to developing strategies and plans that support these objectives; in particular this includes ensuring that our weather emergency plans and drainage assets are operating efficiently.

With particular reference to drainage, the Council is presently developing plans to meet the European requirements for flood risk assessment, producing its own flood risk strategy, surface water management plans and district-based flood relief plans.
Targets will be set for completing these plans within set timeframes, to rationalise cleansing regimes, reduce flooding incidents and develop maintenance strategies that reflect positive customer feedback.

Once there is a clearer indication of the likely level of funding available, targets and indicators will be set for footway asset management, bridge replacements/improvements and drainage strategies.

Road safety
A major priority for the County Council is to promote and increase road safety. Programmes continue to be targeted at reducing the number of people and children killed and seriously injured on Hampshire's roads, excluding motorways and trunk roads, which are the responsibility of the Highways Agency.
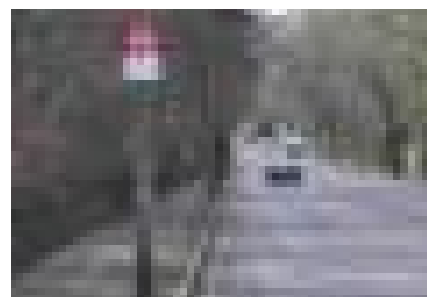
The current draft national (Great Britain) road safety strategy, is set out in the DfT publication [Strategic Framework for Road Safety](https://www.gov.uk/government/publications/strategic-framework-for-road-safety) (May 2011)[116]. The casualty reduction targets below reflect the current direction of Government policy and have been derived locally, in recognition of the reduced levels of funding likely to be available for road safety initiatives.

Targets:	To reduce the number of people killed or seriously injured in road traffic accidents on Hampshire's roads by 20% from the 2004 to 2008 average by 2020. To reduce the number of children killed or seriously injured in road traffic accidents on Hampshire's roads by 20% from the 2004 to 2008 average by 2020.

Interim Target: To achieve 50% of the targeted reduction by 2015

These provide a clear measure of performance that is readily understood, easily measured and provides consistency and continuity with existing targets. In the absence of a requirement to make direct comparisons with a national target, motorway and trunk road accidents are excluded, since the County Council has no control over these roads.

Current indicators are measured as rolling three-year averages and this will continue since it provides a more stable picture of trends and reduces the effects of short-term fluctuations.

Congestion and Traffic Management
Congestion on the road network leads to significant costs for the economy of Hampshire, in terms of delay and disruption. Therefore, a strategic priority of this LTP is to effectively manage and maximise the capacity and efficiency of the strategic and local road network in Hampshire. In addition, as part of monitoring traffic flows in Hampshire, indicators of economic activity can be measured including numbers of light and heavy goods vehicles and footfall surveys to determine activity within key centres.

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[116] https://www.gov.uk/government/publications/strategic-framework-for-road-safety

Level of congestion at local priority sites

Action: To identify priority areas where local congestion will be addressed using a programme of practical interventions by 2012

Once priority areas have been identified, targets will be set to measure and address local priority issues within areas where local partnership working will be key to identifying locations of congestion. Targets will be developed at each site during the lifetime of the LTP. At this level there are different scales of problems and practical interventions related to traffic management, school site congestion etc, where local partnerships will be most effective.

To measure congestion, traffic impacts and journey reliability at a strategic level, countywide indices of congestion 'hot spots' and traffic volumes will continue to be monitored. The index covers 50 links that are representative of congested roads across the highway network during the morning and evening peak periods. This will enable year-on-year comparisons for the two established indices to be continued and trends to be examined.

Indicator: To measure journey reliability in terms of average total vehicle delay (hours) at 50 representative road links that are congested during the morning and evening peak periods.

These are measures that can be used for comparative purposes to help prioritise actions and funding over the longer term, therefore supporting the identification of key investment priorities for transport infrastructure improvements.

An indication of the state of the economy can be gleaned from the number of light vans (LVs) and heavy goods vehicles (HGVs), as these vehicle types are broadly representative of different sectors of the economy. Light van traffic tends to follow a similar trend to economic indicators such as retail sales and Gross Domestic Product, whereas HGV traffic flows are more related to outputs in manufacturing and construction.

Whereas increased numbers of light and heavy good vehicles on Hampshire's road network would add to road congestion, monitoring the numbers of these commercial vehicles, at either a local or strategic level, could give an indication of local economic activity.

Monitoring Theme 3 – Reduce Carbon Emissions
In 2008, total carbon emissions in Hampshire were 6.8 tonnes per capita, of which transport accounted for around two tonnes per capita.

Therefore, although transport has an important role to play in responding to the challenge of mitigating and adapting to climate change, it is only one of a number of areas and hence its importance should not be overstated. At a national level, monitoring to date indicates that reducing carbon emissions from transport is particularly challenging.

A range of sustainable transport measures are delivered across the county that can have a beneficial impact on climate change. Monitoring of these activities can include usage of

public transport, community transport, school travel, active travel, cycling, walking and travel planning.

Public Transport

Overall public transport usage

Indicator: The total number of journeys by bus, rail and coastal ferry services in Hampshire.

The LTP strategy supports the development and improvement of public transport measures and encourages bus, rail and ferry use. It is therefore important to measure public transport use and the County Council will continue to report the total number of local bus passenger journeys originating in the authority area as part of this indicator. Such journeys increased by over 11% between 2003/4 and 2009/10, meeting the corresponding LTP2 target by a comfortable margin.

However, in the LTP, public transport usage and bus services running on time will be monitored as an indicator, rather than a target because of a number of external factors that are likely to have an impact on passenger numbers. The fluctuation of the economy is an important influence on passenger numbers for all three modes, and the recent downturn is likely to have been the main cause of a small reduction in passenger numbers since 2008/9. The economic downturn coupled with reduced funding will mean that there will be lower levels of investment in bus route infrastructure than during previous Local Transport Plans. Responsibility for providing the free national concession for elderly and disabled bus users passes to the County Council in 2011, and reduced funding means that discretionary enhancements to the concession offered over and above the statutory minimum in many cases now must be curtailed, thus affecting the number of journeys made by pass holders. Changes in the retirement age will also affect the eligibility of pensioners for the concession. These, and other factors mean that measures that have encouraged passenger growth during LTP2 may be suppressed to a significant degree in the early years of this new LTP.

Bus services running on time

Indicator: The level of bus punctuality along corridors where projects to reduce delays affecting buses have been implemented

A countywide Bus Punctuality Improvement Partnership for Hampshire was agreed in 2008. From this, work has been carried out to identify congestion points in different areas of the County, and subsequently a range of measures, including adjustments to traffic signal timings, have been put in place, leading to a reduction of delays affecting buses in several areas. This measure focuses on local objectives rather than countywide monitoring, to aid investment decisions and monitor the impact of local improvement schemes.

Local Accessibility

Good local accessibility reduces the need to travel in terms of trip length and frequency. This helps cut the amount of carbon generated by road traffic and supports the local economy by saving time and money spent on the movement of goods and people. Use will be made of Geographical Information Systems (GIS) to inform land use/transportation decision-making. Local accessibility will be monitored using spatial analysis techniques to obtain quantitative data and the National Highways and Traffic Survey to gather qualitative information.

Results from, and detailed analysis of, the NHT surveys will inform future indicators and targets, which will continue to be measured, with a focus on perceptions and where specific local initiatives are taking place.

Sustainable Travel

This is an area of activity of some importance in the short to medium term, when funding for major transport infrastructure is likely to be constrained, but potential exists through the new Government's Local Sustainable Transport Fund (LSTF). A significant proportion of the funding from this source secured by the County Council and its' partners from this Fund is in the form of revenue funding. This is being utilised to deliver travel awareness initiatives including the 'My Journey'[117] campaign to encourage people to consider using sustainable travel for everyday journeys, as well as providing support to employers through workplace travel planning initiatives and delivering personalised journey planning to households in areas where a range of attractive travel options are available. Sustainable travel measures can benefit local areas in a number ways. These include reduced congestion, better quality of life, improved air quality, health benefits and carbon savings.

The County Council collects school travel data as part of the annual school census. This information remains useful as an indicator related to carbon reduction and travel to school. Data collected from automatic cycle counters gives a measure and shows trends in cycle activity at a representative index of survey sites. Coverage of workplace travel plans produced by local businesses and new developments is monitored to encourage employees to consider modes of travel other than the private car.

Air quality is monitored by the district councils and there is currently automatic monitoring of various air pollutants such as nitrogen dioxide (NO_2) and particulate matter (PM10) across Hampshire. District councils develop Air Quality Action Plans (AQAPs) for each declared Air Quality Management Areas (AQMAs), which detail measures to address the air quality problems identified. Although there are a number of short-term measures that can be introduced that have a beneficial impact on air quality, they are difficult to quantify. Progress towards the air quality targets can sometimes be slow as larger scale solutions, such as town centre access plans and major schemes, are often needed to make a significant impact.

This transport related information and data will continue to be monitored and measured to inform the LTP as it progresses and strategies develop.

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[117] http://www.myjourneyhampshire.com/

Chapter 5: Transport Strategy for North Hampshire

Characteristics and context

The North Hampshire Transport Strategy covers the administrative districts of Basingstoke and Deane Borough Council, Hart District Council and Rushmoor Borough Council together with the northern part of Test Valley. It contains several large urban settlements, namely Andover, Basingstoke, Fleet, Farnborough and Aldershot. In terms of population, the largest urban settlement in the North Hampshire Strategy area is Basingstoke with a total population of approximately 99,000 people. The main settlements within Rushmoor are Farnborough (with a population of 60,000) and Aldershot (with a population of 37,000). Fleet is the largest settlement in Hart District with a population of approximately 27,000 people. Andover in northern Test Valley has a population of approximately 42,000 people.

There are also a number of smaller settlements located in North Hampshire, such as Hook, Overton, Tadley, Whitchurch and Yateley, with a total population ranging from approximately 4,500 to 20,000 people. The remainder of the North Hampshire area is largely of a rural nature with a number of villages located within an extensive rural hinterland.

North Hampshire is rich in biodiversity, reflected by the presence of internationally and nationally designated nature conservation sites, such as the North Wessex Downs AONB, and a large number of Biodiversity Action Plan (BAP) priority habitats and species.

Figure 5.1 below shows the extent of this strategy area covered within this chapter.

**Figure 5.1 – Map of the North Hampshire Transport Strategy area**
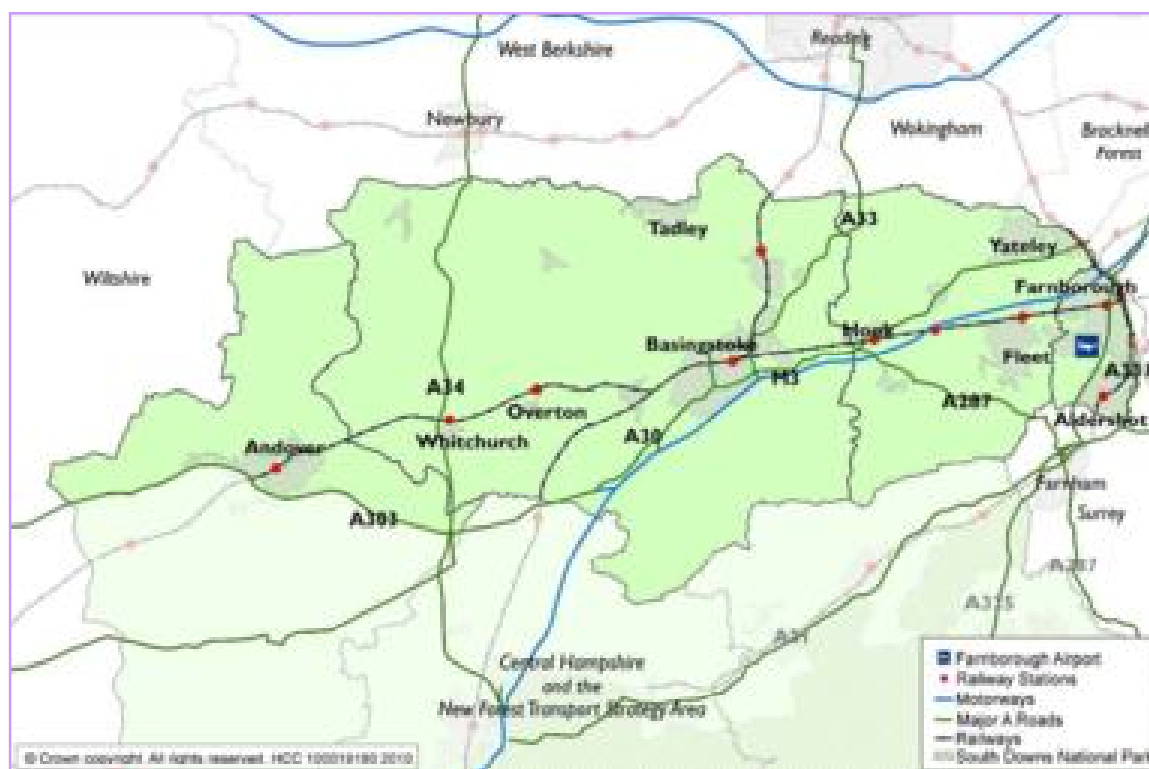
Challenges

Significant transport challenges in North Hampshire relate to the area's historical and future planned spatial development and economic growth. The Coalition Government's twin priorities for transport of supporting economic prosperity and carbon reduction, together with an increased emphasis on sustainable transport in the short to medium term, accord with the transport challenges the County Council has identified in this area. The principal challenges for North Hampshire are:

- Ensuring that the existing high-quality transport network is effectively maintained and managed and is increasingly resilient to the effects of extreme weather events.
- Higher than average levels of car ownership and travel patterns dominated by car travel.
- Ensuring that the transport network supports and enables economic growth and contributes towards efforts by the Enterprise M3 Local Enterprise Partnership to create jobs and improve economic competitiveness.
- Worsening congestion and the need to mitigate anticipated transport impacts of planned growth on the strategic and local highway network, both within the area and into neighbouring areas such as Reading, Woking and Guildford.
- Out-commuting and long-distance commuting due to the strategic location of the area and the attraction of London. There are excellent regional, national and international transport connections, especially by road and rail.
- Reducing car dependency through development of high-quality public transport alternatives, in partnership with operators and 'Smarter Choices' programmes.
- Ensuring the timely delivery of transport infrastructure, information services and sustainable transport measures to support, and mitigate the impact of, new development.
- The need to conserve and enhance biodiversity, particularly where it is affected by the road network.
- Supporting the regeneration of Aldershot, including major development of the Aldershot Urban Extension (AUE) and planned growth in Basingstoke and Andover.
- Managing and mitigating the impacts of increasing traffic, including HGV movements on core routes and in more rural areas.
- Improved public transport access to key destinations such as Heathrow Airport.
- Enabling the rail network to play a greater role in catering for local commuter journeys and supporting measures to improve access for all.
- Securing investment to improve capacity and journey time reliability on strategic national corridors (M3, A34 and A303) using 'managed motorway' solutions.
- Encouraging the development of IT infrastructure, including high-capacity broadband (building on planned investment in Basingstoke and Whitchurch) to enable increased home-working, thereby reducing peak time travel.

The Road Network

The road network in North Hampshire provides important strategic inter-urban links and will continue to be the backbone of the transport system. The area has good connectivity to the strategic road network, including the M3, M4, M25, A34(T) and A303(T). It has good road
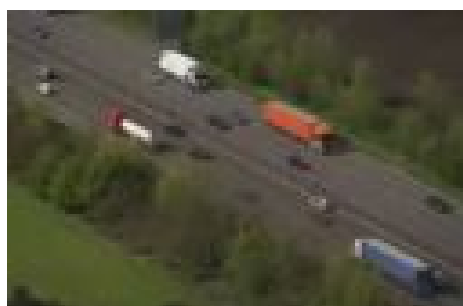
connections to London, Heathrow Airport, the Midlands and the South Coast as well as links to urban centres in neighbouring counties such as Newbury, Reading, Woking and Guildford. It is important these routes remain relatively free of congestion to accommodate possible growth in the area. Peak time capacity problems exist on some inter-urban and rural roads, such as the A33, A287, A339, A340, A343 and B3400, especially where they provide access to particular busy junctions, such as on the approach to Basingstoke.

Many locations in the vicinity of the M3 motorway junctions have developed into highly accessible business parks, but the attractiveness of these as an employment location could be undermined by further peak hour traffic congestion. Potential options that could be considered for delivery in support of the highway network are:

- Workplace Travel Planning in business park locations near the M3, using the 'Smarter Ways to Work Farnborough' project[118] as a template
- Targeted measures to improve capacity at congestion bottlenecks and optimise management of the highway network
- In association with the Highways Agency, investigate the potential for:
  - 'managed motorway' measures on the M3 between Basingstoke and the Farnborough area, such as ramp metering at junctions, including a review of the benefits and implications of these measures
  - enhancing the M3/A303(T) junction west of Basingstoke, including noise-reducing measures
- Measures to widen travel choice and transport information services
- Mitigation of the travel impacts arising from new development
- Support for low-carbon vehicle technologies through provision of electric vehicle charging points in key centres

The Rail Network

Rail plays a vital role in providing for longer-distance commuting and local journeys. Basingstoke acts as the rail hub, with good services to Southampton, (including the airport), London, Reading, the Midlands and Exeter. In the north-east of the area, rail access from Rushmoor and Hart is focused on London, with services also available to Gatwick Airport via the North Downs Line. Good rail connectivity for passengers and freight to other growth areas in the area (such as Reading and Guildford) and beyond is an important factor in retaining economic competitiveness for the area.
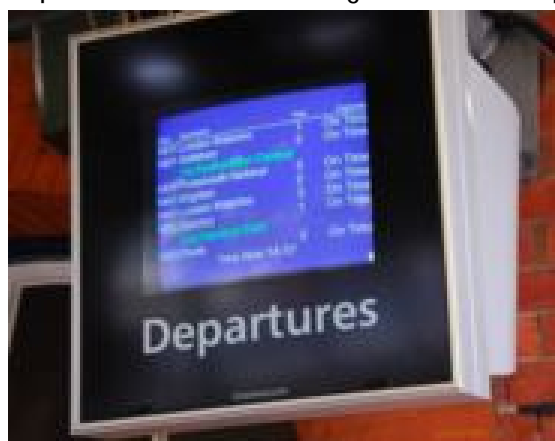
Within North Hampshire, modal share of rail journeys to work ranges from 3.95% in Basingstoke and Deane Borough to 5.39% in Hart District[119]. Over the LTP period, rail will play an increasingly important role in providing for commuter journeys, both for longer-distance commuting into London and for local journeys within North Hampshire. This will help to tackle traffic congestion, especially at peak times on key strategic and more local road corridors.

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[118] http://www3.hants.gov.uk/workplacetravel/smarterwaystoworkfarnborough.htm
[119] Office for National Statistics, 2001 Census, Travel to work

Safe, easy access to the rail network, including for people with mobility impairments, is essential to achieving more journeys by rail. There is a need to provide better sustainable transport links with key surrounding employment areas, such as improved pedestrian links to Basing View in Basingstoke, and better bus services to the main employment areas in Farnborough. Working in partnership with Network Rail, South West Trains and Stagecoach Bus Company, will be vital to delivering improvements to facilities in the area.

The County Council will work with rail industry partners to support the improvement of the rail network to achieve:

- Improved station facilities and ticketing within North Hampshire
- New rail stations at locations such as Chineham
- Increased capacity on the Reading-Basingstoke rail corridor
- Increased capacity on the main line rail corridor from Andover and Basingstoke towards London and international airport hubs
- Better interchange between rail routes in the Blackwater Valley
- Better interchange facilities between rail and other modes of transport, particularly bus services, cycling and walking

The Bus Network

Bus services play a key role in catering for local journeys in the area, providing links between towns and their surrounding areas. The Quality Bus Partnerships in Andover and Basingstoke are well developed and the Route 1 'Goldline' Service provides an important north-to-south link between communities in the Blackwater Valley. There are also a number of inter-urban bus services, such as between Basingstoke and Newbury and Fleet and Farnborough, which play an important role in providing economic and social linkages between these communities, and a number of community transport services linking with the more rural parts of North Hampshire. The County Council will work with public transport industry partners to:

- Improve inter-urban bus services in North Hampshire
- Improve access to public transport through better infrastructure and information, (including real-time information)
- Continue close working with bus companies to help form Quality Bus Partnerships
- Identify and encourage Community Transport services to serve isolated areas

Growth areas

A number of larger settlements within North Hampshire, in particular Andover, Basingstoke, Farnborough and Aldershot, are likely to experience growth that will create additional demand for social and physical infrastructure, as well as transport.

Andover

Andover is a medium-sized town that has grown rapidly since the 1960s when it was designated as an overspill town for London. Nevertheless, the town has a sizeable employment base and, as a result, benefits from a relatively high level of self-containment with limited levels of out-commuting. As a result of the approach taken to urban design, with a high-capacity distributor road system including a ring road, travel patterns in

Streetscape improvements in Andover

Andover are dominated by the car. The good road network is reflected in the modal split, with 71% of trips in Andover made by car[120] (compared with a national average of 63%[121]).

Transport proposals for Andover are set out in the Town Access Plan[122]. Whilst at present the town's highway network has limited capacity to allow for future traffic growth, there is a need for localised capacity improvements to accommodate housing and employment growth.

Identified measures for delivery in Andover are:

- Targeted measures to improve capacity at congestion bottlenecks and optimise management of the highway network
- Delivery of the Andover Town Access Plan
- Major improvements to Andover bus station and increased parking and better access at the rail station
- Mitigation of the travel impacts arising from major new development around the town, including managing the routing of HGVs arising from development to the west
- Investment in new walking and cycling routes in Andover
- Streetscape and signing improvements

The Town Access Plan is kept under continuous review and updated annually to reflect emerging issues and pressures.

Basingstoke
Basingstoke is a large town that has seen very rapid expansion and growth since its designation as a new town in 1968. It is an important centre for employment, which is helped by the good strategic road and rail links connecting the town to London, Reading and south Hampshire. There are a number of key business areas in the town, including the central retail area, the Basing View employment area adjacent to the town centre, and a number of industrial estates located in the south, north and north-east parts of the town.

Car ownership levels in the town are relatively high with approximately 44% of households having access to two or more cars, compared to 29.4% nationally[123]. In addition, car travel is the predominant means of transport in Basingstoke, with a higher than average modal share for travel to work of 57 to 60% for wards to the North, West and South of the town

Basingstoke – an economic hub

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[120] Andover Town Access Plan
[121] Department for Transport, National Travel Survey 2009
[122] http://www.testvalley.gov.uk/resident/planningandbuildingcontrol/planningpolicy/local-development-framework/supplementary-planning-documents/andovertap/
[123] Office for National Statistics, 2001 Census, Car Ownership levels

centre, rising to around 70% for outer areas of Hatch Warren and Chineham[124]. This contributes to many of the capacity and resulting congestion problems in Basingstoke, which are focused in the morning and afternoon peak period, and at particular junctions. This congestion is mainly a result of commuting traffic flows into and out of Basingstoke.

New development and significant numbers of new dwellings will lead to additional demand on the local transport network. Delivery of measures identified within the emerging Basingstoke Town Access Plan will help improve transport access within the town and help reduce the need to travel through workplace travel planning and better integration of transport. Identified measures for delivery in Basingstoke are:

New housing is planned for Basingstoke

- Targeted measures to improve capacity at congestion bottlenecks and optimise management of the highway network
- Delivery of the Basingstoke Town Access Plan
- Measures to reduce peak time congestion, such as promotion of travel planning and more flexible working arrangements
- Mitigation of the travel impacts arising from new development
- Investment in developing walking and cycling routes in Basingstoke
- Enhancement of existing Quality Bus Partnerships and development of new ones
- Investigation of the potential to develop core bus priority routes, especially between main areas of housing growth and Basingstoke town centre
- Working with Basingstoke and Deane Borough Council to develop agreed approaches to parking for the town centre, including reviewing how these may link with possible Park and Ride options

Farnborough and Aldershot

These two towns within the Blackwater valley have complex travel journey patterns between urban centres in both Hampshire and Surrey, leading to congestion problems on local roads such as the A331, A325 and A327 and at access points to the M3, especially at peak period times. Cross-boundary working and partnerships between local authorities and businesses in the area is essential to address the transport issues in this area.

Farnborough and Aldershot have a strong aviation and military history, which is likely to

Cody Business Park, Farnborough

continue, given the establishment of Farnborough Airport as one of the most important business airports in the south-east. Aldershot Army Barracks is to be the hub of a new Super Garrison in the area. More recently, Farnborough has proved to be a popular location for large technology-based firms, which provide valuable employment. However, much recent business park development around Farnborough (including Cody Technology Park, IQ Business Park and Southwood Business Park) is poorly served by public transport and

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[124] Office for National Statistics, Neighbourhood Statistics

has been provided with generous levels of parking. Further major employment development is also planned for Heartlands Park, which will increase travel in the area.

Efforts to tackle problems arising from car-based travel patterns in recent years have focussed on travel planning to encourage flexible working, car-sharing and the development of public transport initiatives. There is good public transport both in terms of local and long-distance rail journeys and the Stagecoach Gold 1 bus service linking Aldershot and Camberley, via Farnborough, which has experienced a cumulative growth in passenger numbers of 69% since 2004.

Delivery of measures identified within the emerging Town Access Plans for Farnborough and Aldershot will help improve transport access within both towns. Identified measures for delivery in Farnborough and Aldershot are:

- Targeted measures to improve capacity at congestion bottlenecks and optimise management of the highway network
- Delivery of the Aldershot and Farnborough Town Access Plans
- Investment in developing walking and cycling routes
- Enhancement of existing Quality Bus Partnerships and development of new ones
- Mitigation of the travel impacts arising from new development, particularly the Aldershot Urban Extension
- Measures to reduce peak time congestion, such as promotion of workplace travel planning and more flexible working arrangements
- Continued development of Farnborough Main station into a bus/rail interchange
- Encouragement of greater use of smaller rail stations in the Blackwater Valley for local journeys
- Investigation of car club development

Fleet

Fleet is a market town serving an extensive rural hinterland, with travel patterns dominated by the private car. Fleet has car ownership and usage significantly above the national average, with public transport provision limited to key routes and peak time services. There are some capacity problems at primary junctions, especially during peak travel times. Identified measures for delivery in Fleet are:

- Targeted measures to improve capacity at congestion bottlenecks and optimise management of the highway network
- Delivery of the Fleet Town Access Plan[125]
- Measures to reduce the need to travel at peak times in Fleet
- Improvements to Fleet railway station
- Mitigation of the travel impacts arising from new development
- Investment in developing walking and cycling routes

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[125] http://www3.hants.gov.uk/hampshire-transport/transport-schemes-index/taps/fleet-town-access-plan.htm

Smaller 'market' towns

There are a number of smaller settlements within North Hampshire, such as Hartley Wintney, Hook, Kingsclere, Odiham, Overton, Tadley, Whitchurch and Yateley which play an important role as service centres for their rural hinterlands. Whilst the car is expected to remain as the dominant form of transport for journeys between these towns and the rural hinterland which they serve, the opportunity exists to encourage walking and cycling for short local journeys. The town of Whitchurch has been successful in securing investment from BT to become a rural 'super-fast' broadband pilot, which, through home working, could help to reduce the need to travel. Identified measures for delivery in these towns are:

Streetscape improvements in Whitchurch

- Investment in developing walking and cycling
- Measures to reduce peak time congestion, such as promotion of travel planning and more flexible working arrangements
- Traffic management measures to mitigate adverse impacts of traffic
- Improved inter-urban bus services
- Support for Community Transport services
- Work with Parish & Town Councils to support community driven transport solutions

The Rural Hinterland

Parts of North Hampshire, especially to the west, are rural in nature with a low density of population.

A dispersed lower-density of population creates challenges for the delivery of services which, if not properly addressed, can affect social inclusion. The mobility and access needs of children, young people and an ageing population must be considered. It is critical to ensure there is access to important services, facilities and destinations such as employment, education and healthcare, especially by public or community transport. Maintaining accessibility in these areas to major services and destinations will be an important focus. The nature of journeys in this area mean that this will often be by car but, where practicable, measures to encourage walking and cycling between villages and larger towns will be fully investigated. Identified measures for delivery in this area are:

- Support for Community Transport services
- Support for grass-roots community travel planning initiatives
- Improved speed management and safety measures on rural roads
- Measures to reduce adverse impacts of HGVs on rural communities
- Encourage walking and cycling between villages and larger towns
- Work with Parish & Town Councils to support community-driven transport solutions

Chapter 6: Transport Strategy for Central Hampshire and The New Forest

Characteristics and context

The transport strategy for Central Hampshire and The New Forest covers a broad swathe of the County, from the Wiltshire and Dorset border in the west and to western Surrey and West Sussex in the east. It takes in much of the administrative areas of Winchester, East Hampshire and New Forest districts, and the majority of Test Valley Borough (excluding the Andover and Romsey areas). The area is predominately rural in nature with a series of small market towns providing many of the essential local services. The landscape of the strategy area is highly valued and much of the area has protected status, including two National Parks. In addition, other parts of the strategy area are covered by various special landscape and nature designations, including Cranborne Chase and West Wiltshire Area of Outstanding Natural Beauty. As a result, new housing and employment development within the area has been relatively restricted as a matter of strategic policy for a number of decades. Figure 6.1 below shows the extent of the strategy area covered within this chapter.

Figure 6.1 – Map of the Central Hampshire and New Forest Transport Strategy area

The strategy area is bordered by several urban areas. South Hampshire, including the cities of Southampton and Portsmouth lies to the south, South East Dorset including Bournemouth and Poole is to the south west, with Andover, Basingstoke and the Blackwater Valley towns of Aldershot, Farnham, Farnborough and Camberley to the north and north east.

In future years, the areas are expected to accommodate higher levels of housing and employment growth than would be the case within the Central Hampshire and the New Forest area. It is essential that management, protection and mitigation measures are introduced to ensure that traffic arising from this growth does not lead to significant damage to the quality of life of the rural communities within the strategy area.

Balancing this is the need to support the rural economy, notably tourism and agriculture, but also an extensive network of local shops, businesses and services. The prospects for some parts of this economy are fragile, and the County Council wishes to see services and jobs preserved as part of a strategy for rural sustainability and resilience.

The Central Hampshire and New Forest area has a well-established transport network with a strong hierarchy of road links – ranging from country roads and tracks up to dual carriageways and Motorways. The M3 passes through the Central Area. Together with the A34(T), it provides the main access route to Winchester and between north and south Hampshire (including the international gateway ports and Southampton Airport). To the west the M27 and A31(T) provide the primary road access to and through the New Forest. There are also a number of important inter-urban roads in the Area including the A30, A32, A35, A36(T), A272 and A338.

The area also enjoys good long-distance rail links to South East Dorset, Salisbury and London, as well as to Reading and the Midlands and the North. Bus services serve many of the market towns and provide links to nearby towns and cities along main 'A' roads. However, local bus services in more remote rural areas, which are dominated by the private car as the most convenient means of transport, are infrequent and often not cost-effective. The County Council has established demand-responsive services under the 'Cango' and 'Call and Go' brands in some areas and a range of community transport schemes, run by local voluntary community groups, provide access to essential services in the most remote areas.

Challenges facing the area

There are a number of significant transport challenges faced by the Central Hampshire and New Forest area, reflecting the rural nature of the area:

- Maintaining the existing highway network and improving its resilience to the effects of extreme weather events.
- Congestion on inter-urban road corridors, including motorways and trunk roads, and in some town and village centres.
- Mitigation of the transport impacts on both strategic and local networks, arising from planned housing growth, including growth in surrounding urban areas.
- Minimising the adverse impacts of traffic on the quality of life of rural communities and market towns through speed management and HGV routing.
- Protecting the rural areas on the fringes of planned major development areas to the south, south west and north.
- Delivery of appropriate transport solutions to support sustainable development in Whitehill Bordon eco-town, which is expected to accommodate 4,000 new dwellings and significant employment development. There is a need to improve self-containment and reduce car dependency for both existing and new residents.

- Managing transport and infrastructure impacts within the two National Parks (New Forest and South Downs).
- Improving accessibility for people without access to a car, while recognising that the car is likely to remain the main mode of travel for many people in rural areas.
- Ensuring that routes are managed to properly reflect their rural setting.
- Maximising the role of Community Transport in meeting local access needs.
- Ensuring that the transport network supports and enables economic growth and contributes towards efforts by the Enterprise M3 Local Enterprise Partnership to create jobs and improve economic competitiveness.
- Supporting the rural economy.

The Strategic inter-urban network

Road Network

The M3 - the motorway spine of Hampshire

The road network serving much of the area is well-developed. North-south journeys are very well catered for with the M3, M27 and A3(T) corridors. The M3 and A34 are part of a nationally-designated network of strategic national corridors, which link together the largest urban areas in the country and international gateway ports and airports. These main routes link the Ports of Portsmouth and Southampton with the areas they serve, which extend to London, the West Midlands and the North West. Journey time reliability on the A3(T) corridor will be improved with the completion of the Hindhead Improvement during 2011, removing the main bottleneck on this route.

The A31(T) between the Dorset border and the M27 provides a key route for east-west journeys with the A338 and A348 also providing strategic access to Bournemouth and Poole in South East Dorset. Elsewhere within this strategy area, east-west journeys are less direct and rely on more local roads (such as the A31 and A272 between Winchester and the Surrey and Sussex borders respectively).

An effective, well-maintained road network is fundamental to the future of this thriving rural area. As well as facilitating travel by car, which may be the only realistic option for many rural residents, it also provides the basis for bus and community transport services, the routes used by many cyclists and access to wider travel networks such as rail services. The County Council will ensure that the road network is well maintained and managed to fulfil this role, while acting to reduce the adverse impact of traffic wherever possible.

The junction of the A34(T) and M3 at Winnall (Winchester), which acts as a gateway to the South Hampshire sub-region, presents particular difficulties. As well as capacity problems at this key intersection, there are also significant difficulties for local traffic wishing to join the strategic network at this point, particularly from nearby employment areas. Further increases in traffic may necessitate changes to the layout of the junction to offer increased capacity to reduce congestion at this location.

The County Council has identified the following potential options that could be considered for delivery in support of the highway network:

- Providing a well-maintained, resilient highway network
- Over the longer-term, work with the Highways Agency to explore scope for affordable and environmentally acceptable solutions to address congestion at Junction 9 of the M3

Rail and Ferry Network

The strategy area is well served by the rail network, which provides important strategic links, including many direct trains to London. The rail network largely mirrors the road pattern, with a similar focus on north-south passenger journeys provided by the London-Bournemouth and London-Portsmouth lines. East-west rail journey opportunities (apart from the Alton-London route) are much more limited.

The South West Mainline is a busy corridor for passenger and freight

The South West Main Line between Basingstoke and Southampton that runs through the strategy area is part of a strategic rail corridor from Southampton Docks to the West Midlands and beyond. This route has also been designated a strategic national corridor, owing to its importance for rail freight. It carries large flows of deep-sea container traffic and new cars (for import and export) to and from the port of Southampton. Volumes of container traffic by rail will increase further as a result of forecast growth in container throughput. This growth in freight by rail has been enabled by the completion in 2011 of a gauge enhancement project on this corridor. This will enable more containers to be moved by rail, helping to tackle carbon emissions from freight transport and will reduce the proportion of containers moved by road.

The ferry service from Lymington to Yarmouth, which in 2010 saw three new ferries introduced, provides an important link with the Isle of Wight, complementing the other cross-Solent routes within South Hampshire. This route is a useful access route for those travelling to the island from the South West (including Dorset, Wiltshire and beyond).

Potential options that could be considered for delivery in support of the public transport network, working with public transport industry partners are:

- Support Quality Bus Partnerships on well used inter-urban bus routes
- Provide adequate parking provision at railway stations
- Improve access at stations and to rail services for people with disabilities
- Investigate the potential for direct rail connection to Bordon/Whitehill
- Support existing and encourage new Community Rail Partnerships (CRPs)

The National Parks

There are two National Parks in this area. The New Forest National Park[126] and the South Downs National Park[127] are managed by their own Park Authorities, both of which are established with these specific purposes:

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[126] http://www.newforestnpa.gov.uk
[127] http://www.southdowns.gov.uk

- To conserve and enhance the natural beauty, wildlife and cultural heritage of the area
- To promote opportunities for the understanding and enjoyment of the special qualities of the two Parks by the public

The County Council is also bound by these purposes in carrying out its duties as Highway Authority and all of its duties within and beyond the Park areas. Both National Park boundaries cross into adjoining counties and, in the case of the South Downs National Park, well beyond. Close partnership working will be required to ensure co-ordinated approaches to transport for the National Parks.

The New Forest National Park Authority has produced both a National Park Management Plan[128] (covering 2010 to 2015) and a Recreation Management Strategy[129] for the park area. It is also a Local Planning Authority, and has an adopted Local Development Framework Core Strategy[130]. Together these plans seek to protect and enhance this protected landscape, while promoting sustainable travel and forms of recreational activity for both residents and visitors.

The types of transport measures planned within the New Forest aim to support the objectives of the Management Plan. During 2011, the County Council will update highways and transport strategies for the New Forest area. This work will address issues such as traffic speeds, animal accidents and verge degradation, as well as examining improved access and future transport provision. The South Downs National Park Authority was formally established on 1 April 2011, and intends to produce a Local Plan covering the Park, as well as a Management Plan. The County Council will play an active role in helping to develop the South Downs Management Plan.

Within the National Parks, the following measures will be progressed through future LTP Implementation Plans:

- Closer partnerships with neighbouring counties to ensure co-ordinated approaches to transport for the National Parks
- Managing the road network to protect and enhance the area's rural character
- Reduction of 'sign clutter'
- Supporting local sustainable tourism through footpath, cycle, equestrian, public transport and rights of way improvements, and enhancing the network to allow increased leisure use

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[128] http://www.newforestnpa.gov.uk/about-us/our-work/publications/managment-plan-2010-2015
[129] http://www.newforestnpa.gov.uk/about-us/our-work/recreation-management-strategy/recreation-management-strategy-final
[130] http://www.newforestnpa.gov.uk/planning/planning-policy/core-strategy

Villages and rural areas

The transport and travel needs of rural areas, particularly the more isolated parts, differ from those of more urban areas. The car caters for most travel needs, but distances travelled to services are often longer. Overall only 2.5% of rural households are without a car (compared to 6% for all Hampshire households)[131] and a good proportion of larger rural communities located on A-roads are well served by a relatively extensive inter-urban bus network. However, those people who do not have ready access to either public transport, community transport or a car can be very isolated.

Many villages rely on nearby settlements, be they other villages, market towns or larger settlements, for their services. In some cases services are being increasingly taken out to rural areas through home deliveries and internet access, although this can be limited for some sections of the community by location or by cost. The County Council will continue to work closely with the voluntary sector and District Council partners to provide

'Wheels to Work' moped scheme

accessibility to services. This will be achieved through provision of community transport, neighbourcare car schemes, "wheels to work" moped loan schemes, and development of high-speed broadband. The County Council will work with service providers to encourage services to be brought to people through mobile banks or libraries.

In addition, the quality of life in rural areas can be disrupted by heavy traffic (including lorries) unsuited to country lanes, and by noisy or inconsiderate driving. As part of planning permissions, HGV-generating sites are increasingly required to adhere to HGV routing agreements, which mandate the use of the most suitable roads. Many country lanes are well-used by pedestrians, cyclists and equestrians. Motorists need to be encouraged to drive at more appropriate speeds, rather than the maximum permissible speed, to help these non-motorised users feel safer.

Most communities in the strategy area are represented by Parish or Town Councils and other community groups. Many local communities are in the process of developing Community Plans that set out local aspirations and potential solutions, often co-ordinated by the local Parish Council. In light of the Government's commitment to localism, the County Council needs to support such community driven approaches, and play an "enabling role" in helping build the capacity of communities to solve local transport issues.

In villages and rural areas the following measures will be progressed through future LTP Implementation Plans:

- Providing a well-maintained, resilient highway network
- Further speed limit changes across Hampshire during the life of this strategy – but prioritised according to their impact on reducing casualties
- Supporting isolated communities with public and community transport as far as practical
- Providing accessibility to services through community transport, neighbourcare car schemes, high-speed broadband and mobile banks or libraries

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[131] Hampshire County Council Transport Trends

- Traffic management measures to address problems of rat-running
- Signing measures to discourage HGV use of unsuitable roads
- Development of a freight routing journey planner to help encourage freight operators to purchase SatNav systems designed for lorries
- Removal of unnecessary signing
- Work with Parish Councils to support community-driven transport solutions

Winchester

The City of Winchester, with a population of 45,600, provides many key services for the County. These include a major hospital incorporating an accident and emergency department, the University of Winchester, an Art College, theatres, a record office and library. The city is well linked by road and rail and has a well-established, frequent urban bus network, complemented by good services to adjoining towns and cities. A Winchester City Town Access Plan[132] (TAP) has been developed.

Central Winchester is designated as an 'Air Quality Management Area' and the TAP examines potential measures to reduce the impact of traffic on levels of air pollution. A traffic management plan is under development, being produced in conjunction with the TAP, which is examining the potential for radical revisions to traffic routeing, including the possible removal of the existing one-way system. For the longer term, there is an aspiration to minimise traffic in the core of the City area. Options to reduce the extent of the one-way system and to modify the operation of junctions will be assessed.

The one-way system in Winchester

The draft Local Development Framework Core Strategy for Winchester District proposed an allocation of 4,000 new dwellings within and around the City area in the period up to 2026. The County Council will work closely with developers and the City Council to ensure that adequate infrastructure and public transport services are in place to enable sustainable transport links to the City Centre and other key destinations.

Market Towns

The small towns of Alton, Alresford, Brockenhurst, Fordingbridge, Liphook, Liss, Lymington, Lyndhurst, Milford-on Sea, New Milton, Petersfield, Ringwood, and Stockbridge provide an essential role as service centres for rural hinterlands.

Other important small 'market' towns that lie outside the Central Hampshire and New Forest strategy area also play an important role serving a rural hinterland. The small 'market' towns in the North Hampshire area (see Chapter 5), include Hartley Wintney, Hook, Kingsclere, Odiham, Overton, Tadley, Whitchurch and Yateley. In South Hampshire (Chapter 7), these towns include Bishops Waltham, Botley, Denmead, Emsworth, Hythe, Lee-on-The-Solent, Romsey, South Hayling, and Wickham.

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[132] http://www3.hants.gov.uk/transport-schemes-index/taps/tap-winchester

These towns provide many day-to-day services to their residents and the rural hinterland that they serve including food shopping, schools and doctors' surgeries. Some of the larger towns provide additional services like further education, specialist shops and non-accident and emergency hospitals. Transport policies must ensure that this role is both protected and enhanced.

Many of these towns provide the focus for proposed new development under the Local Development Frameworks. The County Council has been developing 'Town Access Plans' ('TAPs') for a number of these towns, and will be producing District Statements encompassing all of these towns on a district-by-district basis. Both set out proposals to improve access to and within these areas. TAPs have been developed for Andover and Ringwood and are under development for Whitehill-Bordon and Lindford. Future proposals include the development of District Statements encompassing Petersfield and Alton. These urban centres offer the greatest potential within the strategy area as a whole for measures that improve travel choice and reduce dependency on the private car. Within some of the larger towns, scope exists to improve the quality of bus services and develop walking and cycling networks.

The market town of Alton

The market town of Lyndhurst experiences problems of traffic congestion owing to the layout of the built environment in the town centre. This acts as a bottleneck that restricts capacity of the road network. There is a long-standing problem of queuing traffic on routes into Lyndhurst, particularly during the summer holiday months, on the northbound A337, eastbound on the A35, and to a lesser extent, the southbound A337. A number of traffic management measures have been trialled that apportion the delays experienced by these different flows of traffic so that journey times for any one flow are not excessive.

Within Winchester and the market towns listed above, the following measures will be progressed through future LTP Implementation Plans:

- Delivery of the local measures contained within Town Access Plans
- Working closely with District Councils and other providers to encourage well signed and suitably located parking
- Support for Quality Bus Partnerships within Winchester and other towns
- Work to enhance environmental and streetscape quality where affordable
- Encourage employers and schools to develop and implement travel plans to improve access by all transport modes and encourage flexible working patterns
- Exploring the potential of providing 'mini park and ride' schemes
- Meeting the needs those with mobility difficulties through accessible bus services, and community transport
- Invest in the development of walking and cycling routes in Winchester and the other towns
- Work with Town Councils to support community-driven transport solutions

Whitehill-Bordon Eco-Town

Chalet Hill, Bordon Town Centre

Whitehill Bordon is identified as an area of growth that is expected to accommodate in the region of 4,000 new dwellings (potentially rising to 5,300 dwellings dependent on land availability), along with commercial and retail development. In July 2009, Whitehill Bordon was designated as one of four Eco-Towns. This designation seeks to bring forward exemplary sustainable re-development of the town between 2015 and 2036, almost doubling the existing population to 25,000 in the process.

The Emerging Transport Strategy (ETS)[133] for Whitehill, Bordon and Lindford sets out a framework for the future transport system and aims to provide for the needs of the future resident population. In September 2012, a Draft Public Transport Strategy[134] was produced. An interim Town Access Plan will act as a strategy until there is greater certainty in the area about what development can be expected.

The ETS recognises that motorised vehicles will remain an important mode of transport in the future town. However, it will pro-actively manage car use, enabling growth to take place in a deliverable and innovative way that maximises existing assets and opportunities without damaging the environment or the local community. There are a number of Special Protected Areas (SPAs) in the Bordon area. The key elements will include:

- A Transport Strategy for the town bringing about significant improvements in the town's transport system focussing on 'Reducing the Need to Travel', 'Managing Car Demand' and 'Enabling Sustainable Transport'
- Careful planning, locating jobs, shops and leisure, recreation, educational and health facilities within easy reach of the existing and future population
- Developing high-frequency town, local and inter-urban bus services
- Investigating the feasibility of providing a direct rail connection to the town
- Providing a 'Green Grid' - a safe, secure, direct and attractive network of walking and cycling routes linking residential areas with the town's services
- Cycle hire schemes, car clubs and car share initiatives

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[133]http://www.easthants.gov.uk/ehdc/formsfordownload.nsf/0/4AB18882F5C4138880257987004D93D1/$File/WB+Emerging+Transport+Strategy_Sept+10.pdf
[134] http://www.whitehillbordon.com/wp-content/uploads/2012/09/WB-PT-Strategy-Consultation-Version.pdf

Chapter 7: South Hampshire Joint Strategy

This chapter of the Hampshire LTP has been written to form a freestanding document to cover the South Hampshire area. It has been developed jointly by the three Local Transport Authorities of Hampshire County Council, Portsmouth City Council and Southampton City Council, working together as Transport for South Hampshire (TfSH)[135].

It is therefore different in structure to the other area-based chapters of the LTP, including general background information, a sub-regional policy context and a series of fourteen theme-based policies, with a set of seven outcomes that these polices aim to contribute towards.

A number of references do not appear in this chapter, which are included in the freestanding version of this Joint Strategy. These have been removed within this version, with policy references covered within Chapter 3 (The Hampshire Context).

Introduction to South Hampshire

South Hampshire is the largest urbanised area in the south of England outside London. It is home to almost one million people and encompasses the cities of Portsmouth and Southampton, and the large urban centres of Eastleigh, Fareham, Gosport, Havant and Totton. In addition, it contains the small market towns of Bishops Waltham, Hythe and Romsey and the villages of Botley, Denmead and Wickham, which act as service centres for their rural hinterlands. South Hampshire covers a land area of 221 square miles (572 square kilometres). The area is composed of a rich and diverse variety of environments, with 80% of its 170 mile (275km) coastline designated, either internationally or nationally, for its nature conservation value.

The South Hampshire economy has particular strengths in the sectors of business services, advanced manufacturing, logistics, marine, aviation and creative industries, and boasts world-class Higher Education institutions. However, the TfSH area's economic performance has historically lagged behind the South East average, and whilst some areas enjoy very strong economic performance, there are some localised pockets of deprivation[136]. Regeneration efforts are being focused on helping these deprived areas contribute more effectively to the performance of the sub-region as a whole. The Partnership for Urban South Hampshire (PUSH)[137] is working to address this through creation of new jobs, improving workforce skills and productivity, reducing levels of economic inactivity, and active involvement in the regeneration of urban centres.

South Hampshire benefits from extensive transport links by air, road, rail and sea to the rest of the UK and beyond, shown in Figure 7.1 overleaf. Transport corridors in South Hampshire also provide the primary means of access from much of the UK to South East Dorset (including Bournemouth and Poole), and are the means of access to the Isle of Wight. South Hampshire contains three international gateways of vital importance to the UK economy. The Port of Southampton[138] is the second biggest container port in the UK by throughput and the busiest passenger cruise ship port in the UK, and also is a key route for the import and export of motor vehicles and bulk goods.

Container ship at Southampton Container Terminal

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[135] http://www.tfsh.org.uk

[136] http://www.push.gov.uk/maa_draft_v_7_1a_submission_draftl_020707.pdf (see page 80)

[137] http://www.push.gov.uk/

[138] http://www.abports.co.uk/Our_Locations/Southampton/

The [Port of Portsmouth](#)[139] is a substantial freight and ferry port for cross-channel services, and the adjacent Naval Base and shipyard are of great importance to the economy. [Southampton Airport](#)[140] is the busiest airport in South Central England, serving a range of destinations across the UK, continental Europe and the Channel Islands.

Figure 7.1 – Context map of the South Hampshire area

The three Local Transport Authorities (LTAs) of Hampshire County Council, Portsmouth City Council and Southampton City Council have an established record of working together to address strategic transport issues in the South Hampshire area. The South Hampshire Joint Strategy builds on the Solent Transport Strategy which formed part of Local Transport Plans of the three LTAs for 2006-2011. This joint working was strengthened further in 2007, by the establishment of [Transport for South Hampshire (TfSH)](#)[141] to plan transport improvements for the South Hampshire sub-region.

West Quay shopping centre, Southampton

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[139] http://www.portsmouth-port.co.uk/
[140] http://www.southamptonairport.com/
[141] http://www3.hants.gov.uk/tfsh

Policy Background for the TfSH area

The transport strategy for South Hampshire has taken into account the following sub-regional and local level plans and strategies, in addition to the legislation, policies, strategies, plans and guidance already outlined in Chapter 3. These are shown in table 7.2 below:

Table 7.2 – The Policy context for the TfSH area

Level	Legislation, plan, strategy or guidance
Sub-regional policies and strategies	Towards Delivery: The Transport for South Hampshire statement[142] (April 2008) Transport for South Hampshire Freight Strategy[143] (June 2009) Transport for South Hampshire Reduce[144] and Manage Strategies (consultation drafts); The South Hampshire Agreement - Multi-Area Agreement (MAA)[145]; (March 2010).
Local plans, policies and strategies	Local Development Frameworks (LDFs) of local planning authorities [146]; Existing and emerging Local Authority Economic Development Strategies for PUSH[147], Hampshire, Portsmouth & Southampton The Sustainable Community Strategies of Portsmouth[148] and Southampton[149]; The Corporate Plans of Portsmouth[150] and Southampton[151]; Children and Young Peoples Plans of, Portsmouth[152] and Southampton[153].

The Local Enterprise Partnership (LEP) covering South Hampshire and the Isle of Wight is the Solent LEP[154], which was formally established in 2011.

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[142] http://www3.hants.gov.uk/tfsh-towards-delivery-april-2008.pdf

[143] http://www3.hants.gov.uk/tfsh/tfsh-freight-strategy.htm

[144] http://www3.hants.gov.uk/tfsh/tfsh-what-tfsh-does/tfsh-reduce.htm

[145] http://www.push.gov.uk/priorities/multi_area_agreement.htm

[146]   -   Southampton LDF: http://www.southampton.gov.uk/s-environment/policy/developmentframework/
   -   Portsmouth LDF: http://www.portsmouth.gov.uk/living/3850.html
   -   Havant LDF: http://www.havant.gov.uk/planning-policy-design/havant-borough-local-plan-core-strategy-adopted-1-march-2011
   -   Fareham LDF: http://www.fareham.gov.uk/council/departments/planning/ldf/
   -   Eastleigh Local Plan: http://www.eastleigh.gov.uk/planning--building-control/planning-policy--design/draft-local-plan.aspx
   -   Gosport LDF: http://www.gosport.gov.uk/sections/your-council/council-services/planning-section/local-development-framework/
   -   East Hampshire Local Plan: http://www.easthants.gov.uk/ehdc/planningpolicy.nsf/webpages/Joint+Core+Strategy
   -   New Forest LDF: http://www.newforest.gov.uk/index.cfm?articleid=6142
   -   Test Valley LDF: http://www.testvalley.gov.uk/resident/planningandbuildingcontrol/planningpolicy/local-development-framework/
   -   Winchester City Council LDF: http://www.winchester.gov.uk/planning-policy/

[147] http://www.push.gov.uk/work/economic-development/economic-development-strategy.htm

[148] http://www.portsmouth.gov.uk/media/CPT_Strategy_Vision_-_aspirations.pdf

[149] http://www.southampton-connect.com/images/City%20of%20Southampton%20Strategy_tcm23-267396.pdf

[150] http://www.portsmouth.gov.uk/media/Corporate_Plan_2010_final.pdf

[151] http://www.southampton.gov.uk/Images/Council%20Plan%202011%20Final_tcm46-304330.pdf

[152] http://www.portsmouth.gov.uk/media/Portsmouth_Childrens_Trust_Plan_-_2011_-_2014.pdf

[153] https://www.southampton.gov.uk/Images/3%2009%2021309%20CYPP%20FINAL%20PRINT_tcm46-233296.pdf

[154] http://www.solentlep.org.uk

Transport Vision for South Hampshire

Transport is an enabler of activity, allowing people to access a wealth of opportunities for work, education and leisure.

The movement of people and goods in efficient and sustainable ways helps to support the South Hampshire economy. It protects, preserves and enhances the environment, can reduce greenhouse gas emissions, and contributes to a sense of place.

In addition, this also delivers against a wider range of local and national objectives, delivering improvements in health, quality of life, equality of opportunity, safety and security.

The vision of the TfSH authorities is to create:

"A resilient, cost effective, fully-integrated sub-regional transport network, enabling economic growth whilst protecting and enhancing health, quality of life and environment"

This vision will be delivered through the set of fourteen transport policies detailed within this document.

To successfully deliver the TfSH authorities' vision for transport in South Hampshire, there are seven key challenges that need to be tackled.

Challenges facing South Hampshire

The TfSH authorities have identified seven challenges as being significant issues that the transport strategy must address. These are set out in Table 7.3 below. The challenges are not listed in any order of importance.

Table 7.3 - Challenges facing the South Hampshire Area

| Challenge	Background
Securing funding to deliver transport improvements during what is expected to be a prolonged period of public-sector spending restraint.	Short-term funding for investment in transport will be extremely limited. Developer contributions are important sources of funding for essential transport infrastructure to support economic growth, and have become increasingly important in the current funding climate. In addition, the TfSH authorities need to work more closely with partners to identify and maximise use of alternative funding sources, including the Regional Growth Fund, and Local Sustainable Transport Fund, which will allocate resources through competitive bidding, and give consideration to Tax Increment Financing (TIF).
Ensuring the timely delivery of transport infrastructure to support housing and employment growth and regeneration opportunities.	Improvements to the transport system will be necessary in order to support growth identified within Local Development Frameworks and the associated additional trips. The TfSH authorities aim to accommodate these additional trips through sustainable modes wherever possible. Investment in sustainable modes will also encourage modal shift within existing trips. There are also local requirements for critical infrastructure to unlock and facilitate some planned development. The Government is set to establish a New Homes Bonus to reward local authorities that support new housing. It is also going to enable Local Planning Authorities (LPAs) to establish a Community Infrastructure Levy (CIL). This will serve as a funding mechanism to raise money from developers to fund development-related infrastructure in their area, as an alternative to the current arrangements. Whilst Portsmouth and Southampton City Councils are LPAs, Hampshire County Council is not, so this could affect its' ability to fund transport infrastructure.
Ensuring continued reliable transport access to the TfSH area's international gateway ports and airport.	The international gateway ports of Portsmouth and Southampton and the airport at Southampton rely on good access for both passengers and freight. In the medium to longer term, forecast growth in volumes of passenger and freight traffic originating from all three international gateways will be catered for by targeted investment to improve journey time reliability on strategic transport corridors. Rail will play an increasingly significant role, requiring both investment in new rolling stock and enhanced rail infrastructure.

Challenge	Background
Maintaining the existing transport network and its resilience to the effects of extreme weather events.	Climate change is expected to result in more unpredictable weather patterns including warmer, wetter winters and hotter, drier summers and more severe weather events. This will require changes in approaches to highway design, maintenance and assessment. The physical highway infrastructure deteriorates with age and use. Regular maintenance is required to ensure that it meets the needs of users of the highway network and enables the safe movement of people and goods by road. In a challenging funding climate, there is a need to ensure that value for money is maximised from investment in maintenance.
Widening travel choice to offer people reasonable alternatives to the private car for everyday journeys, and reducing the need to travel, moving towards a low-carbon economy.	The complex nature of journey patterns and travel to work across the sub-region has resulted in heavy reliance on the private car. To reduce this, there needs to be significant improvements in quality and affordability of public transport networks that are controlled by private operators. Walking and cycling must be encouraged as a more viable option for shorter journeys. The promotion of travel planning, flexible working and car sharing will be further developed. Car ownership levels tend to be lower in deprived areas and so these communities are more reliant upon public transport to access jobs and services. In rural areas it is often not possible to run bus services on a commercial basis, so lower-cost alternatives such as shared taxis need to be considered.
Managing the existing transport network to ensure that journey time reliability is maintained and improved to help support economic competeness, regeneration, and growth.	Traffic levels are forecast to grow due to background increases in car journeys and trips generated by new developments. There will be a need to mitigate the impact of this forecast growth in travel, to ensure that the sub-region continues to be an attractive place to live and work, and to support the economy by safeguarding reliable access to the international gateways and employment sites.
Mitigating the adverse impacts of transport activity on people, communities and habitats.	Whilst transport is an essential enabler of activity, the movement of people and goods can result in adverse effects on the environment and communities. Transport activity is a major contributor to emissions of carbon dioxide and other greenhouse gases. Climate change is expected to result in more unpredictable weather patterns and increased risk of coastal flooding. Air quality and noise from transport are harmful to the health and wellbeing of communities. Transport corridors can also cause severance of communities and habitats. The South Hampshire sub-region contains a number of sites of high environmental value and importance.

Transport Outcomes

In order to deliver the transport vision for South Hampshire, the TfSH authorities have identified seven key outcomes, which are complementary to the corporate priorities of Hampshire, Portsmouth and Southampton. These outcomes define the policy framework for delivery. All of the seven outcomes are closely inter-linked and inter-dependent. Addressing one outcome may help address other outcomes. The table below details the outcomes and how they contribute to the policies. The challenges are not listed in any order of priority:

Outcome	Policies that contribute
Reduced dependence on the private car through an increased number of people choosing public transport and the 'active travel' modes of walking and cycling	H, I, J, K, L
Improved awareness of the different travel options available to people for their journeys, enabling informed choices about whether people travel, and how	H, I, J, L
Improved journey time reliability for all modes	A, B, C, D, F, I
Improved road safety within the sub-region	D, G
Improved accessibility within and beyond the sub-region	B, I, K, L, M, N
Improved air quality and environment, and reduced greenhouse gas emissions	E, F, H, K
Promoting a higher quality of life	C, D, E, G, H, I, L, M
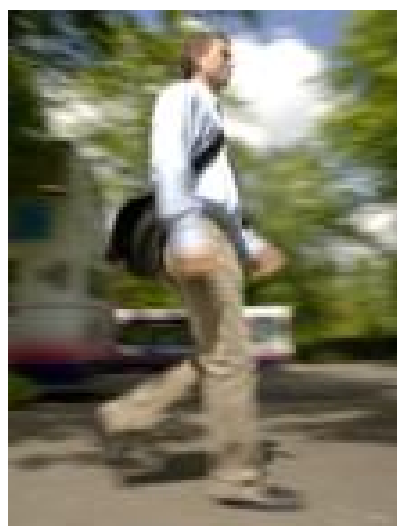
Transport policies

The 14 policies that follow (Policies A to N) set out the policy framework through which the TfSH authorities will seek to address the challenges. The philosophy of Reduce-Manage-Invest[155] is central for each proposed policy. This means the TfSH authorities will work to reduce the need to travel, maximise the use of existing transport infrastructure and deliver targeted improvements. A combined approach to delivering the policies will enable us to deliver the proposed transport vision, address the challenges and achieve the outcomes set out above. The policies constitute a package, with each policy contributing to, and complementing, the others. For each policy there is a toolkit of delivery options, from which each Local Transport Authorities will select the most appropriate for inclusion within their future Implementation Plans. Many of these delivery options will be common to each authority.

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[155]http://www3.hants.gov.uk/tfsh/tfsh-meetings-reports-publications/tfsh-towards-delivery-executive-summary.htm

Policy A: To develop transport improvements that support sustainable economic growth and development within South Hampshire	
Why?	The transport network plays a vital role in supporting the economic prosperity of South Hampshire by ensuring people can go about their day to day activities of journeys to work, training, shopping, leisure and recreation. A well-functioning transport system enables people and goods to be moved sustainably, efficiently and reliably. Unpredictability of journey times and congestion increases costs to businesses and results in wasted time (and therefore money). New development brings with it additional demand for travel. It is essential that transport infrastructure in the vicinity of development sites is improved where necessary to support sustainable access to and from new developments.
How?	The TfSH authorities will develop closer partnerships and dialogue with businesses to ensure that transport improvements are geared towards improving economic prosperity and helping to unlock planned development sites. Part of this dialogue will involve encouraging businesses to contribute through match funding towards the cost of innovative transport improvements and solutions that would benefit them.
Delivery options	• Engage closely with the Solent Local Enterprise Partnership and business on transport issues; • Explore the potential of tax increment financing to help fund transport improvements; • Work with business sector to explore opportunities for sponsorship and match funding by commercial partners for schemes.
Outcomes	**This policy will contribute to the following outcomes:** • Improved journey time reliability for all modes

Rail plays an important role in the onward movement of deep Sea containers to and from the Port of Southampton, helping to reduce the number of lorry movements

Provision of offices in accessible locations helps to encourage access by sustainable travel modes

Policy B: Work with the Highways Agency, Network Rail, ports and airports to ensure reliable access to and from South Hampshire's three international gateways for people and freight	
Why?	The three international gateways serve a large hinterland. Making sure that people and goods can flow easily and reliably to and from these gateways will maximise their contribution to the wealth and health of the wider UK economy. The economic success of South Hampshire depends on maintaining or improving levels of journey time reliability on strategic road and rail corridors. Cross-Solent ferry services from both gateway ports provide vital access to the Isle of Wight.
How?	Decisions regarding investment in strategic transport corridors are taken by central Government using national budgets. The TfSH authorities will seek to influence investment decisions at national level, to ensure timely investment that will enable the best use to be made of existing transport infrastructure, and deliver new infrastructure or capacity where most needed to improve journey time reliability. The TfSH authorities will work to encourage a greater share of onward movement of container freight traffic is catered for by rail.
Delivery options	- Investigate the potential for Hard shoulder running[156] and variable speed limits[157] on the busiest sections of motorway; - Traffic lights at the busiest motorway onslips[158] to improve traffic flow; - Work towards a joint traffic control and information centre[159] and other partnership measures; - Improvements to quality and availability of travel information; - Continued develop of initiatives by South Hampshire Freight Quality Partnership; - Encourage port operators to develop Port Traffic Management Plans; - Ensure that appropriate infrastructure is considered to facilitate reliable access to and from Southampton International Airport; - Support measures to enable movement of more freight by rail.
Outcomes	**This policy will contribute to the following outcomes:** - Improved journey time reliability for all modes; and - Improved accessibility within and beyond the sub-region.

Portsmouth is an important cross-channel ferry port with a large Naval Base and ferries to the Isle of Wight   **Southampton Airport serves a range of international destinations**

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[156] http://webarchive.nationalarchives.gov.uk/20120810121037/http://www.highways.gov.uk/roads/projects/22988.aspx
[157] http://webarchive.nationalarchives.gov.uk/20120810121037/http://www.highways.gov.uk/news/25754.aspx
[158] http://www.direct.gov.uk/prod_consum_dg/groups/dg_digitalassets/@dg/@en/documents/digitalasset/dg_185831.pdf
[159] http://www.romanse.org.uk/

Policy C: To optimise the capacity of the highway network and improve journey time reliability for all modes	
Why?	Increasing levels of congestion affect both the operation of strategic linkages which are often already at capacity, and journey time reliability, impacting on economic productivity across the sub-region.
How?	The TfSH authorities will work to better manage the existing highway network to ensure that existing capacity is optimised and used efficiently. This policy will maximise the throughput of the highway network for all users and modes. This will entail using traffic signal control and other highway technologies, helping to improve network management, and greater priority for buses. This will help to improve journey time reliability for all forms of travel and contribute to modal shift. Real-time traffic and travel information will be gathered and disseminated through a variety of sources and systems in a timely, efficient manner to enable people to make informed decisions about their travel choices.
Delivery options	- Upgrading and enhancing Urban Traffic Control systems[160] enabling bus priority and Real Time Passenger Information provision; - Improved road network monitoring and operation (for example junction improvements and re-allocation of road space); - Pre- and in-journey travel Information (using static[161] and mobile[162] media); - Improvements to Information Systems on the local highway network (e.g. Variable Message Signing); - Car Park Guidance Systems; - High Occupancy Vehicle[163] (HOV) Lanes; and - Investigating the removal of traffic lights at specific locations where evidence suggests that this would improve journey time reliability.
Outcomes	**This policy will contribute to the following outcomes:** - Improved journey time reliability for all modes; and - Promoting a higher quality of life.

Traffic on the A3(M) towards Portsmouth

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[160] http://utmc.uk.com/background/pdf/UTMCFAQsBeginnerGuide.pdf
[161] http://www.pacts.org.uk/docs/pdf-bank/variablemessagesigns.pdf
[162] https://mobile.twitter.com/romanse
[163] http://assets.dft.gov.uk/publications/tal-3-06/tal-3-06.pdf

Policy D: To achieve and sustain a high-quality, resilient and well-maintained highway network for all	
Why?	Physical highway infrastructure deteriorates with use and age and as a result requires regular maintenance to ensure that it meets the needs of users and provides for the safe movement of people and goods. The economy of the sub-region and well-being of its residents depends on having a well-maintained highway network that can cater for journeys. The effects of climate change will require the highway network to be more resilient to extreme weather conditions. Additionally, through improvements to street lighting, energy efficiency can be increased, which alongside recycling of highway materials and other methods will help reduce the carbon footprint of maintenance and operation of the highway.
How?	Each Local Transport Authority will tailor the delivery of highway maintenance to the particular needs of their own areas. Each authority has its own arrangements with highway maintenance contractors. However, as a general rule, investment in highway maintenance will be targeted where it is needed to ensure value for money whilst protecting and enhancing the condition of the network, so that it is better placed to cope with more extreme weather events and factoring in the "whole life costs" of highway assets.
Delivery options	- Transport Asset Management Plans; - Improved maintenance and energy efficiency of street lighting and traffic control systems; - Improved co-ordination of street works; - Improvements to highway drainage to better cope with heavy rainfall (for example Sustainable Urban Drainage Systems[164]); - Delivery of maintenance programmes for roads, bridges, pavements and cycle paths through highway maintenance contracts; - Maximising the recycling of highway construction materials.
Outcomes	**This policy will contribute to the following outcomes:** - Improved journey time reliability for all modes; - Improved road safety within the sub-region; and - Promoting a higher quality of life.

Resilient networks - keeping South Hampshire's roads open during wintry conditions ensured that people could get to work and goods and freight could continue to be moved

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[164] http://www.susdrain.org/delivering-suds/using-suds/background/sustainable-drainage.html

Policy E: To deliver improvements in air quality	
Why?	Congestion creates higher levels of air pollution as queuing traffic, especially in more restricted or confined spaces, generates higher concentrations of vehicle emissions. Poor air quality can create or exacerbate health and respiratory problems, for example asthma. Air Quality Management Areas (AQMAs) are places where pollutant levels exceed government thresholds. Twenty Air Quality Management Areas (AQMAs) have been identified within urban areas across the sub-region. The white paper on Public Health[165] indicates that by April 2013, unitary authorities and county councils will be given funding and responsibility for improving public health.
How?	The TfSH authorities will work with key partners, environmental health professionals and transport operators to mitigate the impacts of traffic on air quality. The principal causes of poor air quality will be addressed by implementing a strategic area-wide approach within each urban centre to minimise the cumulative effect of road transport emissions. This can be achieved through measures promoting modal shift towards public transport modes, walking and cycling, reducing single occupancy car journeys. Tackling congestion at hotspots can also improve air quality.
Delivery options	- Air Quality Management Areas[166] and Air Quality Action Plans; - Promotion of cleaner, greener vehicle technologies e.g. alternative fuels; - Car Share Schemes[167]; - Support for *Car clubs*[168] and similar schemes;
Outcomes	**This policy will contribute to the following outcomes:** - Improved air quality and environment, and reduced greenhouse gas emissions; and - Promoting a higher quality of life.

Traffic congestion is a significant contributor to poor air quality

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[165] http://www.nwph.net/phnw/writedir/6da2White%20Paper.pdf
[166] http://aqma.defra.gov.uk/aqma/home.html
[167] http://www.hantscarshare.com/
[168] http://www.carplus.org.uk/car-clubs/benefits

Policy F: To develop strategic sub-regional approaches to management of parking to support sustainable travel and promote economic development	
Why?	The cost and availability of parking has considerable influence on travel choices and if not managed in a co-ordinated manner can act as a barrier to efforts to widen travel choice. If insufficient parking is provided or if prices are considered high, then parking can be displaced into residential areas further out from town centres. Provision of free staff workplace parking makes it less likely for people to choose to use alternative travel methods.
How?	The TfSH authorities will encourage better co-ordination between local authorities with responsibilities for car parking to improve the way existing parking is used and priced. Discounts can be offered to encourage car sharing, low-emission vehicles, mopeds and motorcycles. Park and ride sites offering lower cost parking than in urban centres can help reduce congestion and address poor air quality in the centres. It is important that parking management measures are implemented alongside improvements to sustainable travel modes to help increase the attractiveness and viability of these alternatives over private car trips, to support widening travel choice.
Delivery options	- Develop complementary policy approaches to parking; - Controlled Parking Zones; - Improved management and supply of residential parking; - Extended 'park and ride' network (both bus and rail based systems); - Improved parking at well-used commuter railway stations; - Car park management and guidance systems; - Workplace travel planning[169]; - Appropriate consideration of the needs of blue badge holders; - Ensure appropriate parking provision for motorcycles and mopeds - Enable and manage deliveries to and servicing of shops, offices and industrial units; - Investigation into appropriate parking provision for commercial vehicles - Introduce and develop car clubs[170]; - Provision of electric vehicle charging points within car parks.
Outcomes	**This policy will contribute to the following outcomes:** - Improved journey time reliability for all modes; and - Improved air quality and environment, and reduced greenhouse gas emissions.

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[169] http://ways2work.bitc.org.uk/pool/resources/essential-guide-to-travel-planning-final-mar-08.pdf
[170] http://www.carplus.org.uk/car-clubs/benefits

Policy G: To improve road safety across the sub-region	
Why?	Road traffic collisions, as well as causing death, injury and distress to those involved, also result in wider costs to society in terms of the cost of providing healthcare treatment to those injured, and loss of productivity. Road traffic incidents create tailbacks and delays that adversely affect journey time reliability within the sub-region.
How?	Work to date has been effective at reducing incidences of speeding and unsafe road-user behaviour through education, engineering measures at sites with high casualty records and enforcement of speed limits. Reductions in speed limits and crossing improvements within built up areas have further improved the safety of vulnerable road users.
Delivery options	- Speed Management[171] measures; - Actively consider wider implementation of 20mph speed limits/ zones within residential areas; - Traffic Management measures; - Safer Routes to schools[172] schemes; - Road Safety education and training to improve road user behaviour.
Outcomes	**This policy will contribute to the following outcomes:** - Improved road safety within the sub-region; and - Promoting a higher quality of life.

Policy H: To promote active travel modes and develop supporting infrastructure	
Why?	Encouraging and making it easier for people to choose to walk or cycle for everyday journeys helps people to build physical activity into their routines, improving health and general well-being. Increasing the number of journeys undertaken by active travel modes will help to tackle obesity, reduce congestion and improve air quality.
How?	The TfSH authorities will work with health and activity partners, including public health teams, to develop a network of high-quality, direct, safe routes targeted at pedestrians and cyclists. Well-designed routes and secure cycle parking can be partly delivered through the planning system. Pro-active marketing and participative events will radically increase the profile and understanding of the benefits of active travel.
Delivery options	- A Legible South Hampshire project to provide integrated, high-quality information for public transport, walking and cycling; - Delivery of comprehensive walking and cycling networks (which could form part of a proposed 'Green Grid' – refer to glossary for more detail); - Delivery of walking and cycling measures identified within Town Access Plans and District Statements; - Crossing improvements for pedestrians and cyclists; - Cycle hire scheme for urban centres; - Delivery of improved secure cycle parking facilities at key destinations; and - Support for the delivery of measures contained within Rights of Way Improvement Plans (ROWIPS).
Outcomes	**This policy will contribute to the following outcomes:** - Reduced dependence on the private car through an increased number of people choosing public transport and the 'active travel' modes of walking and cycling; - Improved awareness of the different travel options available to people for their journeys, enabling informed choices about whether people travel, and how; - Improved air quality and environment, and reduced greenhouse gas emissions; and - Promoting a higher quality of life.

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[171] http://www.roadsafe.com/programmes/speed.aspx
[172] http://www.portsmouth.gov.uk/living/649.html

Policy I: To encourage private investment in bus, taxi and community transport solutions, and where practical, better infrastructure and services	
Why?	Improving the quality of public transport will widen travel choice, giving a viable alternative to the private car for certain everyday journeys such as those to work, shops, education, health and leisure facilities. For those without access to a car, buses and taxis are often the only realistic travel option for journeys to access goods and services. The large majority of bus services in South Hampshire are provided on a commercial basis by privately-owned operators. This means that the TfSH authorities must work with these operators in order to encourage provision of better bus services. As new jobs are created, more people will wish to access the city centres of Southampton and Portsmouth and it is essential that a good quality bus service is provided along main corridors. This will accommodate growth whilst reducing the overall carbon footprint of transport, and prevent deterioration of journey time reliability on main routes into urban centres.
How?	The TfSH authorities will work closely with commercial bus operators to help them plan and deliver service improvements and develop Bus Rapid Transit on a number of key corridors. This will help improve the reliability and attractiveness of bus services, making them a more viable alternative to the private car, with accurate and up-to-date information on how services are running. Taking advantage of advances in ticketing technology such as smartcards (already being introduced by some bus operators across their networks) will improve the affordability, convenience and attractiveness of buses. Management of taxi operators, and support for the voluntary sector in their provision of community transport services helps to meet transport needs that cannot easily be met by bus services.
Delivery options	- Development of a Bus Rapid Transit (BRT) network[173] and other innovative public transport solutions between main centres; - Bus Priority measures; - Development of a comprehensive premium urban bus network offering high frequency services using high-quality vehicles; - Improved strategic interchanges and high quality bus stop Infrastructure; - Delivery of public transport measures identified within Town Access Plans and District Statements; - Park and ride network; - Improved travel information in user-friendly formats; - Measures to support taxi services such as suitably located taxi ranks; - Improved ticketing solutions, including smartcards and ticket purchase via mobile phones; - Support for Community Transport services.
Outcomes	**This policy will contribute to the following outcomes:** - Reduced dependence on the private car through an increased number of people choosing public transport and the 'active travel' modes of walking and cycling; - Improved awareness of the different travel options available to people for their journeys, enabling informed choices about whether people travel, and how; - Improved journey time reliability for all modes; - Improved accessibility within and beyond the sub-region; and - Promoting a higher quality of life.

The A3 ZIP bus priority corridor links Clanfield with Portsmouth

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[173] http://www3.hants.gov.uk/tfsh/bus-rapid-transit/brt-wider-brt-scheme.htm

Policy J: To further develop the role of water-borne transport within the TfSH area and across the Solent	
Why?	The TfSH area already has a good network of ferry services, connecting coastal settlements. In addition, cross-Solent ferry services from both gateway ports provide vital access to the Isle of Wight for passengers and freight. Enhancing the integration between water-borne transport and other sustainable travel modes through improved interchanges will help widen travel choice and reduce peak hour congestion.
How?	The TfSH authorities will work to improve the quality of bus, taxi and cycle interchange facilities and information at ferry terminals, particularly at Town Quay in Southampton, The Hard in Portsmouth and Gosport.
Delivery options	• Development of improved transport interchange facilities for buses and taxis at ferry terminals; • Improved ticketing solutions, including smartcards and ticket purchase via mobile phones; • Ongoing dialogue with ferry operators to encourage delivery of passenger improvements; • Provision of secure cycle parking in the vicinity of ferry terminals; • Support for port operators in their aspirations to increase freight moved by short-sea shipping.
Outcomes	**This policy will contribute to the following outcomes:** • Reduced dependence on the private car through an increased number of people choosing public transport and the 'active travel' modes of walking and cycling; and • Improved awareness of the different travel options available to people for their journeys, enabling informed choices about whether people travel, and how.

Cross-Solent and local ferry services play an important role in meeting travel needs in coastal areas of the South Hampshire area

Policy K: To work with rail operators to deliver improvements to station facilities and, where practical, better infrastructure and services for people and freight	
Why?	The rail network in South Hampshire is of strategic importance for both passengers and freight. There is potential to grow the modal share of rail for passenger and freight movements both within and beyond the TfSH area. This policy will seek to bring about a greater role for rail for local journeys within the area. Targeted improvements to rail can help this mode provide an attractive alternative to the car for peak hour commuter journeys to major employment areas.
How?	The TfSH authorities will work with the rail industry to encourage investment in improved station facilities, enhanced interchange facilities at main rail stations , and rail infrastructure such as track capacity, to make rail a more attractive option. Further investment in train services is also needed. The TfSH Rail Communications Protocol will be used to take forward improvements to the South Hampshire rail network, ensuring that more passengers and freight are carried by rail, and to improve rail service frequencies.
Delivery options	• Promote measures which will enable more freight to be moved by rail; • Re-opening freight-only lines for passenger use (such as the Waterside line between Totton and Hythe); • Improving rail access to Southampton Airport from the east and west; • Increasing capacity on the rail route between Eastleigh and Fareham; • Improved station and key city centre interchange facilities; • Improved cycle and car parking at well-used commuter railway stations; • Investigation of opportunities for park and ride using railway stations; • Working with train operators to deliver station travel plans; • Further development of Community Rail Partnerships[174] (CRPs); • Improved capacity for cycles, wheelchairs and pushchairs on trains; • Use of rolling stock suitable for the type of route across the network; • Exploring the feasibility of options for light rail in South Hampshire.
Outcomes	**This policy will contribute to the following outcomes:** • Reduced dependence on the private car through an increased number of people choosing public transport and the 'active travel' modes of walking and cycling; • Improved accessibility within and beyond the sub-region; and • Improved air quality and environment, and reduced greenhouse gas emissions.

A new accessible footbridge with lifts was completed at Southampton Airport Parkway station in 2009 as shown here (new footbridges were also installed at Fareham and Fratton)

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[174] http://www.acorp.uk.com/Values%20of%20CPR's%20project.html

Policy L: To work with Local Planning Authorities to integrate planning and transport	
Why?	The location, scale, density and design of new development and the mix of land uses has a significant influence on the demand for travel. Encouraging development on brownfield sites close to existing shops and services, and supporting higher-density, mixed-use development, helps to reduce the need to travel and the length of journeys, and make it easier for people to walk, cycle or use public transport.
How?	The TfSH authorities will work with Local Planning Authorities across the area to encourage higher density and mixed-use developments to be located within main urban centres, in locations that are easily accessible by a range of travel methods. Planning authorities will be encouraged to locate new housing and employment development within close proximity. This will help reduce the need to travel and encourage the use of sustainable travel modes, thereby improving health and reducing carbon emissions. Good design of residential developments will ensure that key services are provided locally and that neighbourhoods are walkable, with good cycle and public transport links to nearby urban centres. Residential and workplace travel planning will be used to effectively manage the journeys created with development.
Delivery options	- The current and emerging Local Planning Authorities' Local Development Frameworks (LDF) infrastructure delivery plans will be developed alongside the Implementation Plan sections of the Hampshire, Portsmouth and Southampton Local Transport Plans; - Seeking developer contributions from new development to mitigate the impact of new development on existing transport networks; - Residential and workplace travel planning[175];
Outcomes	**This policy will contribute to the following outcomes:** - Reduced dependence on the private car through an increased number of people choosing public transport and the 'active travel' modes of walking and cycling; - Improved awareness of the different travel options available to people for their journeys, enabling informed choices about whether people travel, and how; - Improved accessibility within and beyond the sub-region; and - Promoting a higher quality of life.

Policy M: To develop and deliver high-quality public realm improvements	
Why?	The quality of streetscape can have a big influence on the vibrancy of a place and the way people use streets. Place-making initiatives and the development of 'Naked Streets' will provide a better setting for people friendly activity, providing a more user-friendly public realm for pedestrians, vulnerable road users and cyclists. Public Realm improvements using high-quality materials, where affordable and practical, will add to the character, feel and ownership of local places.
How?	Within cities, town and district centres, the TfSH authorities will reduce street clutter and make streetscape improvements using high-quality materials and street furniture to enhance the public realm and its accessibility.
Delivery options	- Reducing street clutter (such as pedestrian guard railing); - Streetscape enhancements (including lighting, paving, planting, and street furniture); - Delivering improvements that follow the design principles set out in current design guidance and informed by examples of best practice.
Outcomes	**This policy will contribute to the following outcomes:** - Improved accessibility within and beyond the sub-region; and - Promoting a higher quality of life.

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[175] http://ways2work.bitc.org.uk/pool/resources/essential-guide-to-travel-planning-final-mar-08.pdf

Policy N: To safeguard and enable the future delivery of transport improvements within the TfSH area	
Why?	A limited number of targeted highway and rail improvements have been identified which would serve to address problems of localised congestion, unlock development sites with highway access problems and tackle adverse impacts of traffic on quality of life in communities.
How?	Delivery of major schemes for highway improvements is dependent on funding decisions by Government and external contributors. The TfSH authorities will safeguard the routes of proposed highway improvements and continue to work with these agencies to secure funding for these schemes.
Delivery options	- Safeguarding of proposed strategic routes, such as the Botley Bypass and Western Access to Gosport, where heavy volumes of traffic through local communities cause problems of severance, noise and poor air quality; - Safeguarding land to enable developer-led access solutions to unlock Dunsbury Hill Farm and Eastleigh River Side for new employment uses; - Enabling developer-led road improvements to facilitate access to planned major development areas (such as North Whiteley); - Safeguarding land for developing a new motorway junction on the M275 serving Tipner, Portsmouth; - Investigating feasibility for provision of a bridge link from Tipner to Horsea Island (for all modes); and - Safeguarding land for new railway stations at certain locations, for example Farlington.
Outcomes	This policy will contribute to the following outcomes: Improved accessibility within and beyond the sub-region.

Large areas of planned development may require investment in new highway and public transport infrastructure to unlock sites