Question on objective / “outcome” E

Why don’t you feel confident that the policies within the proposed Local Transport Plan 4 will **support a connected economy create successful places and ensure Hampshire continues to prosper whilst reducing its emissions?**

WinACC draft response:

Low carbon modes will remain marginal without an analysis of what infrastructure is currently missing, and broad practical proposals to improve train, bus, bike, and pedestrian journeys to meet this aspiration. At the very least there needs to be an overall quantification of the percentage of all journeys that need to be transformed to effect this change, calculations giving the scale of modal transfer required to reduce emissions without threatening connectivity and a clear percentage budget allocation that will enable this. Otherwise it feels as if little will change.
We would have more confidence if HCC could provide accurate data on government estimates for greenhouse gas emissions in Hampshire, reflect the governments pathway to net-zero emissions more accurately, and include plans for monitoring emissions reduction progress.
841 characters / 1000

Relevant extract from the Integrated Sustainability Appraisal

4.6.9 Predicting the indirect impact of a reduction in the need to travel on the economy is difficult, potentially it could have a positive impact by increasing efficiency and releasing more productive hours, however it could have a negative impact by reducing the inputs into the economy and the also indirect benefits associated with being away from home.
4.6.10 Importantly the word significantly is not specific or measurable. Consideration should be given to specifying a measurable reduction within a given timeframe which would ensure the principle is robust and can be monitored.

Relevant extracts from the draft LTP4

Success for E would mean (p 40)

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

(p 94) While the highway network is important for our economy, we also need to recognise that our town centres and other centres need to respond to changes in shopping and travel habits to provide a more holistic offering, incorporating not just functional services, but also to become destination points for people to spend time. Quality of place and attractive walking and cycling environments are increasingly important factors for businesses, workers and residents.

(P 62) Policy C2: Efficient and sustainable movement of goods

We will:

a) maximise the contribution of the freight and logistics sector to maintaining and enhancing the **economic competitiveness** of Hampshire and beyond, based on the safe, efficient and sustainable movement of goods;

b) support measures that **improve journey time reliability** on strategic lorry and rail freight routes, including those which improve access to international ports and airports (see Section 7.8, Strategic Infrastructure, Policy SI1);

c) support measures that encourage a **shift from road freight to less environmentally damaging modes** including rail, water and pipelines (see Strategic Infrastructure, Policy SI1);

d) work with partners to ensure **more efficient use of vehicles** for movement of goods (smaller vehicles, fuller loads, more efficient delivery schedules) and to **reduce the impact of freight and delivery vehicles** in villages, urban centres, and neighbourhoods (such as freight consolidation centres and use of zero emission vehicles for last mile deliveries, and technology-based solutions);

e) encourage freight to use the **strategic road network (SRN)** and **major road network (MRN)**, where this is the most appropriate route;

f) improve understanding and communication between local authorities and freight and logistics operators, and **raise the profile of freight** within local transport planning;

g) take a leadership role in supporting research and trials to develop **solutions for low carbon HGVs**;

h) consider the needs of freight, deliveries and servicing within the development of **transport strategies**.