

Hampshire Local Transport Plan

Part A: Long Term Strategy Local Area Strategies



Chapter 5: Transport Strategy for North Hampshire

Characteristics and context

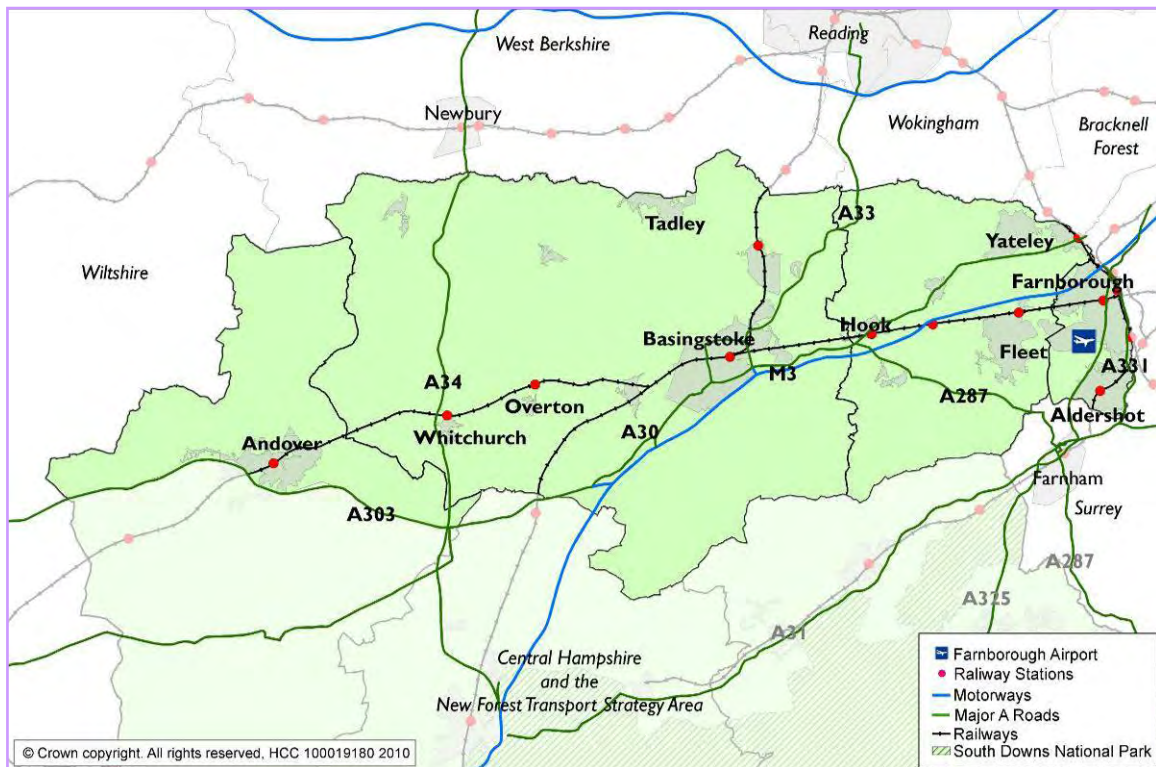
The North Hampshire Transport Strategy covers the administrative districts of Basingstoke and Deane Borough Council, Hart District Council and Rushmoor Borough Council together with the northern part of Test Valley. It contains several large urban settlements, namely Andover, Basingstoke, Fleet, Farnborough and Aldershot. In terms of population, the largest urban settlement in the North Hampshire Strategy area is Basingstoke with a total population of approximately 97,000 people. The main settlements within Rushmoor are Farnborough (with a population of 57,000) and Aldershot (with a population of 34,000). Fleet is the largest settlement in Hart District with a population of approximately 32,000 people. Andover in northern Test Valley has a population of approximately 52,000 people.

There are also a number of smaller settlements located in North Hampshire, such as Hook, Overton, Tadley, Whitchurch and Yateley, with a total population ranging from approximately 4,500 to 20,000 people. The remainder of the North Hampshire area is largely of a rural nature with a number of villages located within an extensive rural hinterland.

North Hampshire is rich in biodiversity, reflected by the presence of internationally and nationally designated nature conservation sites, such as the North Wessex Downs AONB, and a large number of Biodiversity Action Plan (BAP) priority habitats and species.

Figure 5.1 below shows the extent of this strategy area covered within this chapter.

Figure 5.1 – Map of the North Hampshire Transport Strategy area



Challenges

Significant transport challenges in North Hampshire relate to the area's historical and future planned spatial development and economic growth. The Coalition Government's twin priorities for transport of supporting economic prosperity and carbon reduction, together with an increased emphasis on sustainable transport in the short to medium term, accord with the transport challenges the County Council has identified in this area. The principal challenges for North Hampshire are:

- Ensuring that the existing high-quality transport network is effectively maintained and managed and is increasingly resilient to the effects of extreme weather events.
- Higher than average levels of car ownership and travel patterns dominated by car travel.
- Ensuring that the transport network supports and enables economic growth and contributes towards efforts by the Enterprise M3 Local Enterprise Partnership to create jobs and improve economic competitiveness.
- Worsening congestion and the need to mitigate anticipated transport impacts of planned growth on the strategic and local highway network, both within the area and into neighbouring areas such as Reading, Woking and Guildford.
- Out-commuting and long-distance commuting due to the strategic location of the area and the attraction of London. There are excellent regional, national and international transport connections, especially by road and rail.
- Reducing car dependency through development of high-quality public transport alternatives, in partnership with operators and 'Smarter Choices' programmes.
- Ensuring the timely delivery of transport infrastructure, information services and sustainable transport measures to support, and mitigate the impact of, new development.
- The need to conserve and enhance biodiversity, particularly where it is affected by the road network.
- Supporting the regeneration of Aldershot, including major development of the Aldershot Urban Extension (AUE) and planned growth in Basingstoke and Andover.
- Managing and mitigating the impacts of increasing traffic, including HGV movements on core routes and in more rural areas.
- Improved public transport access to key destinations such as Heathrow Airport.
- Enabling the rail network to play a greater role in catering for local commuter journeys and supporting measures to improve access for all.
- Securing investment to improve capacity and journey time reliability on strategic national corridors (M3, A34 and A303) using 'managed motorway' solutions.
- Encouraging the development of IT infrastructure, including high-capacity broadband (building on planned investment in Basingstoke and Whitchurch) to enable increased home-working, thereby reducing peak time travel.

The Road Network

The road network in North Hampshire provides important strategic inter-urban links and will continue to be the backbone of the transport system. The area has good connectivity to the strategic road network, including the M3, M4, M25, A34(T) and A303(T). It has good road



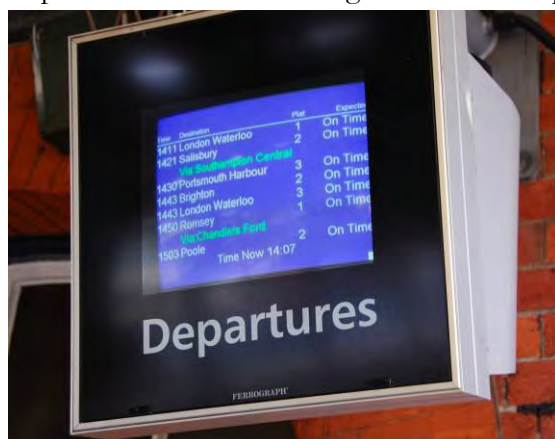
connections to London, Heathrow Airport, the Midlands and the South Coast as well as links to urban centres in neighbouring counties such as Newbury, Reading, Woking and Guildford. It is important these routes remain relatively free of congestion to accommodate possible growth in the area. Peak time capacity problems exist on some inter-urban and rural roads, such as the A33, A287, A339, A340, A343 and B3400, especially where they provide access to particular busy junctions, such as on the approach to Basingstoke.

Many locations in the vicinity of the M3 motorway junctions have developed into highly accessible business parks, but the attractiveness of these as an employment location could be undermined by further peak hour traffic congestion. Potential options that could be considered for delivery in support of the highway network are:

- Workplace Travel Planning in business park locations near the M3, using the ‘[Smarter Ways to Work Farnborough](http://www3.hants.gov.uk/workplacetravel/smarterwaystoworkfarnborough.htm)’ project¹¹⁹ as a template
- Targeted measures to improve capacity at congestion bottlenecks and optimise management of the highway network
- In association with the Highways Agency, investigate the potential for:
 - ‘managed motorway’ measures on the M3 between Basingstoke and the Farnborough area, such as ramp metering at junctions, including a review of the benefits and implications of these measures
 - enhancing the M3/A303(T) junction west of Basingstoke, including noise-reducing measures
- Measures to widen travel choice and transport information services
- Mitigation of the travel impacts arising from new development
- Support for low-carbon vehicle technologies through provision of electric vehicle charging points in key centres

The Rail Network

Rail plays a vital role in providing for longer-distance commuting and local journeys. Basingstoke acts as the rail hub, with good services to Southampton, (including the airport), London, Reading, the Midlands and Exeter. In the north-east of the area, rail access from Rushmoor and Hart is focused on London, with services also available to Gatwick Airport via the North Downs Line. Good rail connectivity for passengers and freight to other growth areas in the area (such as Reading and Guildford) and beyond is an important factor in retaining economic competitiveness for the area.



Within North Hampshire, modal share of rail journeys to work ranges from 3.95% in Basingstoke and Deane Borough to 5.39% in Hart District¹²⁰. Over the LTP period, rail will play an increasingly important role in providing for commuter journeys, both for longer-distance commuting into London and for local journeys within North Hampshire. This will help to tackle traffic congestion, especially at peak times on key strategic and more local road corridors.

¹¹⁹ <http://www3.hants.gov.uk/workplacetravel/smarterwaystoworkfarnborough.htm>

¹²⁰ Office for National Statistics, 2001 Census, Travel to work

Safe, easy access to the rail network, including for people with mobility impairments, is essential to achieving more journeys by rail. There is a need to provide better sustainable transport links with key surrounding employment areas, such as improved pedestrian links to Basing View in Basingstoke, and better bus services to the main employment areas in Farnborough. Working in partnership with Network Rail, South West Trains and Stagecoach Bus Company, will be vital to delivering improvements to facilities in the area.

The County Council will work with rail industry partners to support the improvement of the rail network to achieve:

- Improved station facilities and ticketing within North Hampshire
- New rail stations at locations such as Chineham
- Increased capacity on the Reading-Basingstoke rail corridor
- Increased capacity on the main line rail corridor from Andover and Basingstoke towards London and international airport hubs
- Better interchange between rail routes in the Blackwater Valley
- Better interchange facilities between rail and other modes of transport, particularly bus services, cycling and walking

The Bus Network

Bus services play a key role in catering for local journeys in the area, providing links between towns and their surrounding areas. The Quality Bus Partnerships in Andover and Basingstoke are well developed and the Route 1 'Goldline' Service provides an important north-to-south link between communities in the Blackwater Valley. There are also a number of inter-urban bus services, such as between Basingstoke and Newbury and Fleet and Farnborough, which play an important role in providing economic and social linkages between these communities, and a number of community transport services linking with the more rural parts of North Hampshire. The County Council will work with public transport industry partners to:

- Improve inter-urban bus services in North Hampshire
- Improve access to public transport through better infrastructure and information, (including real-time information)
- Continue close working with bus companies to help form Quality Bus Partnerships
- Identify and encourage Community Transport services to serve isolated areas

Growth areas

A number of larger settlements within North Hampshire, in particular Andover, Basingstoke, Farnborough and Aldershot, are likely to experience growth that will create additional demand for social and physical infrastructure, as well as transport.

Andover

Andover is a medium-sized town that has grown rapidly since the 1960s when it was designated as an overspill town for London. Nevertheless, the town has a sizeable employment base and, as a result, benefits from a relatively high level of self-containment with limited levels of out-commuting. As a result of the approach taken to urban design, with a high-capacity distributor road system including a ring road, travel patterns in



Streetscape improvements in Andover

Andover are dominated by the car. The good road network is reflected in the modal split, with 71% of trips in Andover made by car¹²¹ (compared with a national average of 63%¹²²).

Transport proposals for Andover are set out in the [Town Access Plan](#)¹²³. Whilst at present the town's highway network has limited capacity to allow for future traffic growth, there is a need for localised capacity improvements to accommodate housing and employment growth.

Identified measures for delivery in Andover are:

- Targeted measures to improve capacity at congestion bottlenecks and optimise management of the highway network
- Delivery of the Andover Town Access Plan
- Major improvements to Andover bus station and increased parking and better access at the rail station
- Mitigation of the travel impacts arising from major new development around the town, including managing the routing of HGVs arising from development to the west
- Investment in new walking and cycling routes in Andover
- Streetscape and signing improvements

The Town Access Plan is kept under continuous review and updated annually to reflect emerging issues and pressures.

Basingstoke

Basingstoke is a large town that has seen very rapid expansion and growth since its designation as a new town in 1968. It is an important centre for employment, which is helped by the good strategic road and rail links connecting the town to London, Reading and south Hampshire. There are a number of key business areas in the town, including the central retail area, the Basing View employment area adjacent to the town centre, and a number of industrial estates located in the south, north and north-east parts of the town.



Basingstoke – an economic hub

Car ownership levels in the town are relatively high with approximately 44% of households having access to two or more cars, compared to 29.4% nationally¹²⁴. In addition, car travel is the predominant means of transport in Basingstoke, with a higher than average modal share for travel to work of 57 to 60% for wards to the North, West and South of the town

¹²¹ Andover Town Access Plan

¹²² Department for Transport, National Travel Survey 2009

¹²³ [http://www.testvalley.gov.uk/pdf/Andover%20Town%20Access%20Plan%20SPD%20\(adopted\).pdf](http://www.testvalley.gov.uk/pdf/Andover%20Town%20Access%20Plan%20SPD%20(adopted).pdf)

¹²⁴ Office for National Statistics, 2001 Census, Car Ownership levels

centre, rising to around 70% for outer areas of Hatch Warren and Chineham¹²⁵. This contributes to many of the capacity and resulting congestion problems in Basingstoke, which are focused in the morning and afternoon peak period, and at particular junctions. This congestion is mainly a result of commuting traffic flows into and out of Basingstoke.

New development and significant numbers of new dwellings will lead to additional demand on the local transport network. Delivery of measures identified within the emerging Basingstoke Town Access Plan will help improve transport access within the town and help reduce the need to travel through workplace travel planning and better integration of transport. Identified measures for delivery in Basingstoke are:



New housing is planned for Basingstoke

- Targeted measures to improve capacity at congestion bottlenecks and optimise management of the highway network
- Delivery of the Basingstoke Town Access Plan
- Measures to reduce peak time congestion, such as promotion of travel planning and more flexible working arrangements
- Mitigation of the travel impacts arising from new development
- Investment in developing walking and cycling routes in Basingstoke
- Enhancement of existing Quality Bus Partnerships and development of new ones
- Investigation of the potential to develop core bus priority routes, especially between main areas of housing growth and Basingstoke town centre
- Working with Basingstoke and Deane Borough Council to develop agreed approaches to parking for the town centre, including reviewing how these may link with possible Park and Ride options

Farnborough and Aldershot

This area of the Blackwater Valley has complex journey patterns between urban centres in both Hampshire and Surrey, leading to congestion problems on local roads such as the A331, A325 and A327 and at access points to the M3, especially at peak period times. Cross-boundary working and partnerships between all the local authorities and businesses in the area will be essential to successfully addressing the transport issues in this area.

Farnborough and Aldershot have a strong aviation and military history, which is likely to



Cody Business Park, Farnborough

continue, given the establishment of Farnborough Airport as one of the most important business airports in the south-east. Aldershot Army Barracks is to be the hub of a new Super Garrison in the area. More recently, Farnborough has proved to be a popular location for large technology-based firms, which provide valuable employment. However, much recent business park development around Farnborough (including Cody Technology Park, IQ Business Park and Southwood Business Park) is poorly served by public transport and

¹²⁵ Office for National Statistics, Neighbourhood Statistics

has been provided with generous levels of parking. Further major employment development is also planned for Heartlands Park, which will increase travel in the area.

Efforts to tackle problems arising from car-based travel patterns in recent years have focussed on travel planning to encourage flexible working, car-sharing and the development of public transport initiatives. There is good public transport both in terms of local and long-distance rail journeys and the Route 1 Goldline bus service linking Aldershot and Camberley, via Farnborough, which has experienced a cumulative growth in passenger numbers of 69% since 2004.



Delivery of measures identified within the emerging Town Access Plans for Farnborough and Aldershot will help improve transport access within both towns. Identified measures for delivery in Farnborough and Aldershot are:

- Targeted measures to improve capacity at congestion bottlenecks and optimise management of the highway network
- Delivery of the Aldershot and Farnborough Town Access Plans
- Investment in developing walking and cycling routes
- Enhancement of existing Quality Bus Partnerships and development of new ones
- Mitigation of the travel impacts arising from new development, particularly the Aldershot Urban Extension
- Measures to reduce peak time congestion, such as promotion of workplace travel planning and more flexible working arrangements
- Continued development of Farnborough Main station into a bus/rail interchange
- Encouragement of greater use of smaller rail stations in the Blackwater Valley for local journeys
- Investigation of car club development

Fleet

Fleet is a large market town serving an extensive rural hinterland, with travel patterns dominated by the private car. Fleet has car ownership and usage significantly above the national average, with public transport provision limited to key routes and peak time services. There are some capacity problems at primary junctions, especially during peak travel times. Identified measures for delivery in Fleet are:

- Targeted measures to improve capacity at congestion bottlenecks and optimise management of the highway network
- Delivery of the [Fleet Town Access Plan](http://www3.hants.gov.uk/hampshire-transport/transport-schemes-index/taps/fleet-town-access-plan.htm)¹²⁶
- Measures to reduce the need to travel at peak times in Fleet
- Improvements to Fleet railway station
- Mitigation of the travel impacts arising from new development
- Investment in developing walking and cycling routes

¹²⁶ <http://www3.hants.gov.uk/hampshire-transport/transport-schemes-index/taps/fleet-town-access-plan.htm>

Smaller 'market' towns

There are a number of smaller settlements within North Hampshire, such as Hartley Wintney, Hook, Kingsclere, Odiham, Overton, Tadley, Whitchurch and Yateley which play an important role as service centres for their rural hinterlands. Whilst the car is expected to remain as the dominant form of transport for journeys between these towns and the rural hinterland which they serve, the opportunity exists to encourage walking and cycling for short local journeys. The town of Whitchurch has been successful in securing investment from BT to become a rural 'super-fast' broadband pilot, which, through home working, could help to reduce the need to travel. Identified measures for delivery in these towns are:



**Streetscape improvements
in Whitchurch**

- Investment in developing walking and cycling
- Measures to reduce peak time congestion, such as promotion of travel planning and more flexible working arrangements
- Traffic management measures to mitigate adverse impacts of traffic
- Improved inter-urban bus services
- Support for Community Transport services
- Work with Parish & Town Councils to support community driven transport solutions

The Rural Hinterland

Parts of North Hampshire, especially to the west, are rural in nature with a low density of population. A dispersed lower-density of population creates challenges for the delivery of services which, if not properly addressed, can affect social inclusion. The mobility and access needs of children, young people and an ageing population must be considered. It is critical to ensure there is access to important services, facilities and destinations such as employment, education and healthcare, especially by public or community transport. Maintaining accessibility in these areas to major services and destinations will be an important focus. The nature of journeys in this area mean that this will often be by car but, where practicable, measures to encourage walking and cycling between villages and larger towns will be fully investigated. Identified measures for delivery in this area are:



- Support for Community Transport services
- Support for grass-roots community travel planning initiatives
- Improved speed management and safety measures on rural roads
- Measures to reduce adverse impacts of HGVs on rural communities
- Encourage walking and cycling between villages and larger towns
- Work with Parish & Town Councils to support community-driven transport solutions

Chapter 6: Transport Strategy for Central Hampshire and The New Forest

Characteristics and context

The transport strategy for Central Hampshire and The New Forest covers a broad swathe across the County, bordering Wiltshire and Dorset to the west and Surrey and West Sussex to the east. It takes in much of the administrative areas of Winchester, East Hampshire and New Forest districts, and the majority of Test Valley Borough (excluding the Andover and Romsey areas). The area is predominately rural in nature with a series of small market towns providing many of the essential local services. The landscape of the strategy area is highly valued and much of the area has protected status, including two National Parks. In addition, other parts of the strategy area are covered by various special landscape and nature designations, including Cranborne Chase and West Wiltshire Area of Outstanding Natural Beauty. As a result, new housing and employment development within the area has been relatively restricted as a matter of strategic policy for a number of decades. Figure 6.1 below shows the extent of the strategy area covered within this chapter.

Figure 6.1 – Map of the Central Hampshire and New Forest Transport Strategy area



The strategy area is bordered by several urban areas. South Hampshire, including the cities of Southampton and Portsmouth lies to the south, South East Dorset including Bournemouth and Poole is to the south west, with Andover, Basingstoke and the Blackwater Valley towns of Aldershot, Farnham, Farnborough and Camberley to the north and north east.

In future years, the areas are expected to accommodate higher levels of housing and employment growth than would be the case within the Central Hampshire and the New Forest area. It is essential that management, protection and mitigation measures are introduced to ensure that traffic arising from this growth does not lead to significant damage to the quality of life of the rural communities within the strategy area.

Balancing this is the need to support the rural economy, notably tourism and agriculture, but also an extensive network of local shops, businesses and services. The prospects for some parts of this economy are fragile, and the County Council wishes to see services and jobs preserved as part of a strategy for rural sustainability and resilience.

The Central Hampshire and New Forest area has a well-established transport network with a strong hierarchy of road links – ranging from country roads and tracks up to dual carriageways and Motorways. The M3 passes through the Central Area. Together with the A34(I), it provides the main access route to Winchester and between north and south Hampshire (including the international gateway ports and Southampton Airport). To the west the M27 and A31(I) provide the primary road access to and through the New Forest. There are also a number of important inter-urban roads in the Area including the A30, A32, A35, A36(I), A272 and A338.

The area also enjoys good long-distance rail links to South East Dorset, Salisbury and London, as well as to Reading and the Midlands and the North. Bus services serve many of the market towns and provide links to nearby towns and cities along main 'A' roads. However, local bus services in more remote rural areas, which are dominated by the private car as the most convenient means of transport, are infrequent and often not cost-effective. The County Council has established demand-responsive services under the 'Cango' and 'Call and Go' brands in some areas and a range of community transport schemes, run by local voluntary community groups, provide access to essential services in the most remote areas.



Challenges facing the area

There are a number of significant transport challenges faced by the Central Hampshire and New Forest area, reflecting the rural nature of the area:

- Maintaining the existing highway network and improving its resilience to the effects of extreme weather events.
- Congestion on inter-urban road corridors, including motorways and trunk roads, and in some town and village centres.
- Mitigation of the transport impacts on both strategic and local networks, arising from planned housing growth, including growth in surrounding urban areas.
- Minimising the adverse impacts of traffic on the quality of life of rural communities and market towns through speed management and HGV routing.
- Protecting the rural areas on the fringes of planned major development areas to the south, south west and north.
- Delivery of appropriate transport solutions to support sustainable development in Whitehill Bordon eco-town, which is expected to accommodate 4,000 new dwellings and significant employment development. There is a need to improve self-containment and reduce car dependency for both existing and new residents.

- Managing transport and infrastructure impacts within the two National Parks (New Forest and South Downs).
- Improving accessibility for people without access to a car, while recognising that the car is likely to remain the main mode of travel for many people in rural areas.
- Ensuring that routes are managed to properly reflect their rural setting.
- Maximising the role of Community Transport in meeting local access needs.
- Ensuring that the transport network supports and enables economic growth and contributes towards efforts by the Enterprise M3 Local Enterprise Partnership to create jobs and improve economic competitiveness.
- Supporting the rural economy.

The Strategic inter-urban network

Road Network



The road network serving much of the area is well-developed. North-south journeys are very well catered for with the M3, M27 and A3(T) corridors. The M3 and A34 are part of a nationally-designated network of strategic national corridors, which link together the largest urban areas in the country and international gateway ports and airports. These main routes link the Ports of Portsmouth and Southampton with the areas they serve, which extend to

The M3 - the motorway spine of Hampshire

London, the West Midlands and the North West. Journey time reliability on the A3(T) corridor will be improved with the completion of the Hindhead Improvement during 2011, removing the main bottleneck on this route.

The A31(T) between the Dorset border and the M27 provides a key route for east-west journeys with the A338 and A348 also providing strategic access to Bournemouth and Poole in South East Dorset. Elsewhere within this strategy area, east-west journeys are less direct and rely on more local roads (such as the A31 and A272 between Winchester and the Surrey and Sussex borders respectively).

An effective, well-maintained road network is fundamental to the future of this thriving rural area. As well as facilitating travel by car, which may be the only realistic option for many rural residents, it also provides the basis for bus and community transport services, the routes used by many cyclists and access to wider travel networks such as rail services. The County Council will ensure that the road network is well maintained and managed to fulfil this role, while acting to reduce the adverse impact of traffic wherever possible.

The junction of the A34(T) and M3 at Winnall (Winchester), which acts as a gateway to the South Hampshire sub-region, presents particular difficulties. As well as capacity problems at this key intersection, there are also significant difficulties for local traffic wishing to join the strategic network at this point, particularly from nearby employment areas. Further increases in traffic may necessitate changes to the layout of the junction to offer increased capacity to reduce congestion at this location.

The County Council has identified the following potential options that could be considered for delivery in support of the highway network:

- Providing a well-maintained, resilient highway network
- Over the longer-term, work with the Highways Agency to explore scope for affordable and environmentally acceptable solutions to address congestion at Junction 9 of the M3

Rail and Ferry Network

The strategy area is well served by the rail network, which provides important strategic links, including many direct trains to London. The rail network largely mirrors the road pattern, with a similar focus on north-south passenger journeys provided by the London-Bournemouth and London-Portsmouth lines. East-west rail journey opportunities (apart from the Alton-London route) are much more limited.



The South West Mainline is a busy corridor for passenger and freight

The South West Main Line between Basingstoke and Southampton that runs through the strategy area is part of a strategic rail corridor from Southampton Docks to the West Midlands and beyond. This route has also been designated a strategic national corridor, owing to its importance for rail freight. It carries large flows of deep-sea container traffic and new cars (for import and export) to and from the port of Southampton. Volumes of container traffic by rail will increase further as a result of forecast growth in container throughput. This growth in freight by rail has been enabled by the completion in 2011 of a gauge enhancement project on this corridor. This will enable more containers to be moved by rail, helping to tackle carbon emissions from freight transport and will reduce the proportion of containers moved by road.

The ferry service from Lymington to Yarmouth, which in 2010 saw three new ferries introduced, provides an important link with the Isle of Wight, complementing the other cross-Solent routes within South Hampshire. This route is a useful access route for those travelling to the island from the South West (including Dorset, Wiltshire and beyond).

Potential options that could be considered for delivery in support of the public transport network, working with public transport industry partners are:

- Support Quality Bus Partnerships on well used inter-urban bus routes
- Provide adequate parking provision at railway stations
- Improve access at stations and to rail services for people with disabilities
- Investigate the potential for direct rail connection to Bordon/Whitehill
- Support existing and encourage new Community Rail Partnerships (CRPs)

The National Parks

There are two National Parks in this area. The [New Forest National Park](http://www.newforestnpa.gov.uk)¹²⁷ and the [South Downs National Park](http://www.southdowns.gov.uk)¹²⁸ are managed by their own Park Authorities, both of which are established with these specific purposes:

¹²⁷ <http://www.newforestnpa.gov.uk>

¹²⁸ <http://www.southdowns.gov.uk>

- To conserve and enhance the natural beauty, wildlife and cultural heritage of the area
- To promote opportunities for the understanding and enjoyment of the special qualities of the two Parks by the public

The County Council is also bound by these purposes in carrying out its duties as Highway Authority and all of its duties within and beyond the Park areas. Both National Park boundaries cross into adjoining counties and, in the case of the South Downs National Park, well beyond. Close partnership working will be required to ensure co-ordinated approaches to transport for the National Parks.

The New Forest National Park Authority has produced both a [National Park Management Plan](#)¹²⁹ (covering 2010 to 2015) and a [Recreation Management Strategy](#)¹³⁰ for the park area. It is also a Local Planning Authority, and has an adopted [Local Development Framework Core Strategy](#)¹³¹. Together these plans seek to protect and enhance this protected landscape, while promoting sustainable travel and forms of recreational activity for both residents and visitors.



The types of transport measures planned within the New Forest aim to support the objectives of the Management Plan. During 2011, the County Council will update highways and transport strategies for the New Forest area. This work will address issues such as traffic speeds, animal accidents and verge degradation, as well as examining improved access and future transport provision. The South Downs National Park Authority was

formally established on 1 April 2011. The County Council will play an active role in helping to develop a South Downs Management Plan or other similar park-wide strategy.

Within the National Parks, the following measures will be progressed through future LTP Implementation Plans:

- Closer partnerships with neighbouring counties to ensure co-ordinated approaches to transport for the National Parks
- Managing the road network to protect and enhance the area's rural character
- Reduction of 'sign clutter'
- Supporting local sustainable tourism through footpath, cycle, equestrian, public transport and rights of way improvements, and enhancing the network to allow increased leisure use

¹²⁹ http://www.newforestnpa.gov.uk/aboutus/our_work/publications/managementplan.htm

¹³⁰ http://www.newforestnpa.gov.uk/aboutus/our_work/recreation_management_strategy.htm

¹³¹ <http://www.newforestnpa.gov.uk/planning/pl-planpolicy/corestrategy.htm>

Villages and rural areas

The transport and travel needs of rural areas, particularly the more isolated parts, differ from those of more urban areas. The car caters for most travel needs, but distances travelled to services are often longer. Overall only 2.5% of rural households are without a car (compared to 6% for all Hampshire households)¹³² and a good proportion of larger rural communities located on A-roads are well served by a relatively extensive inter-urban bus network. However, those people who do not have ready access to either public transport, community transport or a car can be very isolated.

Many villages rely on nearby settlements, be they other villages, market towns or larger settlements, for their services. In some cases services are being increasingly taken out to rural areas through home deliveries and internet access, although this can be limited for some sections of the community by location or by cost. The County Council will continue to work closely with the voluntary sector and District Council partners to provide



‘Wheels to Work’ moped scheme

accessibility to services. This will be achieved through provision of community transport, neighbourcare car schemes, “wheels to work” moped loan schemes, and development of high-speed broadband. The County Council will work with service providers to encourage services to be brought to people through mobile banks or libraries.

In addition, the quality of life in rural areas can be disrupted by heavy traffic (including lorries) unsuited to country lanes, and by noisy or inconsiderate driving. As part of planning permissions, HGV-generating sites are increasingly required to adhere to HGV routing agreements, which mandate the use of the most suitable roads. Many country lanes are well-used by pedestrians, cyclists and equestrians. Motorists need to be encouraged to drive at more appropriate speeds, rather than the maximum permissible speed, to help these non-motorised users feel safer.

Most communities in the strategy area are represented by Parish or Town Councils and other community groups. Many local communities are in the process of developing Community Plans that set out local aspirations and potential solutions, often co-ordinated by the local Parish Council. In light of the Government’s commitment to localism, the County Council needs to support such community driven approaches, and play an “enabling role” in helping build the capacity of communities to solve local transport issues.

In villages and rural areas the following measures will be progressed through future LTP Implementation Plans:

- Providing a well-maintained, resilient highway network
- Further speed limit changes across Hampshire during the life of this strategy – but prioritised according to their impact on reducing casualties
- Supporting isolated communities with public and community transport as far as practical
- Providing accessibility to services through community transport, neighbourcare car schemes, high-speed broadband and mobile banks or libraries

¹³² Hampshire County Council Transport Trends

- Traffic management measures to address problems of rat-running
- Signing measures to discourage HGV use of unsuitable roads
- Development of a freight routing journey planner to help encourage freight operators to purchase SatNav systems designed for lorries
- Removal of unnecessary signing
- Work with Parish Councils to support community-driven transport solutions

Winchester

The City of Winchester provides many key services for the County. These include a major hospital incorporating an accident and emergency department, the University of Winchester, an Art College, theatres, a record office and library. The city is well linked by road and rail and has a well-established, frequent urban bus network, complemented by good services to adjoining towns and cities. A [Winchester City Town Access Plan](#)¹³³ (TAP) has been developed and was the subject of consultation in Autumn 2010.

Central Winchester is designated as an 'Air Quality Management Area' and the TAP examines potential measures to reduce the impact of traffic on levels of air pollution. A traffic management plan is under development, being produced in conjunction with the TAP, which is examining the potential for radical revisions to traffic routing, including the possible removal of the existing one-way system. For the longer term, there is an aspiration to minimise traffic in the core of the City area. Options to reduce the extent of the one-way system and to modify the operation of junctions will be assessed.



The one-way system in Winchester

The draft Local Development Framework Core Strategy for Winchester District proposed an allocation of 4,000 new dwellings within and around the City area in the period up to 2026. The County Council will work closely with developers and the City Council to ensure that adequate infrastructure and public transport services are in place to enable sustainable transport links to the City Centre and other key destinations.

Market Towns

The small towns of Alton, Alresford, Brockenhurst, Fordingbridge, Liphook, Liss, Lymington, Lyndhurst, Milford-on Sea, New Milton, Petersfield, Ringwood, and Stockbridge provide an essential role as service centres for rural hinterlands.

Other important small 'market' towns that lie outside the Central Hampshire and New Forest strategy area also play an important role serving a rural hinterland. The small 'market' towns in the North Hampshire area (see Chapter 5), include Hartley Wintney, Hook, Kingsclere, Odiham, Overton, Tadley, Whitchurch and Yateley. In South Hampshire (Chapter 7), these towns include Bishops Waltham, Botley, Denmead, Emsworth, Hythe, Lee-on-The-Solent, Romsey, South Hayling, and Wickham.

¹³³ <http://www3.hants.gov.uk/transport-schemes-index/taps/tap-winchester>

These towns provide many day-to-day services to their residents and the rural hinterland that they serve including food shopping, schools and doctors' surgeries. Some of the larger towns provide additional services like further education, specialist shops and non-accident and emergency hospitals. Transport policies must ensure that this role is both protected and enhanced.

Many of these towns provide the focus for proposed new development under the Local Development Frameworks. The County Council has been developing 'Town Access Plans' ('TAPs') for a number of these towns, and will be producing District Statements encompassing all of these towns on a district-by-district basis. Both set out proposals to improve access to and within these areas. TAPs have been developed for Andover and Ringwood and are under development for Whitehill-Bordon and Lindford. Future proposals include the development of District Statements encompassing Petersfield and Alton. These urban centres offer the greatest potential within the strategy area as a whole for measures that improve travel choice and reduce dependency on the private car. Within some of the larger towns, scope exists to improve the quality of bus services and develop walking and cycling networks.



The market town of Alton

The market town of Lyndhurst experiences problems of traffic congestion owing to the layout of the built environment in the town centre. This acts as a bottleneck that restricts capacity of the road network. There is a long-standing problem of queuing traffic on routes into Lyndhurst, particularly during the summer holiday months, on the northbound A337, eastbound on the A35, and to a lesser extent, the southbound A337. A number of traffic management measures have been trialled that apportion the delays experienced by these different flows of traffic so that journey times for any one flow are not excessive.

Within Winchester and the market towns listed above, the following measures will be progressed through future LTP Implementation Plans:

- Delivery of the local measures contained within Town Access Plans
- Working closely with District Councils and other providers to encourage well signed and suitably located parking
- Support for Quality Bus Partnerships within Winchester and other towns
- Work to enhance environmental and streetscape quality where affordable
- Encourage employers and schools to develop and implement travel plans to improve access by all transport modes and encourage flexible working patterns
- Exploring the potential of providing 'mini park and ride' schemes
- Meeting the needs those with mobility difficulties through accessible bus services, and community transport
- Invest in the development of walking and cycling routes in Winchester and the other towns
- Work with Town Councils to support community-driven transport solutions

Whitehill-Bordon Eco-Town



Chalet Hill, Bordon Town Centre

the town between 2015 and 2036, almost doubling the existing population to 25,000 in the process.

Whitehill Bordon is identified as an area of growth that is expected to accommodate in the region of 4,000 new dwellings (potentially rising to 5,300 dwellings dependent on land availability), along with commercial and retail development. In July 2009, Whitehill Bordon was designated as one of the country's first four Eco-Towns. This designation seeks to bring forward exemplary sustainable re-development of

The Emerging Transport Strategy (ETS) for Whitehill, Bordon and Lindford sets out a framework for the future transport system and aims to provide for the needs of the future resident population. An interim Town Access Plan will act as a strategy until there is greater certainty in the area about what development can be expected.

The ETS recognises that motorised vehicles will remain an important mode of transport in the future town. However, it will pro-actively manage car use, enabling growth to take place in a deliverable and innovative way that maximises existing assets and opportunities without damaging the environment or the local community. There are a number of Special Protected Areas (SPAs) in the Bordon area. The key elements will include:

- A Transport Strategy for the town bringing about significant improvements in the town's transport system focussing on 'Reducing the Need to Travel', 'Managing Car Demand' and 'Enabling Sustainable Transport'
- Careful planning, locating jobs, shops and leisure, recreation, educational and health facilities within easy reach of the existing and future population
- Developing high-frequency town, local and inter-urban bus services
- Investigating the feasibility of providing a direct rail connection to the town
- Providing a 'Green Grid' - a safe, secure, direct and attractive network of walking and cycling routes linking residential areas with the town's services
- Cycle hire schemes, car clubs and car share initiatives

Chapter 7: South Hampshire Joint Strategy

This chapter of the Hampshire LTP has been written to form a freestanding document to cover the South Hampshire area. It has been developed jointly by the three Local Transport Authorities of Hampshire County Council, Portsmouth City Council and Southampton City Council, working together as [Transport for South Hampshire \(TfSH\)](#)¹³⁴.

It is therefore different in structure to the other area-based chapters of the LTP, including general background information, a sub-regional policy context and a series of fourteen theme-based policies, with a set of seven outcomes that these policies aim to contribute towards.

A number of references do not appear in this chapter, which are included in the freestanding version of this Joint Strategy. These have been removed within this version, with policy references covered within Chapter 3 (The Hampshire Context).

Introduction to South Hampshire

South Hampshire is the largest urbanised area in the south of England outside London. It is home to almost one million people and encompasses the cities of Portsmouth and Southampton, and the large urban centres of Eastleigh, Fareham, Gosport, Havant and Totton. In addition, it contains the small market towns of Bishops Waltham, Hythe and Romsey and the villages of Botley, Denmead and Wickham, which act as service centres for their rural hinterlands. South Hampshire covers a land area of 221 square miles (572 square kilometres). The area is composed of a rich and diverse variety of environments, with 80% of its 170 mile (275km) coastline designated, either internationally or nationally, for its nature conservation value.

The South Hampshire economy has particular strengths in the sectors of business services, advanced manufacturing, logistics, marine, aviation and creative industries, and boasts world-class Higher Education institutions. However, the TfSH area's economic performance has historically lagged behind the South East average, and whilst some areas enjoy very strong economic performance, there are some [localised pockets of deprivation](#)¹³⁵.

Regeneration efforts are being focused on helping these deprived areas contribute more effectively to the performance of the sub-region as a whole. The [Partnership for Urban South Hampshire \(PUSH\)](#)¹³⁶ is working to address this through creation of new jobs, improving workforce skills and productivity, reducing levels of economic inactivity, and active involvement in the regeneration of urban centres.

South Hampshire benefits from extensive transport links by air, road, rail and sea to the rest of the UK and beyond, shown in Figure 7.1 overleaf. Transport corridors in South Hampshire also provide the primary means of access from much of the UK to South East Dorset (including Bournemouth and Poole), and are the means of access to the Isle of Wight. South Hampshire contains three international gateways of vital importance to the UK economy. The [Port of Southampton](#)¹³⁷ is the second biggest container port in the UK by throughput and the busiest passenger cruise ship port in the UK, and also is a key route for the import and export of motor vehicles and bulk goods.



Container ship at Southampton Container Terminal

¹³⁴ <http://www.tfsh.org.uk>

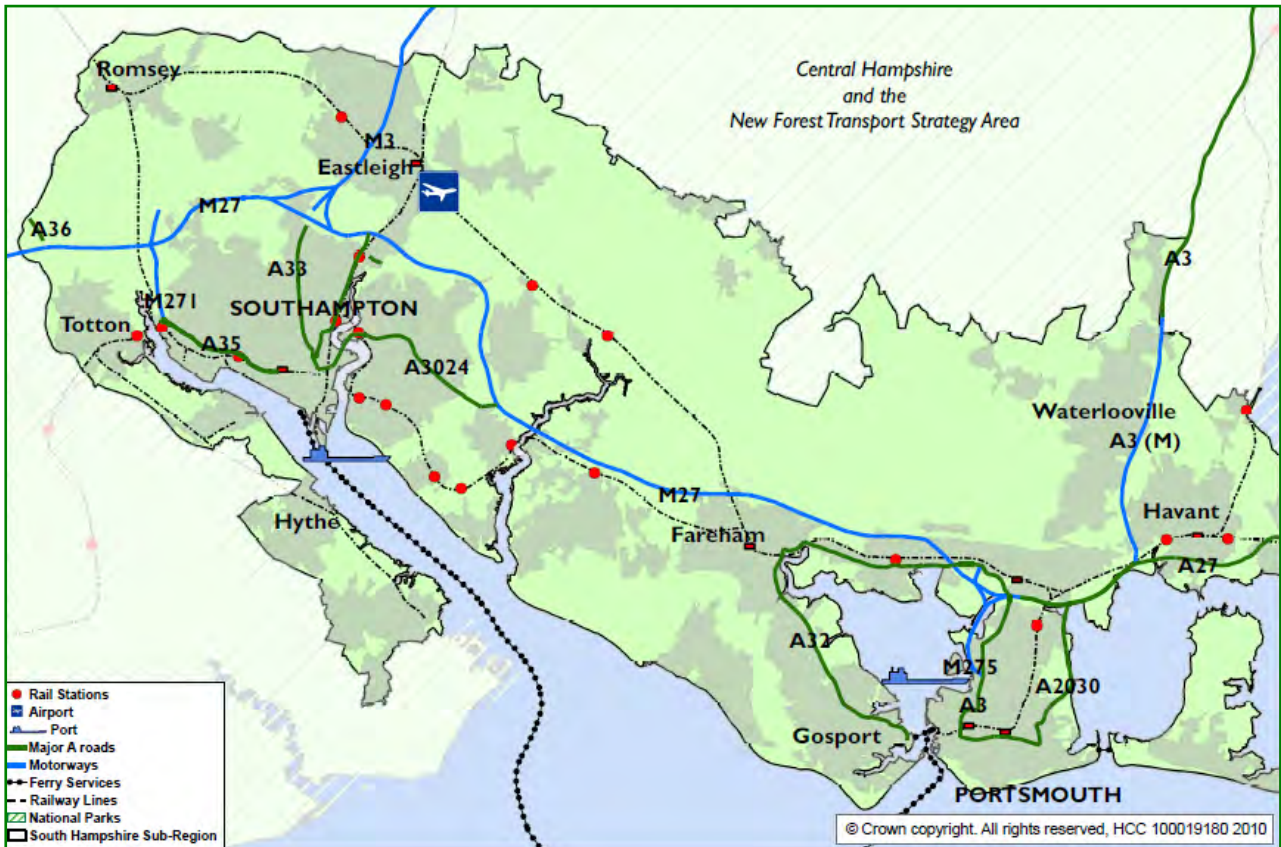
¹³⁵ http://www.push.gov.uk/maa_draft_v_7_1_a_submission_draft1_020707.pdf (see page 80)

¹³⁶ <http://www.push.gov.uk/>

¹³⁷ <http://www.abports.co.uk/custinfo/ports/soton.htm>

The [Port of Portsmouth](#)¹³⁸ is a substantial freight and ferry port for cross-channel services, and the adjacent Naval Base and shipyard are of great importance to the economy. [Southampton Airport](#)¹³⁹ is the busiest airport in South Central England, serving a range of destinations across the UK, continental Europe and the Channel Islands.

Figure 7.1 – Context map of the South Hampshire area



The three Local Transport Authorities (LTAs) of Hampshire County Council, Portsmouth City Council and Southampton City Council have an established record of working together to address strategic transport issues in the South Hampshire area. The South Hampshire Joint Strategy builds on the Solent Transport Strategy which formed part of Local Transport Plans of the three LTAs for 2006-2011. This joint working was strengthened further in 2007, by the establishment of [Transport for South Hampshire \(TfSH\)](#)¹⁴⁰ to plan transport improvements for the South Hampshire sub-region.

West Quay shopping centre, Southampton



¹³⁸ <http://www.portsmouth-port.co.uk/>

¹³⁹ <http://www.southamptonairport.com/>

¹⁴⁰ <http://www3.hants.gov.uk/tfsh>

Policy Background for the TfSH area

The transport strategy for South Hampshire has taken into account the following sub-regional and local level plans and strategies, in addition to the legislation, policies, strategies, plans and guidance already outlined in Chapter 3. These are shown in table 7.2 below:

Table 7.2 – The Policy context for the TfSH area

Level	Legislation, plan, strategy or guidance
Sub-regional policies and strategies	Towards Delivery: The Transport for South Hampshire statement ¹⁴¹ (April 2008) Transport for South Hampshire Freight Strategy ¹⁴² (June 2009) Transport for South Hampshire Reduce ¹⁴³ and Manage Strategies (consultation drafts); The South Hampshire Agreement - Multi-Area Agreement (MAA) ¹⁴⁴ ; (March 2010).
Local plans, policies and strategies	Local Development Frameworks (LDFs) of local planning authorities ¹⁴⁵ ; Existing and emerging Local Authority Economic Development Strategies for PUSH ¹⁴⁶ , Hampshire, Portsmouth & Southampton The Sustainable Community Strategies of Portsmouth ¹⁴⁷ and Southampton ¹⁴⁸ ; The Corporate Plans of Portsmouth ¹⁴⁹ and Southampton ¹⁵⁰ ; Children and Young Peoples Plans of, Portsmouth ¹⁵¹ and Southampton ¹⁵² .

Regional Development Agencies are set to be replaced by [Local Enterprise Partnerships \(LEPs\)](#)¹⁵³. A [Solent LEP](#)¹⁵⁴ covering the PUSH area and the Isle of Wight was one of 24 initial expressions of interest from across England that met the requirements of the Government and, as a result, was formally established in 2011.

¹⁴¹ <http://www3.hants.gov.uk/tfsh-towards-delivery-april-2008.pdf>

¹⁴² <http://www3.hants.gov.uk/tfsh/tfsh-freight-strategy.htm>

¹⁴³ <http://www3.hants.gov.uk/tfsh/tfsh-what-tfsh-does/tfsh-reduce.htm>

¹⁴⁴ http://www.push.gov.uk/priorities/multi_area_agreement.htm

¹⁴⁵ - Southampton LDF: <http://www.southampton.gov.uk/s-environment/policy/developmentframework/>

- Portsmouth LDF: <http://www.portsmouth.gov.uk/living/3850.html>

- Havant LDF: <http://www.havant.gov.uk/havant-4302>

- Fareham LDF: <http://www.fareham.gov.uk/council/departments/planning/ldf/>

- Eastleigh LDF: <http://www.eastleigh.gov.uk/planning--building-control/planning-policy-and-design/planning-policies-and-design/local-development-framework.aspx>

- Gosport LDF: <http://www.gosport.gov.uk/sections/your-council/council-services/planning-section/local-development-framework/>

- East Hampshire LDF: <http://www.easthants.gov.uk/ehdc/planningpolicy.nsf/webpages/LDF>

- New Forest LDF: <http://www.newforest.gov.uk/index.cfm?articleid=6142>

- Test Valley LDF: <http://www.testvalley.gov.uk/default.aspx?page=4683>

- Winchester City Council LDF: <http://www.winchester.gov.uk/Business/Planning/LocalDevelopmentFramework/>

¹⁴⁶ http://www.push.gov.uk/ed_strategy.pdf

¹⁴⁷ http://www.portsmouth.gov.uk/media/CPT_Strategy_Vision_-_aspirations.pdf

¹⁴⁸ http://www.southampton-partnership.com/images/City%20of%20Southampton%20Strat_tcm23-196707_tcm23-249613.pdf

¹⁴⁹ [http://www.portsmouth.gov.uk/media/Corporate_Plan_2008_Final_30_July_08_\(low_res\)_web.pdf](http://www.portsmouth.gov.uk/media/Corporate_Plan_2008_Final_30_July_08_(low_res)_web.pdf)

¹⁵⁰ <http://www.southampton.gov.uk/modernGov/mgConvert2PDF.aspx?ID=2461>

¹⁵¹ http://www.portsmouth-learning.net/pln/custom/files_uploaded/uploaded_resources/2617/PORTSMOUTH_CYPP_2009-2011.pdf

¹⁵² https://www.southampton.gov.uk/Images/3%2009%2021309%20CYPP%20FINAL%20PRINT_tcm46-233296.pdf

¹⁵³ <http://www.communities.gov.uk/localgovernment/local/localenterprisepartnerships/>

¹⁵⁴

<http://www.push.gov.uk/news?id=9044&stdate=&pagetitle=Solent%20Local%20Enterprise%20Partnership%20get%20go-ahead>

Transport Vision for South Hampshire

Transport is an enabler of activity, allowing people to access a wealth of opportunities for work, education and leisure.

The movement of people and goods in efficient and sustainable ways helps to support the South Hampshire economy. It protects, preserves and enhances the environment, can reduce greenhouse gas emissions, and contributes to a sense of place.

In addition, this also delivers against a wider range of local and national objectives, delivering improvements in health, quality of life, equality of opportunity, safety and security.

The vision of the TfSH authorities is to create:

"A resilient, cost effective, fully-integrated sub-regional transport network, enabling economic growth whilst protecting and enhancing health, quality of life and environment"

This vision will be delivered through the set of fourteen transport policies detailed within this document.

To successfully deliver the TfSH authorities' vision for transport in South Hampshire, there are seven key challenges that need to be tackled.



The Spinnaker Tower and Gunwharf Quays are popular destinations located adjacent to Portsmouth Harbour station and The Hard bus interchange

Challenges facing South Hampshire

The TfSH authorities have identified seven challenges as being significant issues that the transport strategy must address. These are set out in Table 7.3 below. The challenges are not listed in any order of importance.

Table 7.3 - Challenges facing the South Hampshire Area

Challenge	Background
Securing funding to deliver transport improvements during what is expected to be a prolonged period of public-sector spending restraint.	<p>Short-term funding for investment in transport will be extremely limited. Developer contributions are important sources of funding for essential transport infrastructure to support economic growth, and have become increasingly important in the current funding climate.</p> <p>In addition, the TfSH authorities need to work more closely with partners to identify and maximise use of alternative funding sources, including the Regional Growth Fund, and Local Sustainable Transport Fund, which will allocate resources through competitive bidding, and give consideration to Tax Increment Financing (TIF).</p>
Ensuring the timely delivery of transport infrastructure to support housing and employment growth and regeneration opportunities.	<p>Improvements to the transport system will be necessary in order to support growth identified within Local Development Frameworks and the associated additional trips.</p> <p>The TfSH authorities aim to accommodate these additional trips through sustainable modes wherever possible. Investment in sustainable modes will also encourage modal shift within existing trips. There are also local requirements for critical infrastructure to unlock and facilitate some planned development.</p> <p>The Government is set to establish a New Homes Bonus to reward local authorities that support new housing. It is also going to enable Local Planning Authorities (LPAs) to establish a Community Infrastructure Levy (CIL). This will serve as a funding mechanism to raise money from developers to fund development-related infrastructure in their area, as an alternative to the current arrangements. Whilst Portsmouth and Southampton City Councils are LPAs, Hampshire County Council is not, so this could affect its' ability to fund transport infrastructure.</p>
Ensuring continued reliable transport access to the TfSH area's international gateway ports and airport.	<p>The international gateway ports of Portsmouth and Southampton and the airport at Southampton rely on good access for both passengers and freight.</p> <p>In the medium to longer term, forecast growth in volumes of passenger and freight traffic originating from all three international gateways will be catered for by targeted investment to improve journey time reliability on strategic transport corridors. Rail will play an increasingly significant role, requiring both investment in new rolling stock and enhanced rail infrastructure.</p>

Challenge	Background
<p>Maintaining the existing transport network and its resilience to the effects of extreme weather events.</p>	<p>Climate change is expected to result in more unpredictable weather patterns including warmer, wetter winters and hotter, drier summers and more severe weather events. This will require changes in approaches to highway design, maintenance and assessment.</p> <p>The physical highway infrastructure deteriorates with age and use. Regular maintenance is required to ensure that it meets the needs of users of the highway network and enables the safe movement of people and goods by road.</p> <p>In a challenging funding climate, there is a need to ensure that value for money is maximised from investment in maintenance.</p>
<p>Widening travel choice to offer people reasonable alternatives to the private car for everyday journeys, and reducing the need to travel, moving towards a low-carbon economy.</p>	<p>The complex nature of journey patterns and travel to work across the sub-region has resulted in heavy reliance on the private car. To reduce this, there needs to be significant improvements in quality and affordability of public transport networks that are controlled by private operators.</p> <p>Walking and cycling must be encouraged as a more viable option for shorter journeys. The promotion of travel planning, flexible working and car sharing will be further developed. Car ownership levels tend to be lower in deprived areas and so these communities are more reliant upon public transport to access jobs and services. In rural areas it is often not possible to run bus services on a commercial basis, so lower-cost alternatives such as shared taxis need to be considered.</p>
<p>Managing the existing transport network to ensure that journey time reliability is maintained and improved to help support economic competitiveness, regeneration, and growth.</p>	<p>Traffic levels are forecast to grow due to background increases in car journeys and trips generated by new developments.</p> <p>There will be a need to mitigate the impact of this forecast growth in travel, to ensure that the sub-region continues to be an attractive place to live and work, and to support the economy by safeguarding reliable access to the international gateways and employment sites.</p>
<p>Mitigating the adverse impacts of transport activity on people, communities and habitats.</p>	<p>Whilst transport is an essential enabler of activity, the movement of people and goods can result in adverse effects on the environment and communities. Transport activity is a major contributor to emissions of carbon dioxide and other greenhouse gases. Climate change is expected to result in more unpredictable weather patterns and increased risk of coastal flooding. Air quality and noise from transport are harmful to the health and wellbeing of communities. Transport corridors can also cause severance of communities and habitats. The South Hampshire sub-region contains a number of sites of high environmental value and importance.</p>

Transport Outcomes

In order to deliver the transport vision for South Hampshire, the TfSH authorities have identified seven key outcomes, which are complementary to the corporate priorities of Hampshire, Portsmouth and Southampton. These outcomes define the policy framework for delivery. All of the seven outcomes are closely inter-linked and inter-dependent. Addressing one outcome may help address other outcomes. The table below details the outcomes and how they contribute to the policies. The challenges are not listed in any order of priority:

Outcome	Policies that contribute
Reduced dependence on the private car through an increased number of people choosing public transport and the 'active travel' modes of walking and cycling	H, I, J, K, L
Improved awareness of the different travel options available to people for their journeys, enabling informed choices about whether people travel, and how	H, I, J, L
Improved journey time reliability ¹⁵⁵ for all modes	A, B, C, D, F, I
Improved road safety within the sub-region	D, G
Improved accessibility ¹⁵⁶ within and beyond the sub-region	B, I, K, L, M, N
Improved air quality and environment, and reduced greenhouse gas emissions	E, F, H, K
Promoting a higher quality of life	C, D, E, G, H, I, L, M

Transport policies

The 14 policies that follow (Policies A to N) set out the policy framework through which the TfSH authorities will seek to address the challenges. The philosophy of [Reduce-Manage-Invest](#)¹⁵⁷ is central for each proposed policy. This means the TfSH authorities will work to reduce the need to travel, maximise the use of existing transport infrastructure and deliver targeted improvements. A combined approach to delivering the policies will enable us to deliver the proposed transport vision, address the challenges and achieve the outcomes set out above. The policies constitute a package, with each policy contributing to, and complementing, the others. For each policy there is a toolkit of delivery options, from which each Local Transport Authorities will select the most appropriate for inclusion within their future Implementation Plans. Many of these delivery options will be common to each authority.

¹⁵⁵ <http://www.highways.gov.uk/business/19073.aspx>

¹⁵⁶ <http://www.dft.gov.uk/pgr/regional/ltp/accessibility/guidance/gap/accessibilityplanningguidanc3634>

¹⁵⁷ <http://www3.hants.gov.uk/tfsh/tfsh-meetings-reports-publications/tfsh-towards-delivery-executive-summary.htm>

Policy A: To develop transport improvements that support sustainable economic growth and development within South Hampshire	
Why?	The transport network plays a vital role in supporting the economic prosperity of South Hampshire by ensuring people can go about their day to day activities of journeys to work, training, shopping, leisure and recreation. A well-functioning transport system enables people and goods to be moved sustainably, efficiently and reliably. Unpredictability of journey times and congestion increases costs to businesses and results in wasted time (and therefore money). New development brings with it additional demand for travel. It is essential that transport infrastructure in the vicinity of development sites is improved where necessary to support sustainable access to and from new developments.
How?	The TfSH authorities will develop closer partnerships and dialogue with businesses to ensure that transport improvements are geared towards improving economic prosperity and helping to unlock planned development sites. Part of this dialogue will involve encouraging businesses to contribute through match funding towards the cost of innovative transport improvements and solutions that would benefit them.
Delivery options	<ul style="list-style-type: none"> • Engage closely with the Solent Local Enterprise Partnership and business on transport issues; • Explore the potential of tax increment financing to help fund transport improvements; • Work with business sector to explore opportunities for sponsorship and match funding by commercial partners for schemes.
Outcomes	<p>This policy will contribute to the following outcomes:</p> <ul style="list-style-type: none"> • Improved journey time reliability¹⁵⁸ for all modes



Rail plays an important role in the onward movement of deep Sea containers to and from the Port of Southampton, helping to reduce the number of lorry movements



Provision of offices in accessible locations helps to encourage access by sustainable travel modes

¹⁵⁸ <http://www.highways.gov.uk/business/19073.aspx>

Policy B: Work with the Highways Agency, Network Rail, ports and airports to ensure reliable access to and from South Hampshire's three international gateways for people and freight	
Why?	The three international gateways serve a large hinterland. Making sure that people and goods can flow easily and reliably to and from these gateways will maximise their contribution to the wealth and health of the wider UK economy. The economic success of South Hampshire depends on maintaining or improving levels of journey time reliability on strategic road and rail corridors. Cross-Solent ferry services from both gateway ports provide vital access to the Isle of Wight.
How?	Decisions regarding investment in strategic transport corridors are taken by central Government using national budgets. The TfSH authorities will seek to influence investment decisions at national level, to ensure timely investment that will enable the best use to be made of existing transport infrastructure, and deliver new infrastructure or capacity where most needed to improve journey time reliability. The TfSH authorities will work to encourage a greater share of onward movement of container freight traffic is catered for by rail.
Delivery options	<ul style="list-style-type: none"> • Investigate the potential for Hard shoulder running¹⁵⁹ and variable speed limits¹⁶⁰ on the busiest sections of motorway; • Traffic lights at the busiest motorway onslips¹⁶¹ to improve traffic flow; • Work towards a joint traffic control and information centre¹⁶² and other partnership measures; • Improvements to quality and availability of travel information; • Continued develop of initiatives by South Hampshire Freight Quality Partnership; • Encourage port operators to develop Port Traffic Management Plans; • Ensure that appropriate infrastructure is considered to facilitate reliable access to and from Southampton International Airport; • Support measures to enable movement of more freight by rail.
Outcomes	<p>This policy will contribute to the following outcomes:</p> <ul style="list-style-type: none"> • Improved journey time reliability for all modes; and • Improved accessibility within and beyond the sub-region.



Portsmouth is an important cross-channel ferry port with a large Naval Base and ferries to the Isle of Wight



Southampton Airport serves a range of international destinations

¹⁵⁹ <http://www.highways.gov.uk/roads/projects/22988.aspx>

¹⁶⁰ <http://www.highways.gov.uk/news/25754.aspx>

¹⁶¹ <http://www.highways.gov.uk/knowledge/17308.aspx>

¹⁶² <http://www.romanse.org.uk/theteam.htm>

Policy C: To optimise the capacity of the highway network and improve journey time reliability for all modes	
Why?	Increasing levels of congestion affect both the operation of strategic linkages which are often already at capacity, and journey time reliability, impacting on economic productivity across the sub-region.
How?	The TfSH authorities will work to better manage the existing highway network to ensure that existing capacity is optimised and used efficiently. This policy will maximise the throughput of the highway network for all users and modes. This will entail using traffic signal control and other highway technologies, helping to improve network management, and greater priority for buses. This will help to improve journey time reliability for all forms of travel and contribute to modal shift. Real-time traffic and travel information will be gathered and disseminated through a variety of sources and systems in a timely, efficient manner to enable people to make informed decisions about their travel choices.
Delivery options	<ul style="list-style-type: none"> • Upgrading and enhancing Urban Traffic Control systems¹⁶³ enabling bus priority and Real Time Passenger Information provision; • Improved road network monitoring and operation (for example junction improvements and re-allocation of road space); • Pre- and in-journey travel Information (using static¹⁶⁴ and mobile¹⁶⁵ media); • Improvements to Information Systems on the local highway network (e.g. Variable Message Signing); • Car Park Guidance Systems; • High Occupancy Vehicle¹⁶⁶ (HOV) Lanes; and • Investigating the removal of traffic lights at specific locations where evidence suggests that this would improve journey time reliability.
Outcomes	<p>This policy will contribute to the following outcomes:</p> <ul style="list-style-type: none"> • Improved journey time reliability for all modes; and • Promoting a higher quality of life.



Traffic on the A3(M) towards Portsmouth

¹⁶³ <http://utmc.uk.com/index.php>

¹⁶⁴ <http://www.romanse.org.uk/technologies/VMS.htm>

¹⁶⁵ <http://www.romanse.org.uk/technologies/mobiledevices.htm>

¹⁶⁶ http://www.konsult.leeds.ac.uk/private/level2/instruments/instrument029/I2_029summ.htm

Policy D: To achieve and sustain a high-quality, resilient and well-maintained highway network for all	
Why?	Physical highway infrastructure deteriorates with use and age and as a result requires regular maintenance to ensure that it meets the needs of users and provides for the safe movement of people and goods. The economy of the sub-region and well-being of its residents depends on having a well-maintained highway network that can cater for journeys. The effects of climate change will require the highway network to be more resilient to extreme weather conditions. Additionally, through improvements to street lighting, energy efficiency can be increased, which alongside recycling of highway materials and other methods will help reduce the carbon footprint of maintenance and operation of the highway.
How?	Each Local Transport Authority will tailor the delivery of highway maintenance to the particular needs of their own areas. Each authority has its own arrangements with highway maintenance contractors. However, as a general rule, investment in highway maintenance will be targeted where it is needed to ensure value for money whilst protecting and enhancing the condition of the network, so that it is better placed to cope with more extreme weather events and factoring in the “whole life costs” of highway assets.
Delivery options	<ul style="list-style-type: none"> • Transport Asset Management Plans; • Improved maintenance and energy efficiency of street lighting and traffic control systems; • Improved co-ordination of street works; • Improvements to highway drainage to better cope with heavy rainfall (for example Sustainable Urban Drainage Systems¹⁶⁷); • Delivery of maintenance programmes for roads, bridges, pavements and cycle paths through highway maintenance contracts; • Maximising the recycling of highway construction materials.
Outcomes	<p>This policy will contribute to the following outcomes:</p> <ul style="list-style-type: none"> • Improved journey time reliability for all modes; • Improved road safety within the sub-region; and • Promoting a higher quality of life.



Resilient networks - keeping South Hampshire's roads open during wintry conditions ensured that people could get to work and goods and freight could continue to be moved

¹⁶⁷ <http://www.environment-agency.gov.uk/business/sectors/36998.aspx>

Policy E: To deliver improvements in air quality	
Why?	Congestion creates higher levels of air pollution as queuing traffic, especially in more restricted or confined spaces, generates higher concentrations of vehicle emissions. Poor air quality can create or exacerbate health and respiratory problems, for example asthma. Air Quality Management Areas (AQMAs) are places where pollutant levels exceed government thresholds. Twenty Air Quality Management Areas (AQMAs) have been identified within urban areas across the sub-region. The recent white paper on Public Health ¹⁶⁸ indicates that by April 2013, unitary authorities and county councils will be given funding and responsibility for improving public health.
How?	The TfSH authorities will work with key partners, environmental health professionals and transport operators to mitigate the impacts of traffic on air quality. The principal causes of poor air quality will be addressed by implementing a strategic area-wide approach within each urban centre to minimise the cumulative effect of road transport emissions. This can be achieved through measures promoting modal shift towards public transport modes, walking and cycling, reducing single occupancy car journeys. Tackling congestion at hotspots can also improve air quality.
Delivery options	<ul style="list-style-type: none"> • Air Quality Management Areas¹⁶⁹ and Air Quality Action Plans; • Promotion of cleaner, greener vehicle technologies e.g. alternative fuels; • Car Share Schemes¹⁷⁰; • Support for Car clubs¹⁷¹ and similar schemes;
Outcomes	<p>This policy will contribute to the following outcomes:</p> <ul style="list-style-type: none"> • Improved air quality and environment, and reduced greenhouse gas emissions; and • Promoting a higher quality of life.



Traffic congestion is a significant contributor to poor air quality

¹⁶⁸ http://www.dh.gov.uk/en/Publicationsandstatistics/Publications/PublicationsPolicyAndGuidance/DH_121941

¹⁶⁹ <http://www.airquality.co.uk/laqm/information.php?info=aqma>

¹⁷⁰ <https://hants.liftshare.com/default.asp>

¹⁷¹ <http://www.carplus.org.uk/car-clubs/benefits>

Policy F: To develop strategic sub-regional approaches to management of parking to support sustainable travel and promote economic development	
Why?	The cost and availability of parking has considerable influence on travel choices and if not managed in a co-ordinated manner can act as a barrier to efforts to widen travel choice. If insufficient parking is provided or if prices are considered high, then parking can be displaced into residential areas further out from town centres. Provision of free staff workplace parking makes it less likely for people to choose to use alternative travel methods.
How?	The TfSH authorities will encourage better co-ordination between local authorities with responsibilities for car parking to improve the way existing parking is used and priced. Discounts can be offered to encourage car sharing, low-emission vehicles, mopeds and motorcycles. Park and ride sites offering lower cost parking than in urban centres can help reduce congestion and address poor air quality in the centres. It is important that parking management measures are implemented alongside improvements to sustainable travel modes to help increase the attractiveness and viability of these alternatives over private car trips, to support widening travel choice.
Delivery options	<ul style="list-style-type: none"> • Develop complementary policy approaches to parking; • Controlled Parking Zones; • Improved management and supply of residential parking; • Extended 'park and ride' network (both bus and rail based systems); • Improved parking at well-used commuter railway stations; • Car park management and guidance systems; • Workplace travel planning¹⁷²; • Appropriate consideration of the needs of blue badge holders; • Ensure appropriate parking provision for motorcycles and mopeds • Enable and manage deliveries to and servicing of shops, offices and industrial units; • Investigation into appropriate parking provision for commercial vehicles • Introduce and develop car clubs¹⁷³; • Provision of electric vehicle charging points within car parks.
Outcomes	<p>This policy will contribute to the following outcomes:</p> <ul style="list-style-type: none"> • Improved journey time reliability for all modes; and • Improved air quality and environment, and reduced greenhouse gas emissions.



¹⁷² <http://www.dft.gov.uk/pgr/sustainable/travelplans>

¹⁷³ <http://www.carplus.org.uk/car-clubs/benefits>

Policy G: To improve road safety across the sub-region	
Why?	Road traffic collisions, as well as causing death, injury and distress to those involved, also result in wider costs to society in terms of the cost of providing healthcare treatment to those injured, and loss of productivity. Road traffic incidents create tailbacks and delays that adversely affect journey time reliability within the sub-region.
How?	Work to date has been effective at reducing incidences of speeding and unsafe road-user behaviour through education, engineering measures at sites with high casualty records and enforcement of speed limits. Reductions in speed limits and crossing improvements within built up areas have further improved the safety of vulnerable road users.
Delivery options	<ul style="list-style-type: none"> • Speed Management¹⁷⁴ measures; • Actively consider wider implementation of 20mph speed limits/ zones within residential areas; • Traffic Management measures; • Safer Routes to schools¹⁷⁵ schemes; • Road Safety education and training to improve road user behaviour.
Outcomes	<p>This policy will contribute to the following outcomes:</p> <ul style="list-style-type: none"> • Improved road safety within the sub-region; and • Promoting a higher quality of life.

Policy H: To promote active travel modes and develop supporting infrastructure	
Why?	Encouraging and making it easier for people to choose to walk or cycle for everyday journeys helps people to build physical activity into their routines, improving health and general well-being. Increasing the number of journeys undertaken by active travel modes will help to tackle obesity, reduce congestion and improve air quality.
How?	The TfSH authorities will work with health and activity partners, including public health teams, to develop a network of high-quality, direct, safe routes targeted at pedestrians and cyclists. Well-designed routes and secure cycle parking can be partly delivered through the planning system. Pro-active marketing and participative events will radically increase the profile and understanding of the benefits of active travel.
Delivery options	<ul style="list-style-type: none"> • A Legible South Hampshire project to provide integrated, high-quality information for public transport, walking and cycling; • Delivery of comprehensive walking and cycling networks (which could form part of a proposed 'Green Grid' – refer to glossary for more detail); • Delivery of walking and cycling measures identified within Town Access Plans and District Statements; • Crossing improvements for pedestrians and cyclists; • Cycle hire scheme for urban centres; • Delivery of improved secure cycle parking facilities at key destinations; and • Support for the delivery of measures contained within Rights of Way Improvement Plans (ROWIPS).
Outcomes	<p>This policy will contribute to the following outcomes:</p> <ul style="list-style-type: none"> • Reduced dependence on the private car through an increased number of people choosing public transport and the 'active travel' modes of walking and cycling; • Improved awareness of the different travel options available to people for their journeys, enabling informed choices about whether people travel, and how; • Improved air quality and environment, and reduced greenhouse gas emissions; and • Promoting a higher quality of life.

¹⁷⁴ <http://www.roadsafe.com/programmes/speed.aspx>

¹⁷⁵ <http://www.portsmouth.gov.uk/living/649.html>

Policy I: To encourage private investment in bus, taxi and community transport solutions, and where practical, better infrastructure and services	
Why?	Improving the quality of public transport will widen travel choice, giving a viable alternative to the private car for certain everyday journeys such as those to work, shops, education, health and leisure facilities. For those without access to a car, buses and taxis are often the only realistic travel option for journeys to access goods and services. The large majority of bus services in South Hampshire are provided on a commercial basis by privately-owned operators. This means that the TfSH authorities must work with these operators in order to encourage provision of better bus services. As new jobs are created, more people will wish to access the city centres of Southampton and Portsmouth and it is essential that a good quality bus service is provided along main corridors. This will accommodate growth whilst reducing the overall carbon footprint of transport, and prevent deterioration of journey time reliability on main routes into urban centres.
How?	The TfSH authorities will work closely with commercial bus operators to help them plan and deliver service improvements and develop Bus Rapid Transit on a number of key corridors. This will help improve the reliability and attractiveness of bus services, making them a more viable alternative to the private car, with accurate and up-to-date information on how services are running. Taking advantage of advances in ticketing technology such as smartcards (already being introduced by some bus operators across their networks) will improve the affordability, convenience and attractiveness of buses. Management of taxi operators, and support for the voluntary sector in their provision of community transport services helps to meet transport needs that cannot easily be met by bus services.
Delivery options	<ul style="list-style-type: none"> • Development of a Bus Rapid Transit (BRT) network¹⁷⁶ and other innovative public transport solutions between main centres; • Bus Priority measures; • Development of a comprehensive premium urban bus network offering high frequency services using high-quality vehicles; • Improved strategic interchanges and high quality bus stop Infrastructure; • Delivery of public transport measures identified within Town Access Plans and District Statements; • Park and ride network; • Improved travel information in user-friendly formats; • Measures to support taxi services such as suitably located taxi ranks; • Improved ticketing solutions, including smartcards and ticket purchase via mobile phones; • Support for Community Transport services.
Outcomes	<p>This policy will contribute to the following outcomes:</p> <ul style="list-style-type: none"> • Reduced dependence on the private car through an increased number of people choosing public transport and the 'active travel' modes of walking and cycling; • Improved awareness of the different travel options available to people for their journeys, enabling informed choices about whether people travel, and how; • Improved journey time reliability for all modes; • Improved accessibility within and beyond the sub-region; and • Promoting a higher quality of life.

The A3 ZIP bus priority corridor links Clanfield with Portsmouth



¹⁷⁶ <http://www3.hants.gov.uk/tfsh/bus-rapid-transit.htm>

Policy J: To further develop the role of water-borne transport within the TfSH area and across the Solent	
Why?	The TfSH area already has a good network of ferry services, connecting coastal settlements. In addition, cross-Solent ferry services from both gateway ports provide vital access to the Isle of Wight for passengers and freight. Enhancing the integration between water-borne transport and other sustainable travel modes through improved interchanges will help widen travel choice and reduce peak hour congestion.
How?	The TfSH authorities will work to improve the quality of bus, taxi and cycle interchange facilities and information at ferry terminals, particularly at Town Quay in Southampton, The Hard in Portsmouth and Gosport.
Delivery options	<ul style="list-style-type: none"> • Development of improved transport interchange facilities for buses and taxis at ferry terminals; • Improved ticketing solutions, including smartcards and ticket purchase via mobile phones; • Ongoing dialogue with ferry operators to encourage delivery of passenger improvements; • Provision of secure cycle parking in the vicinity of ferry terminals; • Support for port operators in their aspirations to increase freight moved by short-sea shipping.
Outcomes	<p>This policy will contribute to the following outcomes:</p> <ul style="list-style-type: none"> • Reduced dependence on the private car through an increased number of people choosing public transport and the ‘active travel’ modes of walking and cycling; and • Improved awareness of the different travel options available to people for their journeys, enabling informed choices about whether people travel, and how.



Cross-Solent and local ferry services play an important role in meeting travel needs in coastal areas of the South Hampshire area

Policy K: To work with rail operators to deliver improvements to station facilities and, where practical, better infrastructure and services for people and freight	
Why?	The rail network in South Hampshire is of strategic importance for both passengers and freight. There is potential to grow the modal share of rail for passenger and freight movements both within and beyond the TfSH area. This policy will seek to bring about a greater role for rail for local journeys within the area. Targeted improvements to rail can help this mode provide an attractive alternative to the car for peak hour commuter journeys to major employment areas.
How?	The TfSH authorities will work with the rail industry to encourage investment in improved station facilities, enhanced interchange facilities at main rail stations, and rail infrastructure such as track capacity, to make rail a more attractive option. Further investment in train services is also needed. The TfSH Rail Communications Protocol will be used to take forward improvements to the South Hampshire rail network, ensuring that more passengers and freight are carried by rail, and to improve rail service frequencies.
Delivery options	<ul style="list-style-type: none"> • Promote measures which will enable more freight to be moved by rail; • Re-opening freight-only lines for passenger use (such as the Waterside line between Totton and Hythe); • Improving rail access to Southampton Airport from the east and west; • Increasing capacity on the rail route between Eastleigh and Fareham; • Improved station and key city centre interchange facilities; • Improved cycle and car parking at well-used commuter railway stations; • Investigation of opportunities for park and ride using railway stations; • Working with train operators to deliver station travel plans; • Further development of Community Rail Partnerships¹⁷⁷ (CRPs); • Improved capacity for cycles, wheelchairs and pushchairs on trains; • Use of rolling stock suitable for the type of route across the network; • Exploring the feasibility of options for light rail in South Hampshire.
Outcomes	<p>This policy will contribute to the following outcomes:</p> <ul style="list-style-type: none"> • Reduced dependence on the private car through an increased number of people choosing public transport and the 'active travel' modes of walking and cycling; • Improved accessibility within and beyond the sub-region; and • Improved air quality and environment, and reduced greenhouse gas emissions.



A new accessible footbridge with lifts was completed at Southampton Airport Parkway station in 2009 as shown here (new footbridges were also installed at Fareham and Fratton)

¹⁷⁷ <http://www.acorp.uk.com/Values%20of%20CPR's%20project.html>

Policy L: To work with Local Planning Authorities to integrate planning and transport	
Why?	The location, scale, density and design of new development and the mix of land uses has a significant influence on the demand for travel. Encouraging development on brownfield sites close to existing shops and services, and supporting higher-density, mixed-use development, helps to reduce the need to travel and the length of journeys, and make it easier for people to walk, cycle or use public transport.
How?	The TfSH authorities will work with Local Planning Authorities across the area to encourage higher density and mixed-use developments to be located within main urban centres, in locations that are easily accessible by a range of travel methods. Planning authorities will be encouraged to locate new housing and employment development within close proximity. This will help reduce the need to travel and encourage the use of sustainable travel modes, thereby improving health and reducing carbon emissions. Good design of residential developments will ensure that key services are provided locally and that neighbourhoods are walkable, with good cycle and public transport links to nearby urban centres. Residential and workplace travel planning will be used to effectively manage the journeys created with development.
Delivery options	<ul style="list-style-type: none"> • The current and emerging Local Planning Authorities' Local Development Frameworks (LDF) infrastructure delivery plans will be developed alongside the Implementation Plan sections of the Hampshire, Portsmouth and Southampton Local Transport Plans; • Seeking developer contributions from new development to mitigate the impact of new development on existing transport networks; • Residential and workplace travel planning¹⁷⁸;
Outcomes	<p>This policy will contribute to the following outcomes:</p> <ul style="list-style-type: none"> • Reduced dependence on the private car through an increased number of people choosing public transport and the 'active travel' modes of walking and cycling; • Improved awareness of the different travel options available to people for their journeys, enabling informed choices about whether people travel, and how; • Improved accessibility within and beyond the sub-region; and • Promoting a higher quality of life.

Policy M: To develop and deliver high-quality public realm improvements	
Why?	The quality of streetscape can have a big influence on the vibrancy of a place and the way people use streets. Place-making initiatives and the development of 'Naked Streets' will provide a better setting for people friendly activity, providing a more user-friendly public realm for pedestrians, vulnerable road users and cyclists. Public Realm improvements using high-quality materials, where affordable and practical, will add to the character, feel and ownership of local places.
How?	Within cities, town and district centres, the TfSH authorities will reduce street clutter and make streetscape improvements using high-quality materials and street furniture to enhance the public realm and its accessibility.
Delivery options	<ul style="list-style-type: none"> • Reducing street clutter (such as pedestrian guard railing); • Streetscape enhancements (including lighting, paving, planting, and street furniture); • Delivering improvements that follow the design principles set out in current design guidance and informed by examples of best practice.
Outcomes	<p>This policy will contribute to the following outcomes:</p> <ul style="list-style-type: none"> • Improved accessibility within and beyond the sub-region; and • Promoting a higher quality of life.

¹⁷⁸ <http://www.dft.gov.uk/pgr/sustainable/travelplans/work/>

Policy N: To safeguard and enable the future delivery of transport improvements within the TfSH area	
Why?	A limited number of targeted highway and rail improvements have been identified which would serve to address problems of localised congestion, unlock development sites with highway access problems and tackle adverse impacts of traffic on quality of life in communities.
How?	Delivery of major schemes for highway improvements is dependent on funding decisions by Government and external contributors. The TfSH authorities will safeguard the routes of proposed highway improvements and continue to work with these agencies to secure funding for these schemes.
Delivery options	<ul style="list-style-type: none"> • Safeguarding of proposed strategic routes, such as the Botley Bypass and Western Access to Gosport, where heavy volumes of traffic through local communities cause problems of severance, noise and poor air quality; • Safeguarding land to enable developer-led access solutions to unlock Dunsbury Hill Farm and Eastleigh River Side for new employment uses; • Enabling developer-led road improvements to facilitate access to planned major development areas (such as North Whiteley); • Safeguarding land for developing a new motorway junction on the M275 serving Tipner, Portsmouth; • Investigating feasibility for provision of a bridge link from Tipner to Horsea Island (for all modes); and • Safeguarding land for new railway stations at certain locations, for example Farlington.
Outcomes	<p>This policy will contribute to the following outcomes:</p> <ul style="list-style-type: none"> • Improved accessibility within and beyond the sub-region.



Large areas of planned development may require investment in new highway and public transport infrastructure to unlock sites

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www.hants.gov.uk/local-transport-plan