

Introduction

- 10.1 This Chapter sets out the Local Planning and Highway Authorities' general policies relating to transport.
- 10.2 Recent years have seen a substantial increase in the demand for travel. Nationally, road traffic grew by 22% between 1988 and 1998. Within this overall figure, motorway traffic grew by 49% and trunk road traffic by 21%. Against this background, there is increased concern about the environment in terms of the polluting effects of traffic and the impact of new road building. As a result, the Government is now promoting integrated transport policies that aim to minimise the demand for travel, increase travel choice and fully integrate transport with land use planning.
- 10.3 The Hampshire County Structure Plan (Review) provides a strategic planning framework for the period up to 2011 and includes a number of strategic transportation policies, consistent with Government policy defined in Planning Policy Guidance Note 13 (PPG13) and Regional Planning Guidance (RPG9). The Local Plan is consistent with and supports policies in PPG13, RPG9 and the County Structure Plan (Review).
- 10.4 Hampshire County Council is the Highway Authority responsible for the majority of transport and highway proposals in the Plan area, although the Department for Transport, (DfT) is responsible for motorways and trunk roads. The Hampshire Local Transport Plan sets out the Highway Authority's detailed proposals for developing an integrated transport strategy over the five year period 2006 – 2011. It also identifies, in principle, the measures that will need to be implemented during the period of the Local Plan and is fully consistent and integrated with the County Structure Plan (Review). The Hampshire Local Transport Plan has 7 key objectives:

- to increase accessibility to services;
 - to promote safety;
 - to reduce the impact and effect of congestion;
 - to widen travel choice;
 - to contribute towards improvements in air quality;
 - to support wider quality of life objectives;
 - to encourage value for money and efficient asset management.
- 10.5 Land use policies in the Local Plan complement and are fully integrated with the Local Transport Plan's objectives. In particular, they promote sustainable development that minimises the demand for travel, particularly by car, and promote the use of walking, cycling and public transport.

New Development

Development location

Policy T.1

Development which accords with other relevant policies of this Plan will be permitted provided it is, or could be, served efficiently by public transport, cycling and walking. New development likely to attract a large number of journeys should be located to minimise travel demand and provide a choice of transport mode. For developments that have significant transport implications, a Travel Plan will be required to support planning applications.

- 10.6 The location of new development has a major influence on travel demand and modal choice. Government policy now indicates that new developments that generate a significant number of journeys should be located to minimise the demand for travel and provide the greatest opportunity for access by public transport, cycling and walking. Town centre sites are generally the best locations to meet these requirements, as promoted by Policy SF.1. Developers promoting out of centre

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developments will need to satisfy the Local Planning Authority that the development is necessary and that a more suitable town centre site is not available.

- 10.7 Where appropriate, development will need to be accompanied by an assessment of the transport/sustainability impact, giving details of the modes of travel to be used and parking provision proposed (see Policy T.4). This should include an indication of the potential for trips to be made by public transport, cycling and walking. An evaluation should also be made of the environmental impact of traffic generated by the development.
- 10.8 Travel Plans are becoming an essential requirement for many developments. These ensure that the occupier of the site takes positive measures to maximise the proportion of journeys made by public transport, walking and cycling. Work Place Travel Plans encourage employers and employees to recognise and take responsibility for the social and environmental impact that their organisations create, in terms of transport and travel issues. The Plans describe how employers can introduce measures that discourage unnecessary business and commuter journeys through home working and the use of new technologies, as well as reducing the impact of necessary trips by using more environmentally friendly means than the sole car journey where possible.
- 10.9 The Local Plan's countryside and natural environment policies (in particular Policy CE.17) permit the re-use of existing non-residential buildings for employment uses. These developments will need to demonstrate how the demand for travel is minimised, in line with Policy T.1. In some cases it may not be appropriate to permit development in isolated rural locations that can only be served by car.

Development access

Policy T.2

Development that accords with other relevant policies of this Plan, requiring new or improved access, will be permitted provided it does not:

- (i) interfere with the safety, function and character of the road network;*
- (ii) have adverse environmental implications and meets the Highway Authority's standards for adoption as public highway.*

Direct access onto the Strategic Road Network will only be permitted if the Highway Authority is satisfied that no alternative access is available or appropriate and that the proposals would not adversely affect the function, operation and character of the Strategic Road Network.

- 10.10 It is important that any new or changed access point onto the highway network is carried out to a satisfactory standard. Developers will, therefore, be required to satisfy national and local standards on the scale, type and locations of junctions proposed on the highway network. In considering the adequacy of provision for highway safety and access, regard will be had to the latest edition of the DfT's "Design Manual for Roads and Bridges" as well as the Local Highway Authority's own standards, as appropriate. It is also important that highway or access "improvements" do not damage the appearance of the local area, especially in rural areas or historic environments. In such areas it may not be appropriate to adhere to standardised solutions to resolve highway/access problems.
- 10.11 The main function of the Strategic Road Network is to provide for longer distance journeys. It comprises motorways and trunk roads (which are the responsibility of the DfT) and the more important County roads included in the Primary Route Network (distinguished by the green

background signs). If access is permitted directly onto the Strategic Road Network, the developer will have to demonstrate that its primary function of carrying longer distance traffic will not be compromised.

- 10.12 The DfT now has a more relaxed attitude towards new development requiring direct access onto the trunk road network, particularly where no alternative is available and it would enable the redevelopment of sites in urban areas that satisfy other land use and transport planning objectives. However, where suitable alternative access is available onto a secondary road, this should always be considered a more appropriate solution than direct access onto the Strategic Road Network.

Development layout

Policy T.3

In new development, the site layout should be designed to encourage low vehicle speeds and incorporate requirements for safe and convenient cycle and pedestrian routes, cycle parking and links and access to existing or proposed cycle or pedestrian routes. In larger developments, the layout and access will need to be suitable for the efficient operation of bus services. Suitably located and designed bus stops with shelters will be required.

- 10.13 Cycling and walking are important modes of travel for local journeys and it is therefore important that new developments provide safe and convenient pedestrian and cycle routes. This includes routes within the development site and links in and out of the development site to the surrounding area.
- 10.14 It is important that the general highway layout in new developments fully facilitates access by bus services. This includes ensuring that the road layout can accommodate buses and that adequate waiting and turning facilities, shelters and information systems are provided. Where appropriate, contributions will be sought towards establishing bus services in new developments.

Parking standards

Policy T.4

Development that accords with other relevant policies of this Plan will be permitted where it provides parking for cars, motor cycles and pedal cycles and turning facilities, as appropriate, in accordance with the relevant standards.

- 10.15 The Hampshire Parking Strategy and Standards 2001 define the Highway Authority's County-wide parking standards and have been adopted as supplementary planning guidance. These standards aim to minimise the amount of car parking provided in new developments, particularly where a site is fully accessible by a range of transport modes. This will encourage a greater proportion of journeys to be undertaken by alternative modes to the car, which is fully consistent with national and local policy.
- 10.16 The Local Planning Authority will seek to avoid excessive provision of parking for motor vehicles, which is likely to encourage the use of the car instead of other modes of travel. The County-wide parking standards will be applied as a maximum and sympathetic consideration will be given to development proposals with reduced levels of parking provision and/or shared provision between different land use types. Account will be taken of any existing or potential controls over on-street parking and the need to maintain the character of the area. In these circumstances, contributions towards the relevant Area Transport Strategy may be sought to improve access by non-car based transport modes. Within Winchester, this may include the provision of additional Park & Ride car parking.

Off-site transport contributions

Policy T.5

Where there are transportation objections to a proposed development that would otherwise accord with relevant policies of this Plan, and where the Highway

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Authority is satisfied these could be overcome by the provision of appropriate off-site transportation measures, planning permission may be granted provided satisfactory contributions to fund the necessary measures are made.

10.17 Where an otherwise acceptable development is likely to impose additional burdens on existing transport infrastructure, the developer will be required to contribute to improvements off-site that will enable travel needs generated by the development to be accommodated. Contributions could be required to fund a number of measures, including highway improvements, new and improved pedestrian and cycle facilities and improved public transport services and facilities.

Transport Related Development

Integrated transport infrastructure

Policy T.6

Proposals to assist the development of an integrated transport network, a choice of transport modes and the operation of efficient public transport will be permitted, including:

- (i) new or improved rail stations, including better interchange facilities with other modes;*
- (ii) measures to improve the capacity of the rail network;*
- (iii) interchange and park and ride facilities; and*
- (iv) off highway bus priority measures.*

10.18 Developing an integrated transport strategy and improving travel choice are key objectives of national and local transport policy. The Local Plan area encompasses a number of Area Transport Strategies defined in the Hampshire Local Transport Plan that aim to achieve these objectives at a local level. These include the Central Hampshire Transport Strategy

area and the Solent Transport Strategy area. The majority of Winchester District falls within the Central Hampshire Transport Strategy area, which incorporates and supersedes the Winchester Movement and Access Plan (WMAP). The remaining southern part of the District is covered by the Solent Transport Strategy area. These Area Strategies have been developed jointly by the County and District Councils.

10.19 The County Council sets out its policies and proposals for public transport in the Local Transport Plan and the annual Passenger Transport Report. Both these documents offer direction to those who are involved, directly or indirectly, in planning and providing public transport in Hampshire. Within the legislative framework and available resources, the County Council will seek to secure and support the provision of public transport services.

10.20 Public transport will have an important role to play in serving new development proposals in the Local Plan area, particularly the Major Development Areas (MDAs) proposed in the County Structure Plan (Review). A step change in the quality of public transport serving these developments will be needed to ensure that it is an attractive option in comparison with the car. Internal layouts need to be bus friendly and permeable for pedestrians and cyclists.

10.21 Quality partnerships have been signed between the County Council and major public transport providers in the District, in order to improve the quality of services and associated infrastructure.

10.22 In addition to the provision of conventional bus services, more radical solutions are also required to access rural communities. These include car-share and rural taxi schemes, expansion of dial-a-ride and providing a database of accessible transport.

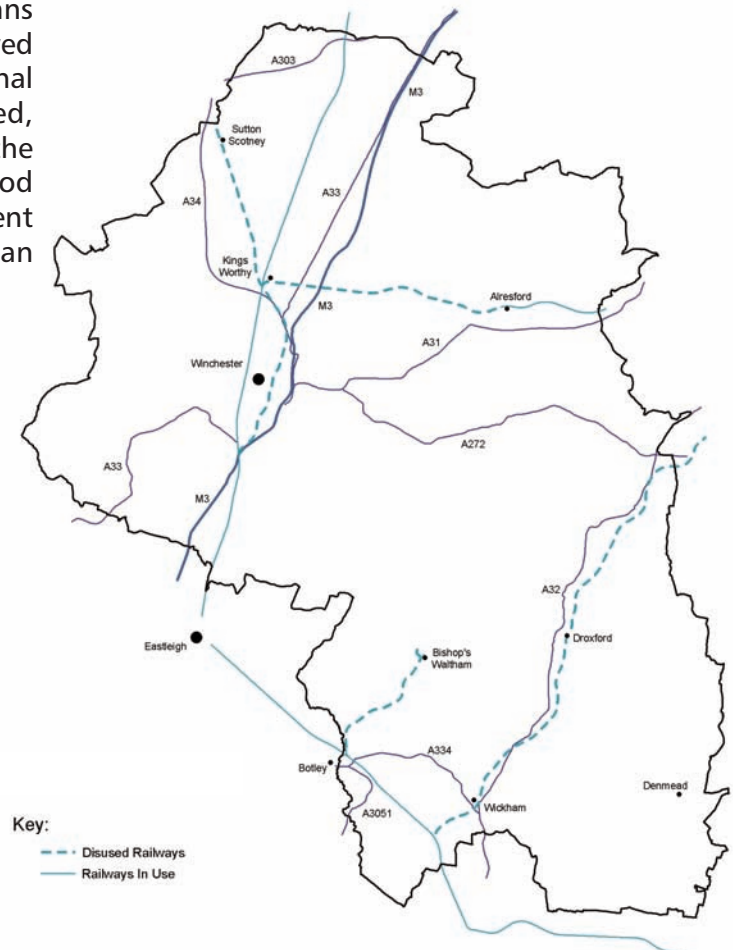
10.23 The rail network in the Local Plan area is focused on the London Waterloo to Weymouth main line, with stations at Winchester, Micheldever and Shawford. Botley station, on the Eastleigh to Fareham railway line, is also within the Local Plan area. Winchester is the most important station in the Local Plan area and is served by all main line services. In contrast, Botley, Shawford and Micheldever are generally only served by stopping services. However, there is the potential to make better use of them as public transport hubs for the surrounding rural hinterlands. The Mid-Hants Railway between Alton and Alresford is primarily a leisure facility. However, there could be scope for introducing commuter services at some stage.

10.24 Rail travel involves the use of more than one mode of transport and it is therefore important that interchange facilities at railway stations are adequate to maximise the use of rail services. Typical measures can include better access for pedestrians and public transport users and improved levels of pedal cycle parking. Additional car parking could also be considered, although this should be dedicated for the use of rail passengers. Provision of good quality interchange facilities is consistent with the Government's objectives for an integrated transport network.

10.25 In their Network Management Statement 2000, Railtrack has identified a capacity constraint on the main line between Basingstoke and Southampton. A number of options are currently being considered to overcome this problem, including widening the railway to accommodate additional four track sections between Basingstoke and Winchester.

10.26 Bus based Park and Ride has an important role to play, particularly for Winchester (see Chapter 11), in support of measures to alleviate town centre traffic problems.

Fig. 2 Existing and Former Railway Lines in Winchester District



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Cycling, walking and bridleways

- 10.27 Winchester District has a number of disused railway lines within it, as illustrated in Figure 2 below. These have potential to be used for sustainable transport purposes, providing alternatives to motorised transport, including freight or passenger rail travel, cycling and walking. The severing of these potential routes by development may prejudice the development of possible future schemes and so is unlikely to be justified in normal circumstances.
- 10.28 Some routes may be suitable for re-establishment of railway use in future, if economic and environmental circumstances make this feasible, either for passenger or freight transport, thus removing some motorised traffic from the road network and contributing to widening transport choices. Some former railway routes linking settlements may have the potential for sections to be used for general travel and commuting purposes. Recreation use may provide attractive leisure routes.
- 10.29 The former Meon Valley railway line is an example of such a scheme. The route has been largely converted to a bridleway and is also extensively used by cyclists. This has created a recreational route segregated from road traffic from the north to the south of the Meon Valley (see Policy RT.10).

Policy T.7

Development that would prejudice the future use of disused railway trackbeds, embankments and associated infrastructure as recreational or transport routes will not be permitted. When considering development proposals on and adjacent to former railway lines, the Local Planning Authority will take into account the potential for the line to be used for sustainable transport or recreational purposes, in both the immediate future and the longer term.

- 10.30 Even if there are no current proposals to reinstate transport use of a former railway

line, the option to do so should generally be safeguarded.

Policy T.8

In order to promote cycling and walking, proposals to improve and extend the footway, footpath, cycleway and bridleway network will be permitted.

- 10.31 Current transport policies aim to promote both walking and cycling for local journeys, in order to reduce car usage. In order to facilitate a modal shift towards walking and cycling, significant improvements to existing pedestrian and cycle routes will be required. Almost all journeys include a pedestrian element, making walking an essential part of the total transport system.
- 10.32 In the rural parts of the District, a cycling strategy has been developed in partnership with the County Council and local cycle groups. This aims to provide safe and practical connections between the many rural communities and larger settlements. A cycle working group has also been established for the urban area of Winchester. This has identified and prioritised cycle schemes within Winchester.
- 10.33 As part of the Central Hampshire and Solent Transport Strategies, the County Council will seek to implement small-scale traffic management schemes in rural areas which will seek to manage the speed of traffic and make conditions more attractive for walking, cycling and horse riding.

Freight

Policy T.9

In order to promote the use of rail for freight movements, rail freight interchange facilities will be permitted. Existing rail freight facilities and sidings at Micheldever and Botley will be safeguarded.

- 10.34 The County Council has defined a freight strategy in the Local Transport Plan. It is accepted that the majority of freight movements will continue to be made by

road and lorries are encouraged, where appropriate, to use the Strategic Road Network in order that their impact on the environment can be minimised.

- 10.35 There is concern in rural areas about the impact of heavy goods vehicles on unsuitable roads. Through the Central Hampshire Transport Strategy, the County Council will consider measures to address the movement of freight in and around the countryside.
- 10.36 The County Council's strategy seeks to promote the use of alternative modes for freight movements wherever possible. Within the Plan area, rail forms the main alternative to road for freight movements. Existing rail freight interchange facilities at Micheldever and Botley should be retained to maximise the opportunity for freight movements to transfer from road to rail (see also Policy CE.14) Proposals to establish new rail freight interchange facilities in the Plan area will be favourably considered providing their location would not create an unacceptable environmental impact on the surrounding area, and subject to other policies of this Plan.

Traffic Management

- 10.37 The Local Plan has a relatively limited role to play in traffic management issues, as these are normally dealt with directly by the Highway Authority. Through the Central Hampshire and Solent Transport Strategies, the main objectives for implementing traffic management schemes are to ameliorate road safety and environmental problems. A wide range of measures have been considered to achieve these objectives and, following consultation, speed reduction measures, new pedestrian crossing facilities and pedestrianisation are examples of schemes that will be promoted through the relevant area transport strategy.

Policy T.10

Measures will be implemented along the B3354/B2177 corridor between Winchester

and Wickham (see Proposals Map) to:

- (i) improve public transport services and infrastructure;*
- (ii) improve facilities for cyclists and pedestrians; and*
- (iii) improve road safety.*

- 10.38 Within the Central Hampshire and Solent Transport Strategy areas, a corridor strategy has been identified along the B3354/B2177 between Winchester and Wickham. The objective of this strategy is to reduce the rate of traffic growth by improving alternatives to the car. This includes improving public transport services and associated infrastructure, including providing better information. Traffic management measures will be implemented to improve safety and security for pedestrians and cyclists, particularly in the settlements along the corridor.

Road Schemes

Policy T.11

New road construction will only be permitted to ameliorate serious environmental and/or safety problems, which cannot be resolved by traffic management measures, and to provide access to new developments.

- 10.39 New road building is now only promoted when no other appropriate solution can be found to resolve a transport or environmental problem. The County Council and City Council recognise that it is neither feasible nor environmentally desirable to try to meet future levels of traffic demand by building new roads.
- 10.40 Within the Local Plan area, the County Structure Plan (Review) retains two road schemes; an east-west bypass for Botley and the completion of Whiteley Way to link into the A3051 Botley Road to the north of Curbridge.

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Policy T.12

Land will be safeguarded to enable:

- (i) the construction of an east-west bypass for Botley between the A334/A3051 junction and the boundary of the Local Plan area at the River Hamble (see Inset Map 6);*
- (ii) the completion of Whiteley Way to a junction with the A3051 Botley Road to the north of Curbridge and improvements to the A3051 between its junction with Whiteley Way and the A334 (see Proposals Map and Inset Map 29).*

10.41 The southern half of Whiteley Way has been constructed and planning permission has been secured for its completion through to the A3051 Botley Road. The County Council has, however, been unable to complete the road due to complications in acquiring third

party land. The County Council will continue to seek to resolve these problems to enable the road to be completed.

Trunk road improvements

10.42 The Highways Agency is responsible for maintaining and improving the trunk road network. Proposals exist at Junction 9 of the M27 for the construction of a free flow left turn lane from Whiteley Way onto the eastbound M27 entry slip road, although this scheme is not currently programmed for implementation. This would require third party land and also result in the closure of the direct access from Hill Coppice Road onto the roundabout. Access to Hill Coppice Road will be provided through the Hill Coppice development. Further improvements to the Junction 9 roundabout will be considered in the longer term.