Question on objective / “outcome” H

Why don’t you feel confident that the proposed Local Transport Plan 4 will have **more equitable access to services, opportunities and life chances delivering improved quality of life for all in Hampshire?**

WinACC draft response:

Currently gaps in public transport provision and poor route and timetabling connectivity are so challenging that this will require investment far beyond the level proposed even in the Hampshire Bus Service Improvement Plan

Resources will have to be transferred from other areas of council expenditure, and detailed proposals need to be widened from the current focus on improving the relatively well-connected routes in South-East Hampshire.

HCC will need to play a much more proactive role in the partnership with bus operators and develop a more creative relationship with rail operators to have sufficient impact.

This objective will be threatened because the government did not allocate funding for implementing the Hampshire Bus Service Improvement Plan. They indicated they had funded only the most ambitious plans. We would feel more confident if more ‘big ideas’ for improving bus services across Hampshire were proposed. For example, Cornwall successfully proposed major fare reductions.

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Relevant extracts from the Integrated Sustainability Assessment

Table 5 On Public Transport Policies

Strengths: These Public Transport theme policies have the potential to positively affect climate change emissions , Accessibility and Material Assets. The improvement of public transport should reduce reliance on private vehicle usage, with appropriate infrastructure upgrades to encourage this shift, accessibility will improve as a result of the infrastructure updates to provide fast and reliable connections to the wider area. Potential benefits for air quality and noise associated with reduced vehicle emissions and low carbon (EV) noise reductions. Potential local economy benefits should town centres become more accessible to the community.
Weakness: The policy does not consider how the pandemic has influenced people’s choices with respect to public transport options and this may significantly affect the success of this policy. The policy does not include a requirement for buses to be electric/ zero emissions and it does not include a target. Mass Rapid Transit schemes would require full environmental assessment to ensure no negative impacts as they have the potential to impact landscape significantly negatively, noise, biodiversity etc.
Suggested Improvements: Consider inclusion of specific targets.

Relevant extracts from the Draft Local Transport Plan 4

Success would mean

- A transport system that is accessible, comfortable, and affordable for all in Hampshire, regardless of background*, physical mobility, income, rural or urban living, or access to the internet or technology.
- Significantly more people being able to undertake journeys from end to end, by a variety of modes, in a seamless manner. A higher proportion of the population able to access jobs, services and opportunities by non-car modes.

- A transport system that supports strong communities, where people can make connections, access leisure and recreation activities, and live happy lives.

Policy PT1 – Place customers at the heart of an affordable, easy to use and efficient low carbon public transport system

We will:

a) work with transport operators to **make fares cheaper, easier to understand and more flexible**, with a particular focus on journeys that need to be made using more than one provider or more than one mode of travel;
b) work with transport operators and customers to **understand and address barriers to public transport use** to achieve a more equitable service provision;
c) work with transport operators to **improve the quality of service and fares information** and in-vehicle 'next stop' announcements, with smarter use of data, information and technology;
d) seek opportunities to extend and improve the availability of **static and real-time passenger information** in partnership with transport operators, including provision of wayfinding information at busy stops as appropriate;
e) work with bus operators to **tailor the configuration of buses to the journeys that passengers make** - for example, more legroom on longer journeys, fewer seats and provision for standing on short journeys, provision for bicycles in tourist areas such as the New Forest (see also Section 7.5, Rural Transport, Policy RT2);
f) seek **funding and other opportunities to work towards the replacement of the existing diesel fleet of buses with zero emission buses**. We will push for the rail sector to convert remaining diesel services to zero-emission propulsion systems and will seek opportunities to encourage ferry operators to adopt less polluting or zero-emission technologies

Policy PT2 – Provide the infrastructure needed to enable reliable, frequent, fast and connected public transport trips

We will:

a) provide bus priority measures (including re-allocation of roadspace) to speed up bus journeys, prioritising investment in line with priority corridors within the **Bus Service Improvement Plans (BSIPs)**;
b) seek to deliver **mass rapid transit (MRT) services** on our highest use urban and inter-urban corridors;
c) increase **enforcement of bus priority, kerbside parking regulations, and moving traffic offences**[14] where non-compliance with traffic regulations affects bus reliability;
d) **improve roadside bus passenger infrastructure** including bus shelters, in order to achieve a consistently high standard across the core network;
e) work with transport operators and other delivery partners to **improve key interchange points and travel hubs across Hampshire**;
f) explore with bus operators the potential to use **multi-door buses** on busy urban routes where these will help to deliver quicker, more punctual journeys.

Policy PT3 – Increase the reach of public transport services

We will:

a) expand the reach of existing mass rapid transit schemes, where this provides a practical and viable solution to enhancing service coverage, including completion of South East Hampshire Rapid Transit and the Gosport – Fareham 'Eclipse' Busway;
b) work with bus and rail operators to increase service frequencies and improve early morning, evening and Sunday services;
c) seek opportunities to improve access to/ from bus and rail services by walking, cycling, and other public or shared transport services (i.e. the first and last leg of a public transport journey);
d) develop and trial applications of demand responsive transit (DRT) and taxibus schemes and continue to support affordable community transport services on those routes which are unable to support commercially viable services (also see Section 7.3, Future Mobility, Policy FM1, and Section 7.5, Rural Transport, Policy RT1);
e) promote park and ride as a means to reduce traffic volumes in historic and other urban centres such as Winchester