WINCHESTER DISTRICT LOCAL PLAN PART 2 – TRANSPORT EVIDENCE BASE

Background & Document Structure

The purpose of this note is to provide a brief explanation of the Transport Site Assessment work that has been carried out as part of the Winchester District Local Plan Part 2 housing site assessments.

This has been a two stage process. The first stage was primarily determining an Accessibility Assessment for each site which was used to give a rating in order to help identify the most appropriate sites for development, in terms of accessibility. This information informed local groups and helped guide the selection of sites for development.

The second stage has been the development of further information relating to the sites in the form of a Transport Evidence base.

This note is divided into a number of sections.

1. **Site Assessments**
2. **Accidents & Road Safety Engineering and WDLPP2 Housing Sites**
3. **WDLP Housing Sites – Transport Issues & General Comments**
4. **HCC Comments WDLPP2 Sites – May 2014**

The **Site Assessments** have been carried out for each site emerging as a preferred option within the WDLPP2 process as well as those sites being actively promoted as alternative sites for development. These site assessments include the work that was done as part of the first stage process (Accessibility Assessments) which was used to guide the choice of development sites through the emerging Plan process. The site assessment process has been developed further to ensure that there are no overriding reasons that would prevent any site's development in transport terms.

A section is included on **Accidents & Road Safety Engineering and WDLPP2 Housing Sites.** This has assessed a five year accident record for each of the eight WDLP 'MTRA2' settlements. A number of locations have been identified as possible areas requiring further investigation, but there is no overarching evidence to show individual sites could not be developed due to existing accident problems.

The section on **Transport Issues & General Comments** attempts to cover and respond to a number of questions likely to be raised in relation to specific housing sites.

The last section reproduces a response from officers of Hampshire County Council (the Highway Authority) on the emerging sites identified for inclusion within the Local Plan.

Note: Additional background data / information has been used to develop this evidence base:

- HCC traffic flow and speed data
- HCC - 5 Year accident data
- SSD (Stopping Site Distance / Visibility Requirement information (MfS, DMRB)
- 'Design Manual for Roads and Bridges' TA 77/99 Traffic Capacity of Urban Roads (DMRB Vol 5, Section 1, part 3)

1. Site Assessments

Each of the sites put forward as part of the SHLAA process has been assessed using the same procedure to ensure a consistent and coherent approach across the settlements in the District. Each site has a 'Site Assessment – Transport' Sheet.

The initial process has been used to guide the location of preferred development sites, rather than select and rank individual sites. It is accepted that the planning process incorporates a number of variables and considerations, and therefore some sites which in transport terms may rate ‘Good’ may not be selected for a variety of reasons, and some sites with lesser ratings could be selected because they score highly on other considerations.

The key piece of information on each 'Site Assessment – Transport' sheet is the overall 'Accessibility' rating which was used in the initial process of selecting the emerging overall housing site allocation strategy.

‘Accessibility’ rating – Sites proximity to a range of facilities and services

All of the sites have been assessed to give an overall ‘Accessibility’ rating in order to help guide the selection of the most appropriate sites for development. This is to indicate the relative grade of 'Accessibility' in one of four distance categories for access to a range of services; Public transport, Local shops & services and Primary school education facilities.

Why is 'Accessibility' rating important?

If a site has a reasonable proximity to a range of goods, facilities and services, and other conditions (e.g. provision of footways etc.) are favourable then trips are more likely to be made by non-car modes.

It is also a way of assessing all of the sites using the same objective criteria which allows for a more equitable method of assessment.

The overall 'ACCESSIBILITY' rating bands are –

Excellent	Good	Adequate	Poor
0-400m	400-800m	800-1600m	over 1600m

ACCESSIBILITY can be defined as the site’s proximity (using average walk distances from the furthest section of the site being considered) to the whole range of services considered, i.e. public transport, local shops & services and Primary school education facilities.

Individual Access ratings

The 'Site Assessment – Transport' assessment sheets also include an assessment and rating for each of the individual services considered (public transport, local shops & services and Primary school education facilities). It should be noted that the assessment criteria (distances) for Public Transport are slightly reduced to that used for local shops & services and Primary school education facilities. This is to reflect the fact that access to public transport is the first part of a longer journey, therefore the users will only willingly walk for a shorter distance (time) as part of that wider journey. The table below shows the different category distances.

	0-400m	400-800m	800-1600m	over 1600m
Public transport*	Excellent	Adequate	Limited	Poor
Local shops / services	Excellent	Good	Adequate	Poor
Primary schools	Excellent	Good	Adequate	Poor

*Defined as a bus route with at least one bus per hour to locations with a wider range of goods, services, education, employment etc than found in the local centre.

Pedestrian Links

Also within the assessments is a brief evaluation of the pedestrian links to the range of facilities under consideration. This is a simple assessment of the local network of footways which would provide access using the following criteria.

Footway widths mainly	<1.2m	1.2 – 1.5m	1.5 – 2m	over 2m
	Poor	Adequate	Good	Excellent

Cycle Access

The assessments include an evaluation of the cycle access to the range of facilities under consideration. This was a simple assessment of the local provision of cycle access which would use the following criteria:

Cycle routes	On major busy roads or not available – Poor
	On regular highway network – Adequate
	On quiet 'estate' roads or similar – Good
	On off-road cycle lanes – Excellent

Site Summary & Other Notes

At the bottom of each 'Site Assessment – Transport' sheet is a note providing further explanation and possibly detailed comment on some of the issues for the site.

The site assessment sheets also provide information on estimated capacity (housing units) and trip generation. This information was used as a guide only for the likelihood of the need for wider and more comprehensive transportation assessment should the site be taken forward in the planning process. It should not be taken as an actual indication of the number of houses a site could accommodate, or traffic generation, as other factors relating to the development of the site would affect that consideration.

Highway Capacity Assessment

For most of the potential development sites under consideration the sheet also includes a section on Highway capacity impact assessment. This is a very brief 'worse-case' scenario estimating the capacity and impact of the new development on the adjacent highway. In reality these assessments overstate the impact as they make no allowance for these new trips dispersing (i.e. going in different directions). These assessments do suggest that a number of sites would need further investigations (due to the percentage increases in traffic on the existing road network) but none of these initial link assessments show daily or peak hour link capacity being exceeded. It should be noted that link capacities are higher than junction capacities, which are hence more prone to delays at peak times. The analysis of junction capacities has not been carried out within these assessments due to an absence of both data and resources, such detailed evaluation would need to be completed as part of a transportation assessment required at the plannign application stage for the larger development sites.

Vehicle Access Road Details

This section provides details and comments on a number of details relating to each development site.

2. Accidents & Road Safety Engineering and WDLPP2 Housing Sites

Investigation of accident locations

Road accidents resulting in injuries (PIA's = Personal Injury Accidents) are monitored by Hampshire County Council's (HCC) road safety engineering team. Information supplied by Hampshire Police is used to identify accident locations that may benefit from engineering measures to reduce the likelihood of more accidents occurring.

Engineering measures are usually considered when

1) Four or more accidents have occurred at a single location, or

2) When three accidents with similar features have occurred in a five year period, or

3) Investigations are also undertaken when significant accident patterns are identified over longer lengths of road.

Further information is found in Appendix 1: HCC Casualty Reduction & Engineering measures.

Five year accident data (01-06-08 to 31-05-13) has been obtained for each of the eight 'MTRA2' settlements with WCC housing allocations to determine if there are any obvious locations with a clear accident issue that will require further investigation.

The presence of a location or road with a known or apparent accident issue is unlikely to be a reason for a site not to be appropriate for development, but is most likely to warrant investigation and possible action from the site developers in conjunction with the County Council to ensure that accident rates are not detrimentally affected as a result of the development. Furthermore, where appropriate, it is likely that the new development would be expected to contribute to, or fund, appropriate safety engineering measures.

In terms of the WDLP settlements with housing allocations the following settlements with sites potentially needing further investigation are noted –

Bishop's Waltham

The B2177 junction of Claylands Road and Victoria Road has seen 3 PIA's in a five year period. Whilst further analysis suggest that these accidents do not share common features and are therefore unlikely to be the subject of HCC engineering measures, the developer of any proposed development affecting this location will need to check with HCC as to the current accident information, whether this site is likely to be the future subject of HCC engineering measures and if a contribution to road safety improvements is required. This section of road is most likely to be affected by the Albany Road (1877, 2390, 2554 & 1879), Vineyard (356) and Martin Street (284 & 281) development sites.

The B3035 junction of Lower Lane and Free Street has seen 3 PIA's in a five year period. However further analysis suggest that these accidents do not share common features and are therefore unlikely to be the subject of HCC engineering measure. Furthermore none of the sites under consideration are likely to have a significant impact on this location.

The B2177 junction of Coppice Hill with Shore Lane has seen 2 PIA's in a five year period. Whilst two PIA's would not normally be the subject of HCC engineering measures, the developer of any proposed development affecting this location will need to check with HCC as to the current accident information, whether this site is likely to be the future subject of HCC engineering measures and if a contribution to road safety improvements is require. This site is most likely to be affected by the Coppice Hill (2398 & 2519) development sites.

The B2177 junction of Coppice Hill with the B3035 (roundabout) has seen 2 PIA's in a five year period. Whilst two PIA's would not normally be the subject of HCC engineering measures, the developer of any proposed development affecting this location will need to check with HCC as to the current accident information, whether this site is likely to be the

future subject of HCC engineering measures and if a contribution to road safety improvements is required. This site is most likely to be affected by the Coppice Hill (2398 & 2519) development sites.

There is a 450 metre long section of the B2177 road between Tangier Lane and Pondside Lane which has experienced 7 PIA's in a five year period (including the junction of Claylands Road mentioned above). This could suggest a location which would require further investigation and possibly the development of safety engineering measures. This section of road is most likely to be affected by the Albany Road(1877, 2390, 2554 & 1879), Vineyard (356) and Martin Street (284 & 281) development sites.

Colden Common

The B3335 at the junction of Highbridge Road and Brambridge had 3 PIA's in a five year period. Whilst further analysis suggest that these accidents do not share common features and are therefore unlikely to be the subject of HCC engineering measures, the developer of any proposed development affecting this location will need to check with HCC as to the current accident information, whether this site is likely to be the future subject of HCC engineering measures and if a contribution to road safety improvements is required. This junction is most likely to be affected by the Spring Lane (1874) development site.

The junction of Bishopstoke Lane and Church Lane has had 3 PIA's in a five year period. Further analysis suggests that two of these accidents share common features and could therefore be the subject of future HCC engineering measures, the developer of any proposed development affecting this location will need to check with HCC as to the current accident information, whether this site is likely to be the future subject of HCC engineering measures and if a contribution to road safety improvements is required. This junction is most likely to be affected by the Church Lane (1871 & 2561) development sites.

The B3354 Main Road has experienced 6 PIA's in a five year period on the 780 metre section through Colden Common village (between Spring Lane and Church Lane) and a further 6 PIA's on the 680 metre section between Church Lane and Hensting Lane. This could suggest a location which would require further investigation and possibly the development of safety engineering measures. The developer of any proposed development affecting this location will need to check with HCC as to the current accident information, whether this site is likely to be the future subject of HCC engineering measures and if a contribution to road safety improvements is require. This section of road is most likely to be affected by The Main Road (275, 888, 889, 2389, 2494) development sites.

New Alresford

The junction of Nursery Gardens and Jacklyns lane has had 3 PIA's in a five year period. Whilst further analysis suggest that these accidents do not share common features and are therefore unlikely to be the subject of HCC engineering measures, the developer of any proposed development affecting this location will need to check with HCC as to the current accident information, whether this site is likely to be the future subject of HCC engineering measures and if a contribution to road safety improvements is required. This junction is most likely to be affected by the Sun Lane (277) development site.

The junction of Pound Hill, West Street and Jacklyns lane has had 3 PIA's in a five year period. Whilst further analysis suggest that these accidents do not share common features and are therefore unlikely to be the subject of HCC engineering measures, the developer of any proposed development affecting this location will need to check with HCC as to the current accident information, whether this site is likely to be the future subject of HCC engineering measures and if a contribution to road safety improvements is required. This junction is most likely to be affected by all developments in the New Alresford area and the development of a package of town centre improvements would expect contributions from all sites, possibly via the CIL.

There is a 500 metre section of West Street through the town centre which has experienced 9 PIA's in a five year period. This could suggest a location which would require further investigation and possibly the development of safety engineering measures. This does include three accidents at the above location. This area would be affected by all developments in the New Alresford area and the development of a package of town centre improvements would expect contributions from all sites, possibly via the CIL.

Denmead

The PIA record for Denmead has not been considered or evaluated further as the progression of selected sites in this settlement has been carried out via the Neighbourhood Plan, which is now adopted.

Swanmore

There are no locations within Swanmore with more than 1 PIA therefore no further analysis has been undertaken within the settlement.

Locally the Waltham Chase / B2177 junction of Winchester Road & Forest Road crossroads has had 3 PIA's in a five year period. Further analysis suggests that two of these accidents share common features (pedestrian injuries) and could therefore be the subject of future HCC engineering measures, the developer of any proposed development affecting this location will need to check with HCC as to the current accident information, whether this site is likely to be the future subject of HCC engineering measures and if a contribution to road safety improvements is required. This junction is could be affected by all of the development sites in Swanmore.

Kings Worthy

The junction of the B3043 and A33 (also including the junction of A33 and Lovedon Lane) is the site of an HCC programmed Accident Remedial scheme due to be constructed in 2015. This combined location has seen 9 PIAs in a 5 year period. The programmed works are designed to deal with the existing issues and further works should not be required. However if the development of the site is carried out later in the Local Plan period then any local development site will need to check and ensure that the accident problem has been resolved, failing which further measures may be required which may require funding from local developments.

The following junctions have all experienced 2 PIAs in a five year period:

- Springvale Road junction with Nations Hill
- Church Lane junction with B3047
- Bedfield Lane junction with B3047

Whilst further analysis suggest that accidents at each of these locations do not share common features and are therefore unlikely to be the subject of HCC engineering measures, the developer of any proposed development affecting these locations will need to check with HCC as to the current accident information, whether this site is likely to be the future subject of HCC engineering measures and if a contribution to road safety improvements is required.

Wickham

The junction of the A32 and Southwick Road location has seen 6 PIAs in a 5 year period. This is a known HCC Accident Remedial site. Developers of any site in Wickham affecting this location will need to discuss the development implications and the need for a financial contribution towards an accident remedial scheme.

The section of the A334 (Winchester Road) between the A32 and Buddens Road has featured 17 PIAs in a 5 year period. This could suggest a location which would require further investigation and possibly the development of safety engineering measures. The developer of any proposed development affecting this location will need to check with HCC as to the current accident information, whether this site is likely to be the future subject of HCC engineering measures and if a contribution to road safety improvements is require. This section of road is most likely to be affected by all of the Wickham development sites.

The 'Square' in Wickham has seen 7 PIAs in a 5 year period. This area of high pedestrian and vehicular activity could benefit from improvements for all users. This area would be affected by all developments in the Wickham and the development of a package of town centre improvements would expect contributions from all sites, possibly via the CIL.

There is an additional 'cluster' of 5 PIAs on the B2177 Southwick road approximately 300 metres east of the A32/B2177 cross roads. However these do not appear to be in one particular location and appear to include some loss of control at the two bends. This area has benefited from a reduction in the speed limit to 30mph and the provision of warning signs.

The following junctions have all experienced a number of PIAs in a five year period:

- A334 Winchester Road junction with The Square (3 PIAs)
- A334 Roundabout junction with A32 (4 PIAs)

Whilst further analysis suggest that accidents at each of these locations do not share common features and are therefore unlikely to be the subject of HCC engineering measures, the developer of any proposed development affecting these locations will need to check with HCC as to the current accident information, whether this site is likely to be the future subject of HCC engineering measures and if a contribution to road safety improvements is required.

Waltham Chase

The B2177 junction of Winchester Road & Forest Road crossroads has had 3 PIA's in a five year period. Further analysis suggests that two of these accidents share common features (pedestrian injuries) and could therefore be the subject of future HCC engineering measures, the developer of any proposed development affecting this location will need to check with HCC as to the current accident information, whether this site is likely to be the future subject of HCC engineering measures and if a contribution to road safety improvements is required. This junction is most likely to be affected by all of the development sites in Waltham Chase.

There is a 1000 metre long section of the B2177 road between Clewers Hill and Solomans Lane which has experienced 10 PIA's in a five year period (including the Winchester Road / Forest Road crossroads mentioned above). This could suggest a location which would require further investigation and possibly the development of safety engineering measures. This section of road is most likely to be affected by the development of all sites in the Waltham Chase area.

Special note: 9 of the 23 injury accidents in the area have involved injuries to pedestrians and therefore development should ensure that adequate provision is made for sustainable travel modes.

3. WDLP Housing Sites – Transport Issues & General Comments

This section attempts to cover and respond to a number of common questions likely to be raised in relation to specific housing sites. These questions and issues can be covered in general terms for all of the allocated housing sites for the WDLP.

It is important to note that the Local Plan Process it cannot hope to resolve or answer all of the detailed site specific queries in relation to individual housing sites, but more simply to ensure that there is unlikely to be definitive reasons that would prevent the allocation and subsequent development of identified and selected sites.

Quantum of Development – *Can local roads cope with all the development planned?*

The quantum of allocated development for the settlement/District has been tested through the Local Plan (Part 1) Process. This has been subject to examination in public and has been found to be sound. This essentially sets out and agrees the required level of development for the settlement under consideration. As part of that process there is an understanding of the need and ability to accommodate the transportation requirements of the development within the settlement and local area. It should also be noted that the settlements with housing allocations have been chosen for their ability to locally provide at least some of the facilities required for residential users, such as shopping and educational facilities.

Surely it would be better to spread the housing over lots of smaller sites?

The notion of providing the required housing numbers in a number of allocations, rather than on a limited number of sites, would not reduce the overall scale or impact of traffic on the local highway network. The detailed transportation assessments that would be expected to accompany any development application would need to demonstrate that any local junction notably affected by the associated traffic would be able to cope.

Road Safety – *What about the accidents at….?*

All settlements have been assessed against the County Councils (Local Highway Authority) criteria for remedial accident action and this is covered elsewhere within this document. However the location of an existing or perceived accident risk would not necessarily negate the development of a site, but more likely warrant a financial contribution to the highway authority for the construction or development of a remedial scheme.

Parking – *Will there be enough parking?*

All development sites will need to provide car parking to meet the adopted standards of the City Council (Residential Parking Standards SPD). These have been developed to ensure that sites can accommodate their own parking demands.

Traffic Management – *There are already parking problems in….?*

Where there are existing minor traffic management issues (inappropriate parking on corners etc) then the City Council does have the powers to develop and implement traffic regulation orders to control such issues.

Public Transport – *The public transport provision is poor, more buses are needed!*

Whilst the public transport provision in the settlements selected for development may not match that of urban areas, each settlement is served by an acceptable minimum provision and the allocation of additional housing can only assist the viability of such public transport provision.

The level of additional housing provision in most of the WDLP settlements is unlikely to provide sufficient funding to procure additional bus services, but the allocation of new development in such areas will assist in retaining the commercial viability of existing services.

Provision of Appropriate Access – *How is safe access to be achieved?*

The WDLP is a land use plan, it has been prepared by the planning authority with general assistance from the Highway Authority. The Local Plan does not and cannot specify the exact form of access that would be required to serve an allocated development site. This would be the responsibility of the Highway Authority or its representatives at the time of submission of a planning application.

Nor would it be appropriate for the Local Plan to indicate or dictate the type and location of road or traffic management measures that may be required to offset the impacts of traffic from a development site. It can and does, however, refer in general terms as to what provision may be required.

Traffic Impact / Road Capacity & Congestion – *Can the local roads cope?*

Where ever development is located local roads will inevitably accept some increases in use. However the predominantly rural nature of Winchester District and the dispersed locations of settlements is such that on the local roads congestion is unlikely to be experienced to the same extent as that in urban areas, and as such is not likely to be a tenable reason in itself to refuse or prevent development.

Furthermore, congestion is often a positive inducement to encourage users to try more sustainable travel modes or retime their journeys to reduce demands on the highway network.

The Highways Agency has published the 'Design Manual for Roads and Bridges' which includes document TA 77/99 (found in DMRB Vol 5, Section 1, part 3) which details of the traffic capacity of urban roads. Whist ostensibly this is a design guide for new roads, the capacities set out within the manual may also be used as a guide to the capacities of existing urban roads (para 1.5 of the manual refers).

For the purposes of a capacity assessment all main roads that are likely to be affected by development have been classified as UAP (Urban All Purpose) in ether class 3 or 4 (which have lower traffic capacities than 1 & 2). This does indicate that the capacities of roads are far higher than people would imagine, and what many users view as 'congestion' is often localised delays of a few minutes rather than congestion caused by a widespread pattern of traffic flows exceeding the network capacity.

The following table combines details from Table 1 & Table 2 in TA 77/99 to show how the types of urban roads and their features relate to link capacities.

Table showing urban roads & their features in relation to link capacities (information from TA 77/99)

Feature	**Road Type: UAP 2**	**Road Type: UAP 3**	**Road Type: UAP4**
General Description	Good standard single/dual carriageway road with frontage access and more than two side roads per km.	Variable standard road carrying mixed traffic with frontage access, side roads, bus stops and at-grade pedestrian crossings	Busy high street carry predominantly local traffic with frontage activity including loading and unloading
Speed limit	Generally 40 mph	30 mph to 40 mph	30 mph
Side roads	More than 2 per Km	More than 2 per Km	More than 2 per Km
Access to roadside development	Access to residential properties	Frontage access	Unlimited access to houses, shops and businesses
Parking and loading	restricted	unrestricted	unrestricted
Pedestrian crossings	Some at-grade	Some at-grade	Frequent at-grade
Bus stops	At kerbside	At kerbside	At kerbside
Capacities for 6.1 metre wide road	1,020 – hourly one way busiest direction 1,700 – hourly two way 20,400 – daily (12hr) capacity	900 – hourly one way busiest direction 1,500 – hourly two way 18,000 – daily (12hr) capacity	750 – hourly one way busiest direction 1,250 – hourly two way 15,000 – daily (12hr) capacity
Capacities for 6.75 metre wide road	1,260 – hourly one way busiest direction 2,100 – hourly two way 25,200 – daily (12hr) capacity	1,100 – hourly one way busiest direction 1,850 – hourly two way 22,200 – daily (12hr) capacity	900 – hourly one way busiest direction 1500 – hourly two way 18,000 – daily (12hr) capacity
Capacities for 7.3 metre wide road	1,470 – hourly one way busiest direction 2,450 – hourly two way 29,400 – daily (12hr) capacity	1,300 – hourly one way busiest direction 2,167 – hourly two way 26,004 – daily (12hr) capacity	1,140 – hourly one way busiest direction 1,900 – hourly two way 22,800 – daily (12hr) capacity

4. HCC Comments WDLPP2 Sites – May 2014

This section reproduces a response from Hampshire County Council (the Highway Authority)on the emerging sites identified for inclusion within the Local Plan.

The Allocations Plan identifies a number of potential residential sites across the district. Each application will need to be supported by an appropriate form of transport assessment in order to demonstrate that the site can be accessed to the satisfaction of the highway authority. The scope and detail of the necessary transport assessment will vary according to the size of the proposed development and should be in accordance with the Department for Transport's Guidance on Transport Assessments (2007).

In particular the Highway Authority will need to be satisfied that new access arrangements to individual proposals are achievable within the existing highway boundary, or that additional land can be secured and dedicated as new highway to accommodate the proposals. The additional traffic generated by each site will need to be appropriately assessed to demonstrate that the proposals will not have a severe impact on the existing highway and transport network, or that suitable mitigation is identified and delivered. The impact of any proposals on road safety, and an appropriate review of recorded accidents will need to be provided where the size of the development makes this necessary or there are proposed changes to the highway layout.

At an appropriate level of detail, a review should also be undertaken to assess the accessibility of individual site by sustainable modes of transport, and any shortfall in infrastructure should be identified and suitable mitigation provided by the development. This could include the provision of missing sections of footway that link the site to important local destinations such as schools, shops or healthcare facilities, or the provision of public transport infrastructure to serve the site.

Whilst it has not been possible to review all of the proposed housing allocations, I have reviewed the proposed allocations that are considered strategic in transport terms (i.e. 100 units and above), and am able to provide the following specific comments in addition to the general comments made above. Those sites that are proposed for less than 100 units will need to be considered by your Agency Engineer under the terms of the Highways Development Control Agency Agreement.

Bishops Waltham

Albany Farm – HCC Comment May 2104

The development will form a new gateway into the town with access to be served from Winchester Road. It is noted that a new access point on Winchester Road is likely to be deliverable, although the impact on trees will need to be fully assessed.

There are a small number of local amenities and bus stops within reasonable walking distance from the development however trips to the town centre may be considered to be outside typically acceptable walking distances. A review of pedestrian and cycle routes should be provided together with identified improvements to encourage sustainable modes of travel between the site and the town centre.

The Vineyard – HCC Comment May 2104

It is not clear where the point of access into the site will be achieved as Tangier Lane appears constrained by narrow widths and on-street parking, whilst there is no physical connection between the red line boundary and The Avenue on which to provide an access. This matter will need to be resolved to the satisfaction of the highway authority.

Swanmore

Land to the north of The Lakes – HCC Comment May 2104

There are 3 individual sites identified to the north of The Lakes which are expected to provide 140 dwellings on the south western boundary of the residential area of Swanmore. Swanmore is a rural community with a Secondary School, Shop, and Primary School. It would be expected that the majority of travel for retail and employment from the proposed sites would be to destinations outside of Swanmore, although the transport assessment for these sites will need to consider sustainable access to local amenities.

It is not clear where vehicular access will be taken for the site/s. It is noted that an un-adopted road known as The Lakes runs parallel with the southern boundary of the site although it is understood that there are no plans to upgrade this road to provide access. It is unclear whether the sites would be accessed by more than one main vehicular access and where these points of access will be formed. It will be for any future planning application to demonstrate the means of access to these sites to the satisfaction of the highway authority.

It will also be necessary to demonstrate where pedestrian and cycle connections will be made into the site to provide access to the main settlement area of Swanmore.

Wickham

Winchester Road – HCC Comment May 2104

Hampshire County Council has advised on pre-application consultations regarding the site on Winchester Road. The form of junction into the site from Winchester Road will need to be demonstrated through further assessment as advised in HCC pre-application advice.

It will also be necessary to ensure the impacts from development traffic are suitably mitigated on the local highway network, including the Winchester Road/Blind Lane junction.

The site is within reasonable walking distance to the local amenities including shops and a GP surgery. Pedestrian facilities on Winchester Road are limited, particularly further south where footways are narrow. Alternative routes from the site to the village centre should be examined and promoted.

Colden Common

East of Main Road – HCC Comment May 2104

The location of the proposed site to the east of Main Road will require pedestrian and cycle improvements to enable safe and convenient linkages from the site to the centre of Colden Common to access local amenities, including the school and local shops.

New Alresford

Land east of Sun Lane – HCC Comment May 2104

Hampshire County Council has been involved in pre application discussions with the developer.

A junction from the A31 is being explored by the site promoter to provide access to the commercial uses, but with the possibility of opening for general access which would be available for all users. Alternative access would be from the neighbouring residential area, via largely residential streets. A number of constraints are noted on the local highway network, particularly on Sun Lane from the rail bridge to its junction with East Lane with narrow carriageway widths and on street parking. The Sun Lane/East Street junction has restricted visibility and a large increase in trips through this junction could impact upon

operational safety. These matters will need to be fully addressed though any future planning application to the satisfaction of the highway authority.

If a new access is promoted from the A31, the traffic impacts on the A31 and within New Alresford will need to be assessed to demonstrate that the impact on the highway network is acceptable or can be suitably mitigated. The assessment will need to consider in detail the amount of additional traffic that will divert through the residential roads to the new junction to access Alresford instead of using East and West Street as they currently do.

A review of pedestrian and cycle links from the site to the centre of New Alresford will also need to be provided, together with improvements required to provide safe and convenient routes. It is noted that Sun Lane beyond the railway bridge lacks footway provision.

Appendix 1: HCC Casualty Reduction & Engineering measures.

When engineering measures are installed at an accident location, the HCC team monitors it to see whether the works have made a difference. Sometimes this leads to new issues being identified and further works may be undertaken.

The annual casualty reduction engineering programme involves several different programmes/initiatives:

- **Casualty Reduction Partnership (CRP)**
- **Low cost programme (LCP)**
- **Carriageway surface treatment programme (CSTP)**
- **Capital safety audit programme (CSAP)**
- **Major infrastructure changes**

Casualty Reduction Partnership (CRP)

All fatal and potentially fatal accidents which occur on roads maintained by Hampshire County Council are the subject of an individual investigation by the Casualty Reduction Partnership.

The CRP consists of officers from the County Council, Hampshire police and the relevant district or borough council. The CRP meets monthly to examine fatal and potentially fatal accident sites.

Low cost programme (LCP)

Safety schemes using relatively low cost measures such as signing, lining, bollards, high friction surfacing and vehicle activated signs.

Carriageway surface treatment programme (CSTP)

A programme of surface dressing, resurfacing and retexturing works to improve the skidding resistance of the carriageway surface for roads with a higher than average proportion of accidents that have occurred in the wet.

Capital safety audit programme (CSAP)

A dedicated budget to maintain the various safety schemes across Hampshire.

Major infrastructure changes

E.g. new traffic signals, a roundabouts or major junction alterations. This is only considered if other measures have proved unsuccessful

'SITE ASSESSMENTS - TRANSPORT' for HOUSING SITES WDLPP2			
Settlement:	Bishop's Waltham	**SHLAA No:**	2390
Prev LP No.:		**Site Name:**	Albany Farm
Housing Units (30 per Ha):	120	**Potential trips (all day):**	840
Average distance to facilities:	1333 metres	**Pk trips in:**	46
'ACCESSIBILITY' rating:	**ADEQUATE**	**Pk trips out:**	25
Strategic sized site - HCC would deal		**Pk Hr trips:**	71
Transportation Asssessment required as housing number is more than 50 units			

Site Overview		
Access	Primary access could be provided via:	Winchester Road
	Secondary access could be provided via:	0
	Are visibility requirements likely to be met?	Yes
	Could access affect landscape / vegetation?	severe impact
Vehicles	Is vehicle speed data available?	No
	Existing Speed limits - Primary access	30 mph
	Existing Speed limits - Secondary Access	0 mph
Pedestrian	Pedestrian access to and around the site is	adequate
Cycles	Cycle access to and around the site is	poor

Public Transport	Nearest bus stops and services are found	200	metres away
	Pedestrian links to the bus stops are	adequate	
Assessment of access to and provision of bus services	Access to bus services is within 400 metres of the site, so provision is considered as excellent.		

Local centre, shops & facilities	Nearest local shops and facilities are found	1600	metres away
	Pedestrian links to the shops & facilities are	adequate	
Assessment of access to local centre, shops and facilities	Access to these facilites is between 800 & 1600 metres, which is considered adequate. Whilst not ideal, it would not necessarily preclude site development.		

Local Primary Schools	Nearest local Primary schools are found	2200	metres away
	Pedestrian links to the local schools are	adequate	
Assessment of access to local junior schools	Access to these facilites is over 1600 metres, which is considered to be poor as it is too distant to for most users to walk and would suggest that other sites could be preferable.		

Site Summary / Additional Notes	
Site requirements - Development of this site is likely to need	major works on and off site

Rated 'adequate' for accessibility, but as this site is located a considerable distance from some of the local faciliites - in particular the primary schools, it would suggest that its development would be over reliant on car based transport and that the development of other sites with 'good' accessibility could be preferable in transport terms. Previous comment - If this and other sites in the SW quadrant of Bishops Waltham are put forward as development sites a coherent package of highways works and roads would be required to provide safe and appropriate access.
Additional Comment: Emerging strategy for the sites at Albany Farm, The Vineyard and Martin Street needs to be supported by the provision of a dedicated footway/cycleway lining these sites to the town, this should be through or to the south of the existing and new development areas and not along the route of the Winchester Road.

SITE ASSESSMENTS FOR WINCHESTER DISTRICT LOCAL PLAN PART2	
Settlement: Bishop's Waltham	**Site Name:** Albany Farm

Other Traffic & Transport Considerations					
Winchester Road		40 mph limit		8.2	Metres (width)
85% speed	0 mph	Traffic Flow		9581	veh/day
A road width of over 6 metres is suitable for all traffic needs					
0		0 mph limit		0	Metres (width)
85% speed	mph	Traffic Flow			veh/day
Visibility sight line requirements either set by :(MfS: < 37mph; DMRB: > 37mph)	Winchester Road				metres
	0				metres

Highway capacity impact assessement	Winchester Road		9581	24 hr flow
	861	AM pk hr	877	PM pk hr
Indicative 'worse case' traffic impact on local classified highway	840	trips all day	9%	Increase
	71	pk hr trips	8%	Increase
Further detailed trafffic impact assessment required as increase is above 5%				
Road Type (DMRB) UAP 2	25200	12hr capacity	2100	Pk Hr capacity
Congestion indicator (flow/capacity)	41%	all day	45%	peak hour

Site Access Considerations & Details	
Access arrangement - Types and adequacy of each junction	To be determined at planning application stage when the scale and nature of the development is clearer
Identified transport improvements	Dedicated footway / cycle way route into town plus CIL contributions will go towards local identified schemes
On street parking issues/need for waiting restrictions	None
Personal Injury Accident record	See separate report on Personal Injury Accidents
Street lighting	Street lights do exist on on the primary access route
Significant constraints	Removal of sections of the existing vegetation will be required to provide access to the site for vehicles and pedestrians.
Other known highway constraints	
Previous highway authority comments/advice	Site has been subject of discussions with HCC
Suitability of highway for on road cycling (traffic speed/volume)	The local roads have relatively high traffic flow/speeds, so may be viewed as unwelcoming for cyclists
Barriers to walking/cycling (busy roundabouts / junctions / roads)	The local highway network has some barriers to pedestrian and cycle use
Emerging access strategy for Albany Farm, The Vinyard and Martin Street needs to be supported by the provision of a dedicated footway/cycleway linking these sites to the town	

SITE ASSESSMENTS FOR WINCHESTER DISTRICT LOCAL PLAN PART2	
Settlement: Bishop's Waltham	**Site Name:** Albany Farm

Pedestrian & Cycling provision & access to facilities, schools and public transport			
Footway provision on access roads	Option A:	Winchester Road 1.6	metres
	A footway width 1.5 metres or more is an acceptable provision		
	Option B:	0 0	metres
Improvements to footways identified	Extensive improvements to local footway provision is required to make the site acceptable		

Public Transport provision & facilities (*only bus routes / services in excess of 1 bus per hour mon-sat are considered)			
What is the nearest point of the site to the local bus stops measured in metres?	100	What is the furthest point of the site to the local bus stops measured in metres?	200
Proximity to public transport is considered to be	Excellent	to	Excellent
Do continuous footways >1.5 m wide exist between the site and bus stops?			No
If continuous footways do not exist, is there space in the verge to provide?			N/A
Details of bus services	Route 69: Winchester - Twyford - Colden Common - Fair Oak - Bishop's Waltham - Swanmore - Waltham Chase - Wickham - Fareham, 0700 -1900 Mon-Sat Hourly, No Sunday Service		
Details of bus services	Route 7, 8 & 8/7: Eastleigh - Colden Common - Fair Oak - Hedge End - Botley - Waltham Chase - Swanmore - Bishop's Waltham & Bishops Waltham - Durley - Horton Heath - West End - Bitterne - Southampton, 0730 -1930 Mon-Sat Hourly (HCC), No Sunday Service		
Access to bus services is within 400 metres of the site, so provision is considered as excellent.			

Access to Local centre / shops / facilities			
What is the nearest point of the site to the local centre measured in metres?	1300	What is the furthest point of the site to the local centre measured in metres?	1600
Proximity to local facilities is considered to be	Adequate	to	Adequate
Do continuous footways >1.5 m wide exist between the site and local centre?			No
If continuous footways do not exist, is there space in the verge to provide?			N/A
Access to these facilites is between 800 & 1600 metres, which is considered adequate. Whilst not ideal, it would not necessarily preclude site development.			

Access to local Primary (Infant / Junior) Schools			
What is the nearest point of the site to the local schools measured in metres?	1900	What is the furthest point of the site to the local schools measured in metres?	2200
Proximity to local Schools is considered to be	Poor	to	Poor
Do continuous footways >1.5 m wide exist between the site and local schools?			No
If continuous footways do not exist, is there space in the verge to provide?			N/A
Access to these facilites is over 1600 metres, which is considered to be poor as it is too distant to for most users to walk and would suggest that other sites could be preferable.			

'SITE ASSESSMENTS - TRANSPORT' for HOUSING SITES WDLPP2			
Settlement:	Bishop's Waltham	**SHLAA No:**	356 North
Prev LP No.:		**Site Name:**	The Vineyard
Housing Units (30 per Ha):	100	**Potential trips (all day):**	700
Average distance to facilities:	1233 metres	**Pk trips in:**	39
'ACCESSIBILITY' rating:	**ADEQUATE**	**Pk trips out:**	21
Strategic sized site - HCC would deal		**Pk Hr trips:**	60
Transportation Asssessment required as housing number is more than 50 units			

Site Overview		
Access	Primary access could be provided via:	Albany Road
	Secondary access could be provided via:	The Avenue
	Are visibility requirements likely to be met?	Yes
	Could access affect landscape / vegetation?	little impact
Vehicles	Is vehicle speed data available?	No
	Existing Speed limits - Primary access	30 mph
	Existing Speed limits - Secondary Access	30 mph
Pedestrian	Pedestrian access to and around the site is	adequate
Cycles	Cycle access to and around the site is	adequate

Public Transport	Nearest bus stops and services are found	500	metres away
	Pedestrian links to the bus stops are	adequate	
Assessment of access to and provision of bus services	Access to bus services is found between 400 & 800 metres from the site, so provision is considered as adequate.		

Local centre, shops & facilities	Nearest local shops and facilities are found	1300	metres away
	Pedestrian links to the shops & facilities are	adequate	
Assessment of access to local centre, shops and facilities	Access to these facilites is between 800 & 1600 metres, which is considered adequate. Whilst not ideal, it would not necessarily preclude site development.		

Local Primary Schools	Nearest local Primary schools are found	1900	metres away
	Pedestrian links to the local schools are	adequate	
Assessment of access to local junior schools	Access to these facilites is over 1600 metres, which is considered to be poor as it is too distant to for most users to walk and would suggest that other sites could be preferable.		

Site Summary / Additional Notes	
Site requirements - Development of this site is likely to need	major works on and off site

Rated 'adequate' for accessibility, as this site is located a considerable distance from some local faciliites - in particular the primary schools, it could suggest that its development would be over reliant on car based transport and that the development of other sites with 'good' accessibility could be preferable in transport terms. The likely access roads are Albany Road, Tangiers Lane & The Avenue - these are existing residential streets / cul-de-sacs. Whilst it is likely that some level of development can be accommodated from such roads, the actual level that can be safely accommodated has not been determined, and an access strategy would need to be agreed with HCC. Additional Comment: Emerging strategy for the sites at Albany Farm, The Vineyard and Martin Street needs to be supported by the provision of a dedicated footway/cycleway linking these sites to the town, this should be through or to the south of the existing and new development areas and not along the route of the Winchester Road.

SITE ASSESSMENTS FOR WINCHESTER DISTRICT LOCAL PLAN PART2	
Settlement: Bishop's Waltham	**Site Name:** The Vineyard

Other Traffic & Transport Considerations					
Albany Road	30	mph limit		5.6	Metres (width)
85% speed	mph		Traffic Flow		veh/day
A road width of 5.5 metres is the lowest minimum width for all purpose traffic					
The Avenue	30	mph limit		5.6	Metres (width)
85% speed	mph		Traffic Flow		veh/day
A road width of 5.5 metres is the lowest minimum width for all purpose traffic					
Visibility sight line requirements either set by :(MfS: < 37mph; DMRB: > 37mph)	Albany Road				metres
	The Avenue				metres

Highway capacity impact assessement	Winchester Road		9581	24 hr flow
	861	AM pk hr	877	PM pk hr
Indicative 'worse case' traffic impact on local classified highway	700	trips all day	7%	Increase
	60	pk hr trips	7%	Increase
Further detailed trafffic impact assessment required as increase is above 5%				
Road Type (DMRB) UAP 3	22200	12hr capacity	1850	Pk Hr capacity
Congestion indicator (flow/capacity)	46%	all day	51%	peak hour

Site Access Considerations & Details	
Access arrangement - Types and adequacy of each junction	To be determined at planning application stage when the scale and nature of the development is clearer
Identified transport improvements	Dedicated footway / cycle way route into town plus CIL contributions will go towards local identified schemes
On street parking issues/need for waiting restrictions	parking controls potentially needed in access roads - depending on access strategy developed
Personal Injury Accident record	See separate report on Personal Injury Accidents
Street lighting	Street lights do exist on on the primary access route
	Street lights do exist on on the secondary access route
Significant constraints	The identified access roads are existing residential streets and an access and traffic management plan would be required
Other known highway constraints	
Previous highway authority comments/advice	
Suitability of highway for on road cycling (traffic speed/volume)	The local roads have relatively low traffic flow/speeds, so may be viewed as acceptable for cycling
Barriers to walking/cycling (busy roundabouts / junctions / roads)	The local highway network has some barriers to pedestrian and cycle use
Emerging access strategy for Albany Farm, The Vinyard and Martin Street needs to be supported by the provision of a dedicated footway/cycleway linking these sites to the town. Access road strategy for The Vineyard could be spread over Albany Road, Tangier Lane and The Avenue to spread traffic loadings.	

SITE ASSESSMENTS FOR WINCHESTER DISTRICT LOCAL PLAN PART2	
Settlement: Bishop's Waltham	**Site Name:** The Vineyard

Pedestrian & Cycling provision & access to facilities, schools and public transport			
Footway provision on access roads	Option A:	Albany Road 1.6	metres
	A footway width 1.5 metres or more is an acceptable provision		
	Option B:	The Avenue 2.1	metres
	A footway width 1.5 metres or more is an acceptable provision		
Improvements to footways identified	Extensive improvements to local footway provision is required to make the site acceptable		

Public Transport provision & facilities (*only bus routes / services in excess of 1 bus per hour mon-sat are considered)			
What is the nearest point of the site to the local bus stops measured in metres?	300	What is the furthest point of the site to the local bus stops measured in metres?	500
Proximity to public transport is considered to be	Excellent	to	Adequate
Do continuous footways >1.5 m wide exist between the site and bus stops?			No
If continuous footways do not exist, is there space in the verge to provide?			Yes
Details of bus services	Route 69: Winchester - Twyford - Colden Common - Fair Oak - Bishop's Waltham - Swanmore - Waltham Chase - Wickham - Fareham, 0700 -1900 Mon-Sat Hourly, No Sunday Service		
Details of bus services	Route 7, 8 & 8/7: Eastleigh - Colden Common - Fair Oak - Hedge End - Botley - Waltham Chase - Swanmore - Bishop's Waltham & Bishops Waltham - Durley - Horton Heath - West End - Bitterne - Southampton, 0730 -1930 Mon-Sat Hourly (HCC), No Sunday Service		
Access to bus services is found between 400 & 800 metres from the site, so provision is considered as adequate.			

Access to Local centre / shops / facilities			
What is the nearest point of the site to the local centre measured in metres?	900	What is the furthest point of the site to the local centre measured in metres?	1300
Proximity to local facilities is considered to be	Adequate	to	Adequate
Do continuous footways >1.5 m wide exist between the site and local centre?			No
If continuous footways do not exist, is there space in the verge to provide?			Yes
Access to these facilites is between 800 & 1600 metres, which is considered adequate. Whilst not ideal, it would not necessarily preclude site development.			

Access to local Primary (Infant / Junior) Schools			
What is the nearest point of the site to the local schools measured in metres?	1500	What is the furthest point of the site to the local schools measured in metres?	1900
Proximity to local Schools is considered to be	Adequate	to	Poor
Do continuous footways >1.5 m wide exist between the site and local schools?			No
If continuous footways do not exist, is there space in the verge to provide?			Yes
Access to these facilites is over 1600 metres, which is considered to be poor as it is too distant to for most users to walk and would suggest that other sites could be preferable.			

'SITE ASSESSMENTS - TRANSPORT' for HOUSING SITES WDLPP2			
Settlement:	Bishop's Waltham	**SHLAA No:**	284
Prev LP No.:		**Site Name:**	Martin Street
Housing Units (30 per Ha):	80	**Potential trips (all day):**	560
Average distance to facilities:	900 metres	**Pk trips in:**	31
'ACCESSIBILITY' rating:	**ADEQUATE**	**Pk trips out:**	17
		Pk Hr trips:	48
Transportation Asssessment required as housing number is more than 50 units			

Site Overview		
Access	Primary access could be provided via:	Martin Street
	Secondary access could be provided via:	0
	Are visibility requirements likely to be met?	Yes
	Could access affect landscape / vegetation?	little impact
Vehicles	Is vehicle speed data available?	No
	Existing Speed limits - Primary access	30 mph
	Existing Speed limits - Secondary Access	0 mph
Pedestrian	Pedestrian access to and around the site is	poor
Cycles	Cycle access to and around the site is	adequate

Public Transport	Nearest bus stops and services are found	500	metres away
	Pedestrian links to the bus stops are	poor	
Assessment of access to and provision of bus services	Access to bus services is found between 400 & 800 metres from the site, so provision is considered as adequate.		

Local centre, shops & facilities	Nearest local shops and facilities are found	800	metres away
	Pedestrian links to the shops & facilities are	poor	
Assessment of access to local centre, shops and facilities	Access to these facilites is between 800 & 1600 metres, which is considered adequate. Whilst not ideal, it would not necessarily preclude site development.		

Local Primary Schools	Nearest local Primary schools are found	1400	metres away
	Pedestrian links to the local schools are	poor	
Assessment of access to local junior schools	Access to these facilites is over 1600 metres, which is considered to be poor as it is too distant to for most users to walk and would suggest that other sites could be preferable.		

Site Summary / Additional Notes	
Site requirements - Development of this site is likely to need	major works on and off site

Almost rated 'good' for accessibility, but this site is located a considerable distance from some of the local primary schools. The likely access road - Martin Street is an existing residential cul-de-sac without footways, this would need upgrading and improving to provide safe footway links from the development. Additional Comment: Emerging strategy for the sites at Albany Farm, The Vineyard and Martin Street needs to be supported by the provision of a dedicated footway/cycleway lining these sites to the town, this should be through or to the south of the existing and new development areas and not along the route of the Winchester Road.

SITE ASSESSMENTS FOR WINCHESTER DISTRICT LOCAL PLAN PART2	
Settlement: Bishop's Waltham	**Site Name:** Martin Street

Other Traffic & Transport Considerations					
Martin Street		30 mph limit		6.6 Metres (width)	
85% speed	mph		Traffic Flow		veh/day
A road width of over 6 metres is suitable for all traffic needs					
0		0 mph limit		0 Metres (width)	
85% speed	mph		Traffic Flow		veh/day
Visibility sight line requirements either set by :(MfS: < 37mph; DMRB: > 37mph)	Martin Street				metres
	0				metres

Highway capacity impact assessement	Winchester Road		9581	24 hr flow
	861	AM pk hr	877	PM pk hr
Indicative 'worse case' traffic impact on local classified highway	560	trips all day	6%	Increase
	48	pk hr trips	5%	Increase
Further detailed trafffic impact assessment required as increase is above 5%				
Road Type (DMRB) UAP 3	22200	12hr capacity	1850	Pk Hr capacity
Congestion indicator (flow/capacity)	46%	all day	50%	peak hour

Site Access Considerations & Details	
Access arrangement - Types and adequacy of each junction	To be determined at planning application stage when the scale and nature of the development is clearer
Identified transport improvements	Dedicated footway / cycle way route into town plus CIL contributions will go towards local identified schemes
On street parking issues/need for waiting restrictions	potentially in access roads - depending on access strategy developed
Personal Injury Accident record	See separate report on Personal Injury Accidents
Street lighting	No street lighting exists on the primary access route
Significant constraints	The identified access roads are existing residential streets and an access and traffic management plan would be required
Other known highway constraints	none
Previous highway authority comments/advice	
Suitability of highway for on road cycling (traffic speed/volume)	The local roads have relatively low traffic flow/speeds, so may be viewed as acceptable for cycling
Barriers to walking/cycling (busy roundabouts / junctions / roads)	The local highway network has some barriers to pedestrian and cycle use
Emerging access strategy for Albany Farm, The Vinyard and Martin Street needs to be supported by the provision of a dedicated footway/cycleway linking these sites to the town. Extensive works required to provide footways in Martin Street and/or access to and improvements of local trail which uses the old railway line .	

SITE ASSESSMENTS FOR WINCHESTER DISTRICT LOCAL PLAN PART2	
Settlement: Bishop's Waltham	**Site Name:** Martin Street

Pedestrian & Cycling provision & access to facilities, schools and public transport			
Footway provision on access roads	Option A:	Martin Street 0	metres
	Unless traffic or pedestian flows are very low, the absence of a footway is not acceptable and provision is required		
	Option B:	0 0	metres
Improvements to footways identified	Extensive improvements to local footway provision is required to make the site acceptable		

Public Transport provision & facilities (*only bus routes / services in excess of 1 bus per hour mon-sat are considered)			
What is the nearest point of the site to the local bus stops measured in metres?	300	What is the furthest point of the site to the local bus stops measured in metres?	500
Proximity to public transport is considered to be	Excellent	to	Adequate
Do continuous footways >1.5 m wide exist between the site and bus stops?			No
If continuous footways do not exist, is there space in the verge to provide?			Yes
Details of bus services	Route 69: Winchester - Twyford - Colden Common - Fair Oak - Bishop's Waltham - Swanmore - Waltham Chase - Wickham - Fareham, 0700 -1900 Mon-Sat Hourly, No Sunday Service		
Details of bus services	Route 7, 8 & 8/7: Eastleigh - Colden Common - Fair Oak - Hedge End - Botley - Waltham Chase - Swanmore - Bishop's Waltham & Bishops Waltham - Durley - Horton Heath - West End - Bitterne - Southampton, 0730 -1930 Mon-Sat Hourly (HCC), No Sunday Service		
Access to bus services is found between 400 & 800 metres from the site, so provision is considered as adequate.			

Access to Local centre / shops / facilities			
What is the nearest point of the site to the local centre measured in metres?	600	What is the furthest point of the site to the local centre measured in metres?	800
Proximity to local facilities is considered to be	Good	to	Good
Do continuous footways >1.5 m wide exist between the site and local centre?			No
If continuous footways do not exist, is there space in the verge to provide?			Yes
Access to these facilites is between 800 & 1600 metres, which is considered adequate. Whilst not ideal, it would not necessarily preclude site development.			

Access to local Primary (Infant / Junior) Schools			
What is the nearest point of the site to the local schools measured in metres?	1200	What is the furthest point of the site to the local schools measured in metres?	1400
Proximity to local Schools is considered to be	Adequate	to	Adequate
Do continuous footways >1.5 m wide exist between the site and local schools?			No
If continuous footways do not exist, is there space in the verge to provide?			Yes
Access to these facilites is over 1600 metres, which is considered to be poor as it is too distant to for most users to walk and would suggest that other sites could be preferable.			

'SITE ASSESSMENTS - TRANSPORT' for HOUSING SITES WDLPP2			
Settlement:	Bishop's Waltham	**SHLAA No:**	2519
Prev LP No.:		**Site Name:**	Coppice Hill
Housing Units (30 per Ha):	80	**Potential trips (all day):**	560
Average distance to facilities:	633 metres	**Pk trips in:**	31
'ACCESSIBILITY' rating:	**GOOD**	**Pk trips out:**	17
		Pk Hr trips:	48
Transportation Asssessment required as housing number is more than 50 units			

Site Overview		
Access	Primary access could be provided via:	B2177 - Coppice Hill
	Secondary access could be provided via:	0
	Are visibility requirements likely to be met?	Yes
	Could access affect landscape / vegetation?	some impact
Vehicles	Is vehicle speed data available?	Yes
	Existing Speed limits - Primary access	30 mph
	Existing Speed limits - Secondary Access	0 mph
Pedestrian	Pedestrian access to and around the site is	good
Cycles	Cycle access to and around the site is	adequate

Public Transport	Nearest bus stops and services are found	400	metres away
	Pedestrian links to the bus stops are	good	
Assessment of access to and provision of bus services	Access to bus services is within 400 metres of the site, so provision is considered as excellent.		

Local centre, shops & facilities	Nearest local shops and facilities are found	600	metres away
	Pedestrian links to the shops & facilities are	good	
Assessment of access to local centre, shops and facilities	Access to these facilites is between 400 & 800 metres, which is considered good. Whilst not ideal, it presents no difficulties in site development terms.		

Local Primary Schools	Nearest local Primary schools are found	900	metres away
	Pedestrian links to the local schools are	good	
Assessment of access to local junior schools	Access to these facilites is between 800 & 1600 metres, which is considered adequate. Whilst not ideal, it would not necessarily preclude site development.		

Site Summary / Additional Notes	
Site requirements - Development of this site is likely to need	minor works on and off site

No overriding Issues - Good Accessibility. Coppice hill incorporates two SHLAA sites and will need a comprehensive access package developed to serve both sites, including safe vehicular access onto B2177 and pedestrian crossing faciliites. New footways along south side of B2177 may be required, or improved footways on the north side providing improved access into town.

SITE ASSESSMENTS FOR WINCHESTER DISTRICT LOCAL PLAN PART2	
Settlement: Bishop's Waltham	**Site Name:** Coppice Hill

Other Traffic & Transport Considerations					
B2177 - Coppice Hill		30 mph limit		7.4 Metres (width)	
85% speed	n/a mph		Traffic Flow	11597 veh/day	
A road width of over 6 metres is suitable for all traffic needs					
0		0 mph limit		0 Metres (width)	
85% speed	mph		Traffic Flow	veh/day	
Visibility sight line requirements either set by :(MfS: < 37mph; DMRB: > 37mph)	B2177 - Coppice Hill				metres
	0				metres

Highway capacity impact assessement	B2177 - Coppice Hill		11597 24 hr flow	
	1022 AM pk hr		1051 PM pk hr	
Indicative 'worse case' traffic impact on local classified highway	560 trips all day		5% Increase	
	48 pk hr trips		5% Increase	
Further detailed trafffic impact assessment required as increase is above 5%				
Road Type (DMRB) UAP 3	26004	12hr capacity	2167	Pk Hr capacity
Congestion indicator (flow/capacity)	47%	all day	51%	peak hour

Site Access Considerations & Details	
Access arrangement - Types and adequacy of each junction	To be determined at planning application stage when the scale and nature of the development is clearer
Identified transport improvements	CIL contributions will go towards local identified schemes
On street parking issues/need for waiting restrictions	None identified
Personal Injury Accident record	See separate report on Personal Injury Accidents
Street lighting	No street lighting exists on the primary access route
Significant constraints	Removal of sections of the existing vegetation will be required to provide access to the site for vehicles and pedestrians.
Other known highway constraints	
Previous highway authority comments/advice	
Suitability of highway for on road cycling (traffic speed/volume)	The local roads have relatively high traffic flow/speeds, so may be viewed as unwelcoming for cyclists
Barriers to walking/cycling (busy roundabouts / junctions / roads)	The local highway network has some barriers to pedestrian and cycle use
Whilst the site fronts the main B2177, the provision of safe crossing facilities will allow pedestrians and cyclists access to a network of quieter residential roads in and around the town.	

SITE ASSESSMENTS FOR WINCHESTER DISTRICT LOCAL PLAN PART2	
Settlement: Bishop's Waltham	**Site Name:** Coppice Hill

Pedestrian & Cycling provision & access to facilities, schools and public transport			
Footway provision on access roads	Option A:	B2177 - Coppice Hill 1.6	metres
	A footway width 1.5 metres or more is an acceptable provision		
	Option B:	0 0	metres
Improvements to footways identified	Some improvements to local footway provision is required to make the site acceptable		

Public Transport provision & facilities (*only bus routes / services in excess of 1 bus per hour mon-sat are considered)			
What is the nearest point of the site to the local bus stops measured in metres?	200	What is the furthest point of the site to the local bus stops measured in metres?	400
Proximity to public transport is considered to be	Excellent	to	Excellent
Do continuous footways >1.5 m wide exist between the site and bus stops?			Yes
If continuous footways do not exist, is there space in the verge to provide?			
Details of bus services	Route 69: Winchester - Twyford - Colden Common - Fair Oak - Bishop's Waltham - Swanmore - Waltham Chase - Wickham - Fareham, 0700 -1900 Mon-Sat Hourly, No Sunday Service		
Details of bus services	Route 7, 8 & 8/7: Eastleigh - Colden Common - Fair Oak - Hedge End - Botley - Waltham Chase - Swanmore - Bishop's Waltham & Bishops Waltham - Durley - Horton Heath - West End - Bitterne - Southampton, 0730 -1930 Mon-Sat Hourly (HCC), No Sunday Service		
Access to bus services is within 400 metres of the site, so provision is considered as excellent.			

Access to Local centre / shops / facilities			
What is the nearest point of the site to the local centre measured in metres?	300	What is the furthest point of the site to the local centre measured in metres?	600
Proximity to local facilities is considered to be	Excellent	to	Good
Do continuous footways >1.5 m wide exist between the site and local centre?			Yes
If continuous footways do not exist, is there space in the verge to provide?			N/A
Access to these facilites is between 400 & 800 metres, which is considered good. Whilst not ideal, it presents no difficulties in site development terms.			

Access to local Primary (Infant / Junior) Schools			
What is the nearest point of the site to the local schools measured in metres?	700	What is the furthest point of the site to the local schools measured in metres?	900
Proximity to local Schools is considered to be	Good	to	Adequate
Do continuous footways >1.5 m wide exist between the site and local schools?			Yes
If continuous footways do not exist, is there space in the verge to provide?			N/A
Access to these facilites is between 800 & 1600 metres, which is considered adequate. Whilst not ideal, it would not necessarily preclude site development.			