



## Introduction

- 10.1 This Chapter sets out the Local Planning and Highway Authorities' general proposals 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 of Transport, Local Government and the Regions (DTLR) 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 a five year period. It also identifies, in principle, the measures that will need to be implemented over the full 10 year period of the Local Plan and is fully consistent and integrated with the County Structure Plan (Review). The Local Transport Plan has 5 key objectives:
- to widen travel choice;
  - to promote safety;
  - to make best use of transport networks;
  - to maintain the transport networks;
  - to continue to develop partnership with the community.

- 10.5 Land use proposals 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

#### *Proposal T.1*

*Development which accords with other relevant proposals 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 (see also Proposal SF.1). Where appropriate, a Green 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 Proposal SF.1. Developers promoting out of centre 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. 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 Green 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.



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10.9 The Local Plan's countryside proposals (in particular Proposal C.16) 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 Proposal 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

#### Proposal T.2

*Development that accords with other relevant proposals 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 DTLR'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 DTLR) 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 DTLR 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

#### Proposal 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

### *Proposal T.4*

*Development that accords with other relevant proposals 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.*

*Maximum parking standards have been set by Government. In some circumstances, parking provision can be reduced below these levels and sometimes omitted from development sites, particularly where they are in town centres and are well served by other means of travel. Contributions will be sought towards the relevant integrated transport strategy, where appropriate, particularly where the development has reduced levels of car parking provision.*

- 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 new 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, taking into account controls over on-street parking. 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

### *Proposal T.5*

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

### *Proposal 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, provided they accord with other relevant proposals of this Plan.*

- 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 Winchester Movement and Access Plan (WMAP) for Winchester, the Central Hampshire Rural Transport Strategy (CHARTS) and the South East Hampshire Transport Strategy (SEHTS). These have been developed jointly by the County and District Councils.

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### Public transport

- 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.

### Proposal T.7

*In order to assist the development of an integrated transport network, planning permission will be granted for:*

- (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,*

*where this accords with Proposal DP.3 and other relevant proposals of this Plan.*

- 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 local 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.



*"There is potential to make better use of local stations as public transport hubs for the surrounding rural hinterlands"*



- 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.

### Cycling, walking and bridleways

#### Proposal T.8

*Proposals to improve and extend the footway, footpath, cycleway and bridleway network will be permitted, where they accord with other relevant proposals of this Plan.*

- 10.27 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.



*"Significant improvements to existing pedestrian and cycle networks will be required"*

- 10.28 In the rural parts of the District, a cycling strategy has been developed as part of CHARTS 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 WMAP area. This has identified and prioritised cycle schemes within Winchester.
- 10.29 The Quiet Roads Initiative, promoted by the Countryside Agency, aims to make selected rural lanes more attractive for walking, cycling and horse riding. The County Council will seek to implement the Quiet Roads Initiative in appropriate locations in the rural part of the District.

### Freight

#### Proposal T.9

*In order to promote the use of rail or freight movements, rail freight interchange facilities will be permitted, where they accord with other relevant proposals of this Plan. Existing rail freight facilities and sidings at Micheldever and Botley will be safeguarded.*

- 10.30 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.
- 10.31 There is concern in rural areas about the impact of heavy goods vehicles on unsuitable roads. Through CHARTS, the County Council will consider measures to address the movement of freight in and around the countryside.
- 10.32 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 Proposal C.13). Proposals to establish new rail freight interchange facilities in the Plan area will be favourably considered providing their location would not create an unacceptable



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environmental impact on the surrounding area, and subject to other proposals of this Plan.

### Traffic Management

10.33 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 WMAP and CHARTS, the main objectives for implementing traffic management schemes are to ameliorate road safety and environmental problems. A wide range of measures could be considered to achieve these objectives, including, for example, speed reduction measures, new pedestrian crossing facilities and pedestrianisation schemes.

#### *Proposal 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.*

10.34 Within the CHARTS area, 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

#### *Proposal 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.*

10.35 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.

10.36 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.

#### *Proposal 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 7);*
- (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 43).*

10.37 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**

10.38 The Highways Agency is responsible for maintaining and improving the trunk road network. An integrated multi-modal transport study is underway for the M27 corridor in south Hampshire. A multi-modal study is proposed for the A34(T), north of Southampton. The Planning and Highway Authorities wish to see this study progressed at the earliest opportunity, including addressing congestion problems at M3 Junction 9 and the associated problems these cause on the local highway network.

10.39 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. This requires third party land

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and will 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.



*"Winchester's heritage and environment are of international importance"*