

**RUSHMOOR BOROUGH COUNCIL  
RECORD OF EXECUTIVE DECISION  
ROED 2219**



**Decision taken by Portfolio Holder**

**DECISION MAKER (Name and designation)**

Cllr Adrian Newell, Planning and Economy Portfolio Holder

**DECISION AND THE REASON(S) FOR IT**

To respond to HCC on the draft Local Transport Plan 4 as per attached letter.

To confirm that the council welcomes the HCC draft Local Transport Plan 4 in principle but has some concerns about its lack of detail and apparent lack of urgency and suggesting changes in particular the need for a specific shorter term action plan. To also provide HCC with additional ideas and approaches related to Rushmoor Borough to consider as it prepares area strategies.

**DATE DECISION TAKEN**

23 June 2022

**ALTERNATIVE OPTIONS CONSIDERED AND REJECTED**

We could have chosen not to respond but that is inconsistent with our Duty to Cooperate with them on strategic planning matters..

**ANY CONFLICTS OF INTERESTS DECLARED**

*(conflict of interests of any executive member who is consulted by the officer which relates to the decision. A note of dispensation should be attached).*

**None.**

**Signed**

\_\_\_\_\_  
(Decision Maker – Adrian Newell Portfolio Holder Economy, Planning and Strategic Housing\_\_\_\_\_

\_\_\_\_\_  
(Head of Service Consultee – Tim Mills Head of Economy, Planning and Strategic Housing\_\_\_\_\_

**Designation** \_\_\_ Not a key decision \_\_\_\_\_

Please send completed form to Chris Todd



Your reference

Contact Vincent Maher

Our reference DTC/HCC/ LTP4

Telephone 01252 398733

Mr Dominic McGrath  
Strategic Transport Manager  
Hampshire County Council

Email [vincent.maher@rushmoor.gov.uk](mailto:vincent.maher@rushmoor.gov.uk)

Date 23 June 2022

Via email

[strategic.transport@hants.gov.uk](mailto:strategic.transport@hants.gov.uk)

Dear Dominic

## **Draft Local Transport Plan 4 (LTP4)**

Thank you for inviting Rushmoor Borough Council (RBC) to comment on LTP4.

The council's Strategic Planning and Housing Group and Climate Change Working Group have considered the Draft Local Transport Plan and the response below has been agreed by the Portfolio Holder for Economy, Planning and Strategic Housing in light of those discussions.

RBC recognises that LTP4 represents a shift in emphasis in transport planning and follows the pattern adopted in other counties' recently adopted LTPs. There is support for the commitment to securing a significant reduction in carbon emissions associated with transport as this aligns with RBC's declaration of a climate emergency and policies in the current Rushmoor Local Plan that seek to promote sustainable transport.

LTP4 also correctly recognises the need to align transport planning (a county function) with land use planning (a district function). The opportunity for more constructive collaboration with HCC on major projects with significant transport and land use planning implications such as the current Farnborough Civic Quarter proposals is welcomed. RBC's next Local Plan is intended to embrace the principles that underpin LTP4 and this is likely to include the principle of 20 minute settlements as already supported in Farnborough Civic Quarter. The cooperation of HCC on the various initiatives that come out of this project as well as new Design Codes that district councils will be obliged to draft is very important.

### ***Issues of concern in the drafting of LTP4***

While the principles espoused in LTP4 are supported there are significant concerns with the plan as drafted. Firstly the plan is considered to be unambitious in recognising the urgency of the need for actions to reduce carbon emissions as it is so unspecific in terms of actual plans rather than high level principles. It is appreciated that in part, this reflects the long timescale of the plan and the need to plan for rural and urban areas with different transport challenges. Also the plan is unfunded and its monitoring indicators to assess the success of the plan (for example, in road safety accidents) are not stated. While it is accepted that it is difficult to set very long term targets, it is disappointing that the plan does not include quantifiable shorter term goals. For example, an easy target to pursue is one that commits to increase the options for local children to walk or cycle to school. As such, LTP4 largely reads as a series of worthy aspirations rather than a specific strategy. RBC would encourage more ambition in setting targets to decarbonise the highway network and make it safer for all users, especially cyclists and pedestrians. To have any credibility, LTP4 needs to state more clearly how the county will seek to fund the ideas in it including from its Capital Programme. It is suggested that a more concrete Action Plan for Years 1-3 or 1-5 of LTP4 is set when it is adopted.

LTP4 references the development of Local Cycling and Walking Implementation Plans (LCWIPs) however to gain the greatest benefit improved cycling and walking needs to be part of a coherent overall plan so that cross boundary and longer connections are fully developed. For example, it would be possible to create a route from Basingstoke to Farnborough through Hart largely through green infrastructure which would not be picked up in any individual LCWIP.

### ***LTP implications for Rushmoor***

Given the nebulous content of LTP4 it is difficult to be clear on its implications for Rushmoor. This will only become obvious when an area strategy is developed for this part of the county. What a strategy for Farnborough town centre might involve is a key question as major development is likely to be permissioned over the next 18 months. So if it were to seek to alter the road network radically, by the time the strategy was prepared given it could be up to 5 years, much opportunity would be lost.

RBC welcomes the recognition that a wider area strategy for the whole of the borough will need to take account of our links with neighbouring local authorities both in Hampshire (Hart) and Surrey (Surrey Heath and Waverley) as well as our connectivity by rail to London, Gatwick and Reading. While north-south transport links are good, the borough has poor east-west cross borough public transport connections into Surrey and Berkshire, especially from Aldershot. There is already work with neighbouring authorities in Surrey on a number of cross county projects such as the Blackwater Valley Opportunity Area and Blackwater Valley Air Quality Group which monitors air quality challenges caused by road transport. RBC would strongly support developing a plan on that wider basis and hopes it would build on the existing work.

RBC would hope that an area strategy could be brought forward more swiftly given the excellent existing working relationships and work across the Blackwater area.

### ***Other local issues LTP4 and an area strategy could address***

RBC recognises the limited remit of LTP4 but note that you intend to use the plan to influence transport decisions made by Network Rail, rail operators and Highways

England as well as within other forums such as Transport for the South East of which you are a member. The lack of a wider perspective on regional projects such as the proposed Heathrow link which could substantially impact road access to that location and reduce travel from Hampshire is disappointing. We consider that LTP4 has missed an opportunity to capitalise on the borough's existing rail infrastructure including exploring the potential for an interchange between the two main routes that connect Farnborough North with Reading and Gatwick and Farnborough Mainline with London Waterloo. It is hoped that HCC would support exploring better connectivity between the two lines. RBC also believes that the network of railway stations provides a strong opportunity to explore mobility solutions within Rushmoor and its neighbouring Boroughs which achieve modal shift in accessing the stations. and the town centre for pedestrians and cyclists. This could include provision of e-bike or similar solutions. Improving the frequency of fast rail connections from Aldershot could also increase rail usage.

Your sincerely



Tim Mills  
**Head of Planning, Economy and Strategic Housing**