

please reply to:

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Dear Sir / Madam,

2021-02-28

Hampshire Local Transport Plan survey

Railfuture is Britain's leading, longest-established, national independent voluntary organisation campaigning exclusively for a better railway across a bigger network for passenger and freight users, to support economic (housing and productivity) growth, environmental improvement and better-connected communities.

We seek to influence decision makers at local, regional and national levels to implement pro-rail policies in transport and development planning.

The Wessex and London & South East branches jointly offer feedback on the proposed:

- ~ Drivers of change
- ~ Vision and outcomes
- ~ Guiding principles and associated measures

Drivers of change

How important do you consider each of the drivers of change to be, in terms of their implications for transport in Hampshire up to 2050?

Changing climate – very important
Changing economy – very important
Changing society – very important
Changing environment – very important
Changing technology – very important
COVID-19 pandemic – important

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

Changing decision-making and accountability processes via Transport for the South East

How do you think the Transport Plan should respond to the possible short and longer-term impacts associated with COVID-19?

Concentrate on reversing discouragement of public transport use, consolidate gains in active travel.

www.railfuture.org.uk www.railfuturescotland.org.uk www.railfuturewales.org.uk
www.railwatch.org.uk

Vision and outcomes

Vision: A carbon neutral and resilient transport system designed around people, which: supports health, wellbeing and quality of life for all; connects thriving places; and respects Hampshire's unique environment.

How strongly do you agree or disagree with the following statements?

- # The inclusion of a specific transport vision is beneficial – Yes
- # The proposed vision appropriately reflects how Hampshire's transport system should look in 2050 (taking into account its role in delivering a better environment, economy and society) – Yes, subject to the following addition.

Are there any changes to the proposed transport vision you would recommend – if so, what and why?

Add "and through mode shift to the most sustainable travel choices contributes to reducing the overall environmental impacts of transport" – as such impacts are not confined to carbon.

How important or unimportant are each of the proposed transport outcomes?

- # reduce transport-related carbon emissions to net zero (neutrality) by 2050 – very
- # a resilient and reliable transport network -very
- # a transport network that protects and enhances our natural and historic environments improved air and noise quality – very
- # a transport system that supports a connected economy (for people and goods), creates successful places (for living, working and visiting), and ensures Hampshire continues to prosper whilst reducing its emissions – very
- # support future housing, employment and regeneration needs sustainably – very
- # a network that promotes active travel and active lifestyles to improve our health and wellbeing – very
- # a transport system that ensures that everyone has equal access to services, opportunities and life chances, delivering improved quality of life for all in Hampshire – very

If there are any other outcomes you feel should be included, please clarify which and why

Add "a transport system which actively encourages sustainable travel mode choices and discourages those which are not" – as significant mode shift is vitally necessary to support other outcomes.

Guiding principles

To what extent do you agree or disagree with each of the guiding principles?

- # Significantly reduce dependency on the private car and reduce the overall need to travel – strongly agree
- # Create a transport system that improves the quality of place and puts people first – strongly agree

If there are any other guiding principles that you feel should be considered as the emphasis for the Transport Plan, please outline which and why

Add “Adopt a ‘sustainable travel modes first’ approach to policy-making and decision-taking” – to embed a conscious bias towards the most environmentally-benign, and socially-inclusive and equitable, choices.

Which of these measures do you think the County Council should investigate further in order to significantly reduce dependency on the private car and reduce the overall need to travel?

- # Delivering a step change in the quality of walking and cycling infrastructure, with a focus on utility and comfort, as well as safety
- # Re-prioritising spaces in favour of walking and cycling to create attractive and safe environments
- # Providing education, training and publicity to encourage active travel
- # Mass transit networks, involving prioritised road space
- # Enhanced ticketing options providing better value for money
- # Developing a stronger partnership with public transport operators
- # New models of car ownership and usage, such as shared mobility / subscription based mobility services
- # Developing mobility hubs where public and shared mobility modes can be accessed along with other key services
- # Establishing mobility credit schemes for those agreeing to no longer own a car
- # Demand management measures based on pricing mechanisms (e.g. congestion charging or workplace parking levies)
- # Changing parking supply, tariffs and location - such as reduction in urban centre parking supply in association with park and ride or mass transit systems
- # Enhanced travel planning activity
- # Seek to maximise the role of technology in meeting our daily needs (remote working, online services etc)
- # Build upon the shifts in behaviour resulting from the Covid-19 pandemic
- # Trialing flexible and demand responsive services, including serving rural communities
- # Promoting community based shared mobility schemes
- # Seeking to establish a more influential role with local planning authorities in determining sustainable and accessible development location and form
- # Focusing on sustainability, rather than traffic impact of developments

All.

Which of these measures do you think the County Council should investigate further in order to create a transport system that supports high quality and prosperous places and puts people first?

- # Establishing a ‘link and place framework’ to guide the design of the transport network - recognising that routes and spaces have many different functions
- # Reshaping and repurposing urban centres away from the private car to put people first
- # Implementing charging zones, such as Clean Air Zones or Low Emission Zones, where there is poor air quality caused by transport
- # Seeking measures, such as low traffic neighbourhoods, to remove through traffic from local centres

- # Seeking contributions from developers to mitigate impacts on a 'zero harm' basis, in terms of air quality from transport
- # Implementing plans to better manage / rationalise logistics and delivery and impacts on local communities
- # Introducing measures within town / city centres to support the use of zero emission vehicles
- # Safer traffic speeds, with more widespread introduction of lower speed limits where appropriate
- # Designing streets for all ages and abilities
- # Providing more support through education and training, particularly targeted at more vulnerable users such as children and older people
- # Designing places in the right way (once it is put in the right sustainable locations)
- # Greater dialogue with developers at an earlier stage
- # Interchange / mobility hubs and mobility services which integrate multiple travel modes
- # Working with operators to continuously improve the delivery of travel information, making use of technology to increasingly provide accurate, personalised and 'live' journey information
- # Support and promote key transport strategic infrastructure that serve economic hubs, international gateways or improve connectivity in the sub-region

All.

If you would recommend any other measures to support either of the guiding principles, please outline these

In pursuit of "Seeking to establish a more influential role with local planning authorities in determining sustainable and accessible development location and form" and "Greater dialogue with developers at an earlier stage", and to support the above-advocated 'sustainable travel modes first' approach, add:

"Engaging early with both local planning authorities and developers during plan-making and development management processes to embed a specific [#RailTransportForNewHomes](#) approach to avoiding car-dependent new housing developments" – for example as in the case of Welborne Garden Village.

Yours faithfully,

Mike Southgate
Chair of Wessex branch

Roger Blake
Railfuture representative on Transport Forum, Transport for the South East
Director for Infrastructure & Networks, national Board
Vice-Chair of London & South East regional branch