

Rowlands Castle Parish Council

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Hampshire County Council Consultation on proposals to change supported transport services

Proposal: to make operational changes to the current public bus and ferry services which Hampshire County Council supports, including reducing the frequency and/or days of services

1. When considering these changes, details of the specific journeys that passengers take on bus services which are being reviewed should be collected where possible. For example, in the case of the First Number 27, the number and time of journeys between stops within the village, to Havant and to Emsworth. RCPC acknowledges that this may be difficult, because data may only be available for trips for which a fare is paid and a ticket is issued. RCPC does not think any data may be currently collected for trips on which a concessionary pass is used because no ticket is issued.

2. Having fully ascertained the use made of a subsidised bus service, it should be possible to co-ordinate it, and optimise and rationalise it with existing commercial (non-subsidised) services, to avoid unnecessary (and environmentally unfriendly?) duplication. For example, here is a summary of the Stagecoach weekday bus services from Leigh Park:

- Number 20: from 6.30am to 6.30pm this travels to ASDA, Queen Alexandra Hospital, Cosham, Portsmouth city centre and the Hard, at least every half-hour.
- Number 23: from 5am to 11pm this travels to Havant, Portsmouth city centre and Southsea at least every half-hour.

This analysis, may, for example, show that an alternative public service of some sort is required between stops within the village, and, if costs are to be reduced, a shorter service from the village to Leigh Park, where passengers would change to one of the non-subsidised commercial services. Perhaps some of those services could be changed to make a detour to Rowlands Castle.

3. Use of developer contributions to subsidise bus services should be encouraged. The S106 Transport Contributions Section below gives details of £1.5 million recently received or due to be received from developments within our Parish. It should be recognised that many of the residents who currently use the bus would gain no direct benefit from the proposals for the use of these funds (eg improvements to footpaths and cycleway in Havant Thicket and alongside the A3(M), cycle storage in the village). So, there should be a more equitable distribution of funds to support those residents. For example, the purposes of some of the funds are very ill-defined and are, for example, allocated for “integrated transport measures and schemes” and “towards the funding of local access schemes” and “improvements to local public transport infrastructure”. Some of this funding could be used for a bus or alternative types of service within and to and from the village.

Developers are required to comply with EHDC Local Plan (JCS) Policy CP31 (see extract below on Page 3). Presuming developers’ contributions are agreed in line with this Policy, using the S106 Transport Contributions to fund bus services would assist with such compliance.

4. In considering these changes, HCC must consider its Local Transport Plan (2011-2031). The section on Page 3 gives extracts which are relevant to the public transport in our Parish.

5. If considering withdrawal of the Number 27, it should not be assumed that Rowlands Castle station and rail service could be used by all of the current users of that bus service, many

of whom are elderly or disabled. It would be difficult for such residents to get to the station, and probably impossible for some of them to use the footbridge to get to the south-bound platform.

6. The Emsworth and District Bus Company continues to operate a school bus service to and from Rowlands Castle for the following schools:

- Oaklands – Number 28A – only to the school in the morning – no return service
- Horndean Technology College – Number 28A – to and from
- Compton Primary school – Number 121A – to and from
- Southbourne Bourne School – Number 121 – to and from
- The Number 147 service to Bishop Luffa School no longer operates.

These services are not specifically referred to in the Consultation Information Pack, but it is stated “Other services are provided as part of statutory Home to School Transport. These are outside of the scope of this consultation”.

Agreed S106 Transport Contributions arising from Permitted Developments in Rowlands Castle Parish

NB: EHDC states that “Integrated Transport Measures” refers to ‘non-car’ modes of transport.

Land East of Horndean (EHDC Ref: 55562/001)

Transport Contributions for work in RC Parish:

1. Rowlands Castle Double Mini improvement scheme - £420,000
2. Multi-modal access to Rowlands Castle and Rowlands Castle Rail Station - £180,000
3. Up-grading of the footpath/cycle routes from the site to Havant Thicket - £140,000
4. Footway/cycleway route along edge and across A3(M) - £130,000
5. Local Traffic Calming (location unknown so it may not be in RC Parish) - £200,000

Land South of Oaklands (aka ‘Oaklands II/Montague Green’) (EHDC Ref: 30016/018)

Transport Contribution of £200,000 to be spent according to the following criteria:

1. Traffic Calming scheme on Whichers Gate Road
2. Improvements to local public transport infrastructure
3. Cycle storage at Rowlands Castle village centre
4. Improvements including access, surfacing and fencing work to circular cycle route linking the highway network to Staunton Country Park and the Right of Way network.

Land East of College Close (aka ‘Forest View/Bailey Road’) (EHDC Ref: 55268)

Transport Contribution of £127,065 “To the costs incurred by EHDC or HCC for the provision, improvement and maintenance of EHDC’s integrated transport measures and highways work in the vicinity of the development.”

Keyline (aka ‘The Depot’) (EHDC Ref: 23856/009)

Integrated Transport Measures contribution of £119,492 “towards the funding of local access schemes, including improvements to pedestrian and cycle facilities”.

Land at Oaklands House (aka ‘Oaklands 1’, now Oaklands Avenue) (EHDC Ref: 30016/014)

Transport Contribution of £51,230 “for the provision of alternative means of transport”. This was available for HCC to improve the surface of Bridleway 24 behind College Close, and this work has already been undertaken at a cost of about £10,000. It is understood that the remainder is intended to be spent on improving the junction of the Bridleway 24 and Whichers Gate Road.

Land North of Bartons Road (EHDC Ref: 55268)

No record can be found of any Transport Contribution being provided.

Extracts from Hampshire Local Transport Plan – Part A: Long-Term Strategy (2011-2031)

Page 3 For [HCC] 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;

Page 4 In addition to these statutory legal duties, [HCC] is expected to .. provide support for socially necessary public transport services (in the form of buses or community transport) where services are not commercially viable;

Page 16- 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; *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;

Page 36 Public transport provision is of particular importance to older people and [HCC] 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.

Page 45 Responsibility for providing the free national concession for elderly and disabled bus users passed to [HCC] 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.

Page 60 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, [HCC] needs to support such community driven approaches, and play an ‘enabling role’ in helping build the capacity of communities to solve local transport issues

Extracts from East Hants District Council Local Plan - Joint Core Strategy – adopted 2014

CP31 TRANSPORT

Through implementation of the Hampshire Local Transport Plan (2011 – 2031), the fullest possible use of sustainable modes of transport (including cycling, walking **and public and community transport**) and reduced dependence on the private car will be encouraged. Development proposals will include a range of mitigating measures and, where appropriate, will be required to: a) enhance the quality, viability, availability, accessibility **and frequency of public transport and alternative community transport provision**, especially in rural areas, to ensure that those without access to a private car have access to services and facilities necessary for their well-being;

RCPC/ Mr Bill Wilson
24 July 2018