

East Hampshire District

Transport Statement

Adopted September 2012

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If viewing this document electronically, further information is available through following the many hyperlinks throughout this document (hover the mouse over the policy, document or organisation mentioned for more information (where available)).

1 Introduction

- 1.1 This report sets out the transport objectives and delivery priorities for the East Hampshire district area. The Transport Statement (TS) provides:
- a local transport policy framework for the district;
 - a framework to assist with the prioritisation of transport investment;
 - a basis for land use and development planning;
 - assistance to the Local Planning Authority with infrastructure planning in support of the East Hampshire and South Downs National Park Joint Core Strategy / Local Plan. This includes input to the preparation of the Infrastructure Delivery Plan (IDP), a Community Infrastructure Levy (CIL) Charging Schedule and the application of the Transport Contributions Policy in the interim period until the CIL Charging Schedule is adopted.

The location plan in Figure 1 shows the main administrative and policy boundaries, the key settlements, transport links and development areas in East Hampshire.

- 1.2 Hampshire County Council is developing this Statement in consultation with East Hampshire District Council and the South Downs National Park Authority (as almost 60% of the district falls within the National Park). It covers the period up to 2028 in line with the Joint Core Strategy. Regular reviews, especially when proposals are completed or changed, will keep it up-to-date.
- 1.3 This statement links to current economic priorities, including those being developed by the Enterprise M3 Local Enterprise Partnership (Enterprise M3 LEP) and the South Downs National Park Authority (SDNPA), which jointly cover most of the district, along with the Solent Local Enterprise Partnership (Solent LEP), which covers the very southern part of the district. Significant planned growth is expected from the regeneration and sustainable redevelopment of Whitehill & Bordon. This major development involves providing up to 4,000 homes and associated employment, retail and leisure facilities over the next 20 years, bringing opportunities to provide a range of transport improvements to manage and mitigate the increased travel demands.
- 1.4 The southern most part of the district (mainly Clanfield, Rowlands Castle and Horndean) falls within the South Hampshire Sub-Region, covered by the Solent LEP and the Partnership for Urban South Hampshire (PUSH). Established in the first part of the last decade, PUSH was the first multi-area agreement in the UK, covering the unitary authority areas of Portsmouth and Southampton parts of Eastleigh, East Hampshire, Fareham, Gosport, Havant, Test Valley and Winchester (covered by Hampshire County Council and the relevant district or borough council).

- 1.5 The PUSH will continue to provide strategic housing and spatial planning advice to the Solent LEP, and is responsible for developing and implementing the sub-regional economic and investment strategy. Transport for South Hampshire (TfSH - a partnership between Hampshire County Council, Portsmouth City Council and Southampton City Council), is working to deliver the PUSH 'reduce, manage and invest' transport strategy for the sub-region, as set out in Chapter 7 of the LTP3: South Hampshire Joint Strategy.
- 1.6 As well as economic priorities and planned growth, this Statement also builds on the main transport or related policy documents covering the district or its key settlements including:
- Hampshire Local Transport Plan 2011-2031 (LTP3)
 - East Hampshire and South Downs National Park Joint Core Strategy (JCS)
 - Whitehill, Bordon and Lindford Interim Town Access Plan
 - Whitehill & Bordon Emerging Transport Strategy
- 1.7 For consistency and clarity, this Statement covers the whole of the East Hampshire district area regardless of planning and transport policies or funding boundaries. However, the issues, priorities and objectives set out within it will accord with the appropriate policies, priorities and objectives of the different authorities and partnerships covering the area including the fourteen transport objectives detailed in the South Hampshire Joint Strategy (as shown in Appendix 1).

Transport vision for East Hampshire district:

To deliver safe, efficient and reliable ways to get around, helping to promote a prospering and sustainable area.

- 1.8 Four objectives underpin the priorities and proposals outlined in this statement, helping to promote economic growth and reduce the environmental effects of transport:
- **Promoting economic growth:** Providing key transport improvements and tackling congestion hotspots, helping to unlock new developments to provide jobs and housing where needed.
 - **Maintaining a safe and efficient highway network:** Further support for economic growth through reducing casualties and effective management to provide a safe, well-maintained and efficient highway network.
 - **Improving access:** Improving access to jobs, facilities and services by all forms of transport.
 - **Protecting the environment:** Reducing carbon emissions and the effects of transport on communities, the countryside and the environment generally, while maintaining special regard to the purposes of the South Downs National Park.

2 Policy context

National

2.1 Nationally, the Department for Transport's White Paper 'Creating Growth and Cutting Carbon: Making Sustainable Transport Happen' published in January 2011, sets out the Government's policy on transport. Importantly, it supports economic prosperity, climate change and local transport to promote safe and sustainable transport choices to improve quality of life. This statement aims to address these national priorities, as they relate to the East Hampshire district, to help:

- Create growth and planned regeneration where needed.
- Improve travel choices to encourage the safer and more sustainable movement of people and goods.
- Reduce carbon emissions and the dominance of traffic through more walking, cycling and passenger transport use.

2.2 Central government has recently published the National Planning Policy Framework, which provides national strategy and guidance for land-use planning policy and practice. It identifies how planning can achieve sustainable development and includes a section on promoting sustainable transport. This supersedes the earlier guidance and statements used in developing planning policy and assessing the impact of developments. In addition, Manual for Streets 1 (2007) and Manual for Streets 2 (2010), place an emphasis on better design for public spaces and provides best practice in design of the urban environment.

Sub-regional

2.3 At a sub-regional level, the LEPs will help drive economic growth. The Enterprise M3 LEP, which includes most of the East Hampshire district, covers a population of 1.6 million with an above average skilled workforce and is home to a number of international businesses, making it an important economic region for the UK economy. Likewise, the Solent LEP, which includes the southern most parts of East Hampshire (mainly Clanfield, Horndean and Rowlands Castle), is an international gateway and globally recognised economic area covering a population of over 1.3 million and some 50,000 businesses. These two LEPs bring together the private and public sector to help prioritise investment for key infrastructure, including transport over the next few years. East Hampshire is at the heart of the rural and tourism-based economies, especially for the Enterprise M3 LEP, and can expect to benefit from planned and delivered strategic transport improvements over time.

Hampshire

2.4 Developed from a range of central and local government policies and initiatives including those already mentioned, Hampshire County Council's LTP3 is the principle policy document for the next 20 years setting out a county-wide transport strategy. In the short-term, the LTP3 will concentrate on supporting the economy through the maintenance and management of the existing transport network. This should in turn help economic recovery to provide the right conditions to progress more ambitious transport improvements.

East Hampshire district

- 2.5 East Hampshire is covered by two transport strategies within the LTP3: Chapter 6: Central Hampshire and New Forest, covering most of the district, and Chapter 7: South Hampshire Joint Strategy, covering the southern most part including Horndean, Clanfield and Rowlands Castle. The LTP3 recognises the issues facing the district, especially how transport improvements can support the rural economy, provide access to jobs, services and leisure activities alongside protecting the often unique countryside and the settlements within it. Petersfield, Alton, Liphook and Liss are recognised as important local centres and Whitehill & Bordon gets a specific mention because of its redevelopment opportunities.

South Downs National Park

- 2.6 On 1st April 2011, the SDNPA became a statutory planning authority with responsibility for all planning matters within the South Downs National Park boundary, which covers just over half (57%) of the East Hampshire district. The National Park has two purposes:
- Conserving and enhancing the natural beauty, wildlife and cultural heritage of the area.
 - Promoting opportunities for people's understanding and enjoyment of the special qualities of the National Park.

The SDNPA acknowledges that there is a careful balance needed to meet its primary aim of protecting and conserving the area alongside its duty to foster the economic and social well being of local communities within the National Park, which includes meeting the transport needs of the people who live and work in the National Park as well those who want to visit. However, wherever conflict occurs, legislation ensures that conserving the natural environment overrides all other purposes and duties. This is applicable for all relevant authorities working within the National Park.

- 2.7 In addition to the transport policies already mentioned, Hampshire County Council, East Hampshire District Council, South Downs National Park Authority and their partners have developed between them a range of policies and supporting documents controlling, guiding and influencing transport in East Hampshire:

Local Development Framework (LDF) - Local Plan : Joint Core Strategy pre-submission draft December 2011 (JCS): The SDNPA is likely to develop its own Local Plan in time, but at present they are working in partnership with East Hampshire District Council to produce a JCS to provide outline policies for planning and managing development in the district up to 2028. The JCS includes a section on transport setting out the main issues and policies. The examination is planned for a two week period commencing 23rd October 2012 to allow formal adoption of the completed strategy in December 2012. The biggest planned development identified in the JCS is for up to 4,000 houses on land released in Whitehill & Bordon as a result of the Ministry of Defence (MoD) plans to withdraw from the Bordon Barracks in 2015. As work on the LDF continues, Supplementary Planning Documents (providing detailed guidance on specific planning related issues), are likely to come forward.

East Hampshire District Local Plan: Second Review 2006: Current adopted planning policy for the district until its replacement by the formal adoption of the LDF planned for late 2012.

East Hampshire District Council's Annual Monitoring Report 2011: Shaping the future: Fifth annual statement detailing completed developments and the expected phasing and location of future developments.

Hampshire County Council's land supply surveys: Provides an annual stock-take of land with development potential in each district, setting out forthcoming housing, industrial land and office floor space, retail and leisure uses.

Countryside Access Plan (CAP): In the East Hampshire district, the Hampshire Downs, South Downs and Forest of Bere CAPs are three of seven plans, together with an eighth County Overview CAP, which form the Rights of Way Improvement Plan (ROWIP) for the county. The ROWIP helps Hampshire County Council manage and improve its rights of way network to meet the Government's aim of better provision for walkers, cyclists, equestrians and people with mobility problems. ROWIPs link closely to local transport plans to help deliver integrated and sustainable transport in rural and urban areas. The CAPs identify the main issues and suggest what should be done to improve access to the countryside, local services and amenities.

A Cycle Plan for East Hampshire 2004: Prepared by East Hampshire District Council (as part of its Best Value Transport Action Plan), through consultation with local people, cycling groups and local partners including Hampshire County Council. The plan aims to encourage more cycling through specific improvements to key routes and in areas likely to benefit from better cycle access, such as town and employment centres and countryside attractions.

South Downs Management Plan 2008-2013: Prepared by the South Downs Joint Committee through extensive consultation in the years leading up to the formal declaration of the South Downs National Park in 2011. It covers the area of the South Downs, setting out the key policies and principles that aim to protect, conserve and improve the countryside in the area alongside careful management of economic and community development opportunities. The now established SDNPA and partners are in the early stages of developing a replacement management plan, among other key documents to cover the National Park area.

East Hampshire Parish Plans: Fifteen out of the 39 parish councils in East Hampshire have produced their own 'Parish Plans' over the last few years. The Parish Plans are the result of consultations with residents within each parish and cover a variety of community issues including transport. Many of the plans include suggestions for specific schemes that each parish council would like to see implemented in liaison with Hampshire County Council. These suggested schemes helped draft this statement and helped determine the Schedule of Transport Improvements shown in Table 1.

Whitehill & Bordon Draft Framework Masterplan: Adopted by East Hampshire District Council in 2010 to guide the settlement's regeneration and to stop piece-meal development following the expected release of all or part of the MoD land in and around the area. Based on strong community involvement and clear guidance to ensure that much needed regeneration meets the existing and future needs of local people and businesses as part of the redevelopment.

Whitehill, Bordon and Lindford Interim Town Access Plan 2011: Jointly produced by Hampshire County Council and East Hampshire District Council. It provides a short-term local transport strategy to guide transport investments for the area as well as helping to plan beyond the interim period until the MoD withdraws.

Whitehill & Bordon Emerging Transport Strategy 2011: Produced and adopted by Hampshire County Council in 2011, this strategy sets out policies guiding the future of transport in Whitehill & Bordon from when the MoD withdraws in 2014/15. It carries on from the Whitehill, Bordon and Lindford Interim Town Access Plan to serve the future resident population and help support the town's viability for the next 25 years. It principally aims to reduce the need to travel outside the town, provide better transport choices for all trips and manage demand for car travel in and around the town.

Alton 2020: Adopted in 2005 as the action plan for the Market Town Health Check jointly produced by Alton Town Council and East Hampshire District Council. It primarily aims to maintain the bustling local economy and build on its future viability without detriment to the historic character of the town. Alton 2020 is due for review in the next five years or so, with the updated version likely to become another SPD.

Petersfield Area Transport Strategy 2000: Jointly prepared by Hampshire County Council, East Hampshire District Council and Petersfield Town Council, the strategy has provided significant transport investment for the town since its adoption. The strategy needs updating to continue managing and improving transport in and around the town, especially now that Petersfield is the second largest settlement in the South Downs National Park.

Department for Transport's Local Sustainable Transport Fund: Another potential influence on the delivery of transport measures in East Hampshire could result from the recent successful bid to the Department for Transport's Local Sustainable Transport Fund of £3.81m of funding, which was announced in June 2012 (see section 5 for more details).

- 2.8 It is acknowledged that both the Transport Statement Table 1 and the LDF Infrastructure Development Plan will require revision and update to reflect the outcomes of work to be undertaken on the Core Strategy / Local Plan. This Statement will also need to reflect the findings in the Core Strategy / Local Plans for neighbouring councils including Basingstoke and Deane, Hart, Winchester, Havant, Surrey and West Sussex.
- 2.9 It is also recognised that in some areas the development of Neighbourhood Plans is underway. The Localism Act gives parish (and town) councils a leading role in neighbourhood planning in an area which includes all or part of a neighbourhood area. It also places a legal duty on local planning authorities to support and

advise parish councils and neighbourhood forums that want to do neighbourhood planning. In Hampshire, where there are district and county councils, the County Council should also be involved in discussions, particularly where infrastructure issues such as highways or countryside matters are involved.

Neighbourhood Plans look to set out the community's views on the development and use of land in their neighbourhood. This includes setting policies on where development should go, how development is designed or, using a neighbourhood development order, to give permission for certain types of development without the need for a subsequent planning application. However the Localism Act also requires Neighbourhood Plans to be in general conformity with the strategic policies of the Local Plan.

Unlike previous parish, village or town plans, a Neighbourhood Plan will become a formal part of the planning system forming part of the Local Development Plan and sitting alongside the Local Plan prepared by the Local Planning Authority. Planning applications will need to be decided against both the Local Plan and any appropriate Neighbourhood Plans as well as any other material considerations. The Transport Statement will need to be updated as and when Neighbourhood Plans are developed.

3 Transport context and issues in East Hampshire

General

- 3.1 East Hampshire is a rural district renowned for its attractive and high quality countryside. Just over half of it is included in the newly created South Downs National Park, which is likely to boost the local economy through increased tourism. The resultant increase in visitor numbers need managing to balance support for local economic growth whilst limiting any negative effects of associated traffic increases on the local area to ensure people's leisure and cultural expectations are met. North – south traffic movements are relatively well catered for in the district but ways of improving east-west movement need to be identified.
- 3.2 Business, industry and employment are concentrated around the main settlements of Petersfield, Alton, Whitehill & Bordon and Horndean, with the public sector and the MoD providing many jobs, although the MoD's withdrawal from Whitehill & Bordon in 2015 will undoubtedly have an effect. East Hampshire does not experience extensive or wide spread congestion with congestion typically confined to a number of main junctions along the key roads including:
- A3 Ham Barn Roundabout
 - A325 through and on approach to Whitehill & Bordon
 - A339 at The Butts, Alton
 - B2149 Horndean access to A3(M) Junction 2
 - B3006 northern approach to Selborne
 - General congestion in town and village centres including Petersfield, Liphook, Liss and Grayshott.

[Based on 2009/10 Strat-e-GIS mapping due to be updated to 2010/11]

Settlements

- 3.3 Petersfield and Alton are the principal market towns in East Hampshire, with a combined estimated population of just under 30,000 almost evenly split (Alton's population is slightly bigger). They are both important transport hubs with good rail links to London and the rest of rail network, good road connections and a range of bus and community transport services. Between them they provide employment, shopping, services and attractions to their residents, surrounding villages, outlying rural areas and visitors.

Petersfield is an historic market town now considered to be the 'gateway' to the South Downs National Park in Hampshire. The town has seen significant transport investment over the last 20 years (including the Petersfield Demonstration Project following completion of the A3 and the 20 mph zone and associated market town improvements for the town centre among other projects). Despite this investment, the dominance of through traffic and parking remain issues for the town centre and residential roads, including those around the station. Continued provision of walking and cycle links and their general maintenance are other key issues for transport, along with access to and from the town centre for the surrounding villages and rural areas. This is of particular importance in addressing likely visitor demands associated with the SDNP.

Alton is another historic market town and although outside the SDNP, it sits within an attractive rural setting. Similar to Petersfield, it would benefit from better access from the surrounding villages and outlying areas, improved road safety, especially for vulnerable road users, and bus and rail improvements. Plans for Tesco and Waitrose to redevelop land in Alton to provide new stores is likely to have implications for the town and work is being undertaken to identify ways of improving the vitality and viability of the town centre. Additionally as part of the agreement with Waitrose an overflow car park for users of Alton railway station car park is to be provided, which will help with the issue of commuter parking in the area.

Whitehill & Bordon is due for significant expansion of up to 4,000 new homes and associated business development. This is likely to almost double the existing population as part of the MoD's partial or total withdrawal from the area sometime in 2015. Its designation as one of the country's four Eco-Towns in 2009 provided a unique opportunity to pursue existing and future transport improvements for the settlement. The Whitehill, Bordon and Lindford Town Access Plan covers the short-term up to when the MoD leaves, after which time the Emerging Transport Strategy will take over to help secure longer term investment.

Horndean, Clanfield, Four Marks, Liphook, Liss, Grayshott, Selborne, Oakhanger, Blackmore, Lindford, and Rowlands Castle are some of the other smaller market towns and villages spread across the district. Common transport or related issues, which apply to all towns and villages in East Hampshire, include:

- **Walking and cycling networks:** Disjointed links, lack of safe crossing points (especially for the main routes through villages), routine maintenance of walking and cycling networks and severance created by through traffic in town and village centres and by busy roads crossing leisure trails and cycling and walking routes.
- **Travel to and from settlements and outlying areas:** Generally limited options beyond driving, especially for those who find it difficult using conventional passenger transport. East Hampshire has an active community transport network (see paragraph 3.21 for more detail), helping to provide practical alternatives.
- **Dominance of traffic:** Speed and volumes of through traffic and the severance created detract from the character of settlements, which are often thriving local centres and visitor attractions. Parking is also likely to be another issue, especially overspill from public car parks on to residential roads.
- **Use of local road network by inappropriate vehicles:** The speed and volume of HGVs travelling through villages causes severance, road safety concerns, effects the local environment and reduces quality of life, especially for residents. In addition, road safety concerns can discourage people from walking and cycling.

Development and transport

- 3.4 As detailed in the JCS, approximately 9,000 houses need to be provided in the East Hampshire district by 2028, including the up to 4,000 planned for Whitehill & Bordon. East Hampshire District Council and where appropriate, the SDNPA will seek to re-use previously developed land although the use of some greenfield sites is likely. Based on a hierarchy of settlements, the JCS proposes a scaled range of development across the district (in addition to Whitehill & Bordon), focussing where possible on extending existing settlements as shown on the location plan in Figure 1.
- 3.5 In transport terms, development brings opportunities to improve local transport, often funding or providing new facilities that may not have come forward otherwise. Alongside these opportunities are the inevitable challenges of mitigating the negative effects of any additional traffic and the likely travel demands generated by development. Each new development proposed will be assessed on a range of issues, including transport, to determine how best to exploit the opportunities for the local area alongside dealing with any challenges.

Passenger and community transport

- 3.6 Passenger and community transport in East Hampshire supports economic growth by providing vital access to employment, education, food shopping and local health services.
- 3.7 Quality Bus Partnerships (QBPs) operate on the Stagecoach 37 route between Petersfield and Havant and on the First 40/41 service running between Horndean and Portsmouth. Other commercial services run on the main road corridors providing connections to Basingstoke, Aldershot, Winchester and beyond the county boundary into Surrey. These are complemented by secondary, mostly supported, local and rural services. Work will continue on developing more QBPs, providing real-time information and bus priority measures on main routes as well as general improvements to interchanges and bus stops such as upgrading bus shelters. Introducing solar power and new technology will help to improve peoples' experience of using buses as well as helping to reduce carbon emissions.
- 3.8 Regular rail connections from Alton and Petersfield provide links to London, Portsmouth, Winchester and Farnham and on to the rest of the rail network. Smaller stations at Bentley connect to Alton on the Alton Line and Liss and Rowlands Castle connect to Petersfield on the Portsmouth Direct Rail Line. The Watercress Line operates steam trains for visitors and tourists on the Mid Hants rail line between New Alresford in the Winchester district and Four Marks in East Hampshire. Priorities for investment include improving access to rail stations – covering both the journey to the station and when at the station being able to use the right facilities and services, as well as better access to and provision of information. Other priorities include continued working with rail operators to improve passenger facilities and security and developing new Community Rail Partnerships and station adoption groups (formal agreement between the train operating company and local volunteers, which allows volunteers to undertake certain types of work at their local station).

- 3.9 A range of community transport schemes operate in the district including Taxi-share, Cango, Call & Go and Wheels to Work, providing services when passengers are too few for viable bus services to be operated. People who have difficulties using conventional passenger transport and those living in remote rural areas without the use of a car especially rely on community transport. Funding new vehicles is the main priority. Shopmobility is another community transport scheme, with the only scheme in East Hampshire operating in Petersfield. It provides electric scooters and motorised wheelchairs that people can book to help get around the town centre.
- 3.10 Passenger transport is especially important in delivering transport solutions for the Whitehill & Bordon regeneration; specifically helping self-containment and reducing the dominance of traffic where people can live and work without having to travel far or use a car to do so. Work has already started and will continue looking at options including linking Whitehill & Bordon with the national rail network.

Walking and cycling

- 3.11 As is typical of a rural district with dispersed settlements, utility walking and cycling is mainly confined to settlements to access schools and local centres for example, while leisure routes are spread out across a broader area linking countryside attractions and beauty spots. Disjointed connections, reduced severance caused by busy roads, excessive speed of traffic through towns and villages and the close proximity to traffic are common issues. Limited space in historic local centres such as Petersfield can restrict options although maintenance of routes, better signing and safer crossing points, in combination with measures to reduce the speed and effects of traffic, can all help. The SDNP and the Whitehill & Bordon redevelopment will particularly help to encourage leisure and utility walking and cycling to provide more travel options for people that in turn help to reduce carbon emissions and the general dominance of traffic.
- 3.12 Shipwrights Way is a new long-distance route, which when delivered in full, will link villages and towns in East Hampshire for walkers and cyclists and, where possible, horse riders and people with disabilities. It will provide:
- A commuter route.
 - A sustainable tourist route, enabling people to arrive at one train station and return home via another.
 - A route that creates demand for overnight accommodation and secondary spend in local shops and attractions.
 - The main walking and cycling route to which other villages and attractions can be linked over time.

It will run from Alice Holt Forest near Farnham through Bordon, Liphook, Liss, Petersfield, Queen Elizabeth Country Park, Staunton Country Park, Havant, Hayling Island and via ferry to Portsmouth finishing at the Historic Dockyard – around 60 miles in all, with as much of the route as possible being off-road using rights of way and permissive paths. The first two sections were launched in March 2011 with the rest of the route to follow, section by section, over the next two years or so, to form part of the Sustrans National Cycle Network Route 22 linking London to Portsmouth. The project is a strong partnership using pooled resources and expertise between Hampshire County Council, East Hampshire District Council, the Forestry Commission and the SDNPA. Representatives from

each organisation form the steering group directing the project, with a wider stakeholder group including councillors, parish councils, land managers and users.

Road safety

- 3.13 Hampshire County Council continues to promote and increase road safety as one of its priorities. Safety programmes target casualty reductions to reduce the number of people who are fatally or seriously injured on the county's roads. Speed enforcement and engineering solutions will apply when appropriate to high-risk routes in the district. Road safety education will target vulnerable road users through education, training and publicity programmes.
- 3.14 Speed management is an important means of helping to reduce the severance created by the speed and volume of traffic, especially that through settlements and popular countryside attractions. It helps to create safer roads and encourages considerate driver behaviour to ensure that people can live in and enjoy their local area without intimidation by traffic travelling at excessive speed.

Air quality

- 3.15 Thirty-one Air Quality Management Areas (AQMAs) are now in place across Hampshire with all but one being as a direct result of transport. Currently, East Hampshire has no AQMAs as there are no specific areas where pollution exceeds the required targets for air quality. But, failure to tackle future congestion and traffic levels could lead to an AQMA being declared somewhere in East Hampshire.

Climate

- 3.16 Wetter winters and drier summers could effect roads and rail lines in particular by causing flooding, damage from landslips or soil erosion and faster deterioration of road surfaces through temperature extremes. Recent harsh winters caused considerable disruption especially for people and businesses in remote rural areas along with considerable damage to the highway network.
- 3.17 Good transport links, of which roads are an essential part, are vital to support economic growth and the district's general prosperity. Highway maintenance remains a high priority for Hampshire County Council, helping to keep roads safe, structurally sound and clear of obstructions to ensure that people and goods can move safely and easily around. Routine, planned and emergency highway maintenance works all help to keep roads safe and clear. The recent Operation Restore and Operation Resilience programmes are examples of planned maintenance designed to 'future-proof' Hampshire's road network by making it more resilient to the effects of extreme weather, especially snow and ice as well as heavier traffic flows generally.

Summary

3.18 In summary, the main transport challenges facing the district are to:

- Manage existing and forecast road congestion especially on main routes, key junctions and town and villages centres.
- Consider ways of reducing congestion and possible measures to deliver reductions.
- Work with East Hampshire District Council and the SDNPA to encourage lower-carbon transport choices.
- Deliver improvements to the cycle and walking networks across the district, with help from East Hampshire District Council, the SDNPA and local people and groups among others to identify the right improvements.
- Plan for and mitigate the likely travel demands and local impacts arising from new developments, especially the Whitehill & Bordon major development.
- Manage traffic speeds and flows, especially in rural communities, urban centres and residential roads.
- Maintain and improve existing transport access to main employment areas.
- Improve transport access to local centres, services and facilities, especially for people in rural areas without the use of a car and those who find it difficult to use conventional passenger transport.
- Address problems caused by the inappropriate use of the local road network by HGVs.

4 Transport objectives and delivery priorities

4.1 The transport objectives and priorities detailed in this section aim to address the current and likely future transport issues outlined in this Statement. They also reflect the policies and objectives set out in the LTP3’s two transport strategies covering the area: Central Hampshire and New Forest Transport Strategy, covering most of East Hampshire and the South Hampshire Joint Strategy, covering the southern most part including Horndean, Clanfield and Rowlands Castle – as detailed in the Appendix.

Objectives	Delivery priorities:
<p>Objective 1: Support economic growth by:</p> <ul style="list-style-type: none"> • maintaining the existing highway network • tackling delays to ensure journey time reliability • reducing casualties. 	(i) Provide a resilient and efficient road network for all users.
	(ii) Provide capacity improvements at congested bottlenecks and appropriate traffic management on the A31 and A325 corridors.
	(iii) Continue reducing road casualties through proactive accident reduction measures.
	(iv) Tackle peak congestion through encouraging work place travel planning and encouraging the use of alternative and sustainable modes of transport to the car.
	(v) Safeguard and enable the future delivery of transport improvements in the district where needed.
<p>Objective 2: Improve access to jobs, facilities and services for all types of transport.</p>	(i) Maintain and improve good transport access to main employment areas.
	(ii) Provide access improvements in local centres in line with the Whitehill, Bordon and Lindford Town Access Plan and the Petersfield Area Transport Strategy.
	(iii) Improve and deliver the district’s walking and cycling networks including better links to employment centres, businesses, town and village centres, schools and rail stations among others.
	(iv) Work with bus operators to improve access to services, especially for people in rural communities.
	(v) Work with bus operators to improve existing Quality Bus Partnerships and to provide new ones.
	(vi) Provide better information and advice on transport choices.
	(vii) Work with rail operators to deliver improvements to stations, passenger facilities and where appropriate better infrastructure for people and freight.

Objective 3: Help unlock opportunities for new development.	(i) Work with local planning authorities to integrate planning and transport.
	(ii) Tackle predicted congestion through reducing the need to travel and providing a range of alternatives to the private car including good walking, cycling and passenger transport links.
	(iii) Improve walking, cycling and passenger transport access to existing communities and for the new one proposed in Whitehill & Bordon.
Objective 4: Reduce carbon emissions and the effects of transport on the people and places.	(i) Encourage walking, cycling and the use of passenger transport through continued delivery of improvements.
	(ii) Encourage use of low carbon emitting forms of transport through provision of necessary infrastructure such as electric vehicle charging points.
	(iii) Continue developing and delivering improvements to local centres such as those implemented in Grayshott, as part of the Quality of Place Programme.
	(iv) Use development-related and workplace travel planning measures to reduce the need to travel including broadband provision and flexible working.
	(v) Ensure that any new development or transport improvements in the South Downs National Park do not adversely affect the local character of the countryside and its rural communities.
	(vi) Work with local communities and the SDNPA to develop and introduce traffic management measures to reduce the effects of traffic on local settlements.
	(vii) Work with local communities and the SDNPA in pursuing effective measures to protect settlements from inappropriate HGV through traffic.

5 Implementation and funding

5.1 The proposals identified in Section 4 and listed in the Schedule of Transport Improvements on page 20 are at various stages of progress, ranging from concept to implementation. Stages of transport scheme development typically include preliminary design, consultation, detailed design, tendering and construction. The delivery of schemes is largely undertaken within the integrated capital programme by Hampshire County Council. Close co-operation, partnership and assistance is a vital component in delivering these transport improvements. There is a wide variety of stakeholders including East Hampshire District Council, the South Downs National Park Authority, the Highways Agency, the Local Enterprise Partnership (Enterprise M3LEP), the Solent LEP, businesses, neighbouring councils, transport operators, developers and the local community

5.1 Close cooperation, partnership and help from East Hampshire District Council, the Enterprise M3 LEP, the Solent LEP for the southern most part of the district, the South Downs National Park Authority, local people and businesses, parish councils, transport operators and developers are vital to delivering these transport improvements.

5.2 The Schedule of Transport Improvements in Table 1 lists the proposed schemes and shows the likely source of funding where known. Delivery and phasing of these proposals is dependent on funding from a range of different sources, falling in to five main groups:

(i) Department for Transport (DfT) and Highways Agency

The DfT currently provides three funding sources and the Highways Agency provides one that are likely to help fund transport schemes in East Hampshire:

- **Integrated Transport and Maintenance Capital Grants:** The Government's block funding for transport includes funds for highway maintenance and smaller-scale transport improvements such as highway improvements, traffic management and accessibility schemes. Hampshire County Council decides how to spend these funds, including some in East Hampshire.
- **Major Scheme Funding:** Capital funding for transport schemes over £5 million. Was administered as a competitive process from the DfT although the Government has recently set out consultation on devolving prioritisation and funding for these schemes to a more local level, with a new role proposed for Local Transport Bodies and LEPs in this process.
- **Local Sustainable Transport Fund:** East Hampshire will benefit from the recent successful bid to the Department for Transport's Local Sustainable Transport Fund for £3.81m of funding, which was announced in June 2012. Hampshire County Council coordinated the bid (Sustainable Transport Solutions for England's two newest National Parks), in partnership with the National Park Authorities (NPA) and the other county councils covered by the South Downs and New Forest National Parks (see section 5 for more details). The bid's policy objectives are to support the local economy and reduce carbon emissions through primarily targeting visitors to encourage them to use more sustainable forms of transport. This in turn should help to significantly improve

access to and within both national parks.

Hampshire has also been successful in its LSTF bid for the South Hampshire Sub-Region: 'Better connected in South Hampshire' and East Hampshire could benefit from area-wide and corridor-specific *Travel Choice* interventions, aimed at encouraging uptake of public transport, walking and cycling.

- **Pinch-point Fund:** Provides highway improvements on the strategic road network. Approximately £220 million has been identified for growth-related schemes costing under £10 million, helping to ease local bottlenecks and improve safety and road layouts. The Highways Agency administer the fund, which is expected to fund improvements over the next three years.

(ii) Funds from local resources

Funds from local resources are allocated at a local level from Hampshire County Council to support delivery of the highway maintenance programme. These funds complement the DfT's Capital Grants Funds allocated for maintenance.

(iii) Funds from land-use development

Developments are a main source of funding for transport improvements in the district. Currently, East Hampshire District Council secures transport contributions using their 'Guide to Developer's Contributions and Other Planning Requirements'. From April 2012, they plan to adopt and operate Hampshire County Council's Transport Contributions Policy.

East Hampshire District Council and the South Downs National Park are looking to introduce a CIL Charging Schedule soon after the adoption of the Core Strategy / Local Plan. Once a Community Infrastructure Levy (CIL) Charging Schedule has been adopted on or before 6 April 2014, the Transport Contributions Policy will become inoperable and so it is expected that transport infrastructure projects will be included on the Charging Schedule and may be funded by CIL receipts. This Transport Statement aims to provide additional information to help East Hampshire District Council and SDNP prepare the CIL Charging Schedule and to ensure that transport infrastructure is included.

It may be that in some cases, particularly with major developments, some specific transport infrastructure or strategic improvements will need to be secured through Section 106 or Section 278 agreements in order that they can be delivered by the developer to meet the needs of the development alone. Alternatively, funding of these schemes may be provided by CIL contributions including the opportunity to pool resources with neighbouring councils where appropriate although after 6 April 2014 developer contributions secured through S106 agreements can be pooled from no more than 5 planning applications. Section 278 will not be restricted by the CIL Regulations and so it will be possible to fund transport schemes through both CIL and Section 278.

(iv) LEP funding

As East Hampshire is part of the Enterprise M3 LEP and the Solent LEP areas, this provides significant potential opportunity for funding transport schemes. The Growing Places Fund aims to unlock and support economic growth and job creation through funding transport schemes that help open up business and development opportunities. The Fund has provisionally allocated up to £14 million towards infrastructure improvements in the LEP areas. This could help to part fund a range of strategic transport improvements for East Hampshire or at least fund schemes outside the district that will bring some benefit. However, the Growing Places Fund must be recycled, which requires establishing a mechanism to pay back whole or part funding from this source.

(v) Other funding

Other possible sources of funding – involving joint working between authorities and businesses – have the potential to help with the delivery of transport proposals in the district. These include:

- The Tax Increment Funding and the New Homes Bonus – which aim to benefit from new developments coming forward, although the funding received from the New Homes Bonus is not ring-fenced.
- The DfT's Access for All strategy and Network Rail's National Stations Improvement Programme (NSIP).
- Other organisations including passenger transport operators and transport campaign groups such as Sustrans could also provide funding opportunities.

5.3 The proposed schemes listed in the Schedule of Transport Improvements (Table 1) include an indication of the likely funding source where identified. However, several sources of funding are awaiting confirmation of the level of funding available and the criteria for their use.

5.4 While the Transport Statement timeframe is up to 2029, it is not expected that all the schemes listed in Table 1 will be deliverable within this time period. Future funding is uncertain, particularly in the current economic climate, and the global sum likely to be available for transport in the next 15-20 years is unknown. The identification of schemes for progression will take place in conjunction with key partners and will be informed by a range of factors currently unconfirmed, including economic pressures, finalised development allocations and availability of funding. Therefore, most of the schemes listed represent longer term proposals of HCC. Delivery will be subject to future prioritisation and the development of robust business cases to justify delivery. A comprehensive review of strategic transport schemes in the south will be completed in 2012 through the development of the TfSH Long Term Strategic Implementation Plan (LTSIP). LTSIP will be developed utilising the TfSH Sub-Regional Transport Model and following the LTSIP adoption, the list of strategic schemes will be updated.

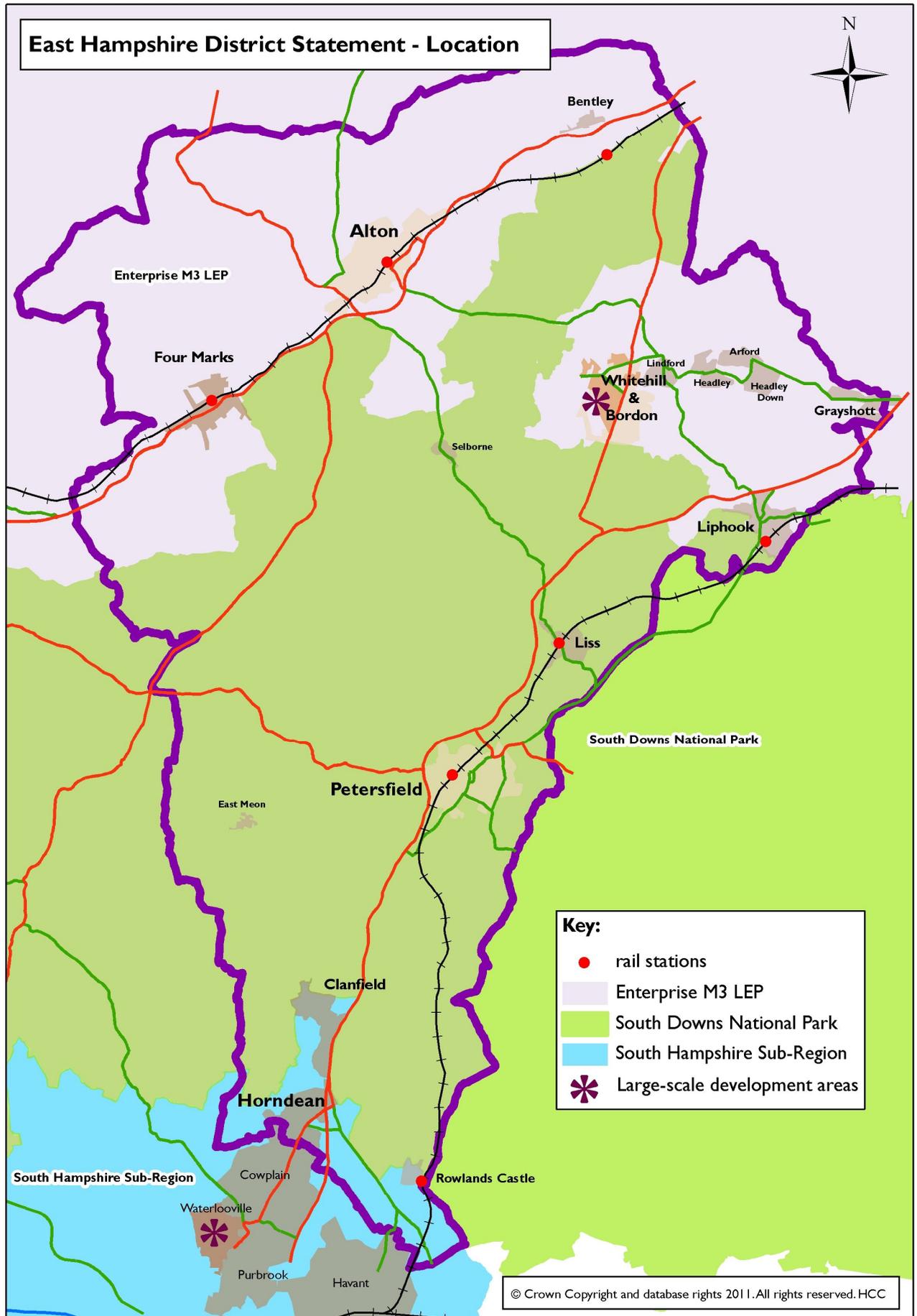


Figure 1: Location plan: East Hampshire District

Appendix 1: Hampshire Local Transport Plan 2011-2031 key policy objectives**Countywide key policy objectives**

Theme A - Supporting the economy through resilient highways
Main Priority 1: To support economic growth by ensuring the safety, soundness and efficiency of the transport network in Hampshire.
Main Priority 2: Provide a safe, well-maintained, and more resilient road network in Hampshire as the basic transport infrastructure of the county on which all forms of transport directly or indirectly depend, and the key to continued casualty reduction.
Theme B - Management of traffic
Main Priority 3: Manage traffic to maximise the efficiency of existing network capacity, improving journey time reliability and reducing emissions, thereby supporting the efficient and sustainable movement of people and goods.
Policy Objective 1: Continue to work to improve road safety through targeted measures that deliver reductions in casualties, including applying a speed management approach that aims to reduce the impact of traffic on community life and promote considerate driver behaviour.
Policy Objective 2: Work with district authorities to agree coherent policy approaches to parking, including supporting targeted investment in 'park and ride' to provide an efficient and environmentally sustainable alternative means of access to town centres, with small-scale or informal park and ride arrangements being considered as well as major schemes
Policy Objective 3: Promote, where they are stable and serve our other transport priorities, the installation of new transport technologies, including navigational aids, e-ticketing and smartcards, delivery of public transport information over the internet and on the move, and electric vehicle charging points.
Theme C -The role of Public Transport
Policy Objective 4: Work with bus and coach operators to grow bus travel, seek to remove barriers that prevent some people using buses where affordable and practical, and reduce dependence on the private car for journeys on inter- and intra-urban corridors;
Policy Objective 5: Maintain a 'safety net' of basic accessibility to services and support for independent living in rural areas, with Community Transport services as the primary alternative to the private car, including car-based provision such as Neighbourcare schemes, car clubs and shared taxis;
Policy Objective 6: Work with rail industry partners and Community Rail Partnerships to deliver priorities for long-term rail investment; including improved parking and access facilities at railway stations, movement of more freight by rail, upgrades of existing routes and stations and (where viable) new or re-opened stations or rail links;
Policy Objective 7: Ensure that travel from home to school affordably serves changing curriculum needs, underpins sustainable schools and maximises individual opportunities for education and training;
Policy Objective 8: Improve co-ordination and integration between transport modes through better local interchanges, for example at rail stations.

Theme D - Quality of life and place

Policy Objective 9: Introduce the 'shared space' philosophy, applying Manual for Streets design principles to support a better balance between traffic and community life in towns and residential areas;

Policy Objective 10: Contribute to achieving local targets for improving air quality and national carbon targets through transport measures, where possible and affordable;

Policy Objective 11: Reduce the need to travel through encouragement of a high-speed broadband network, supporting the local delivery of services and in urban areas the application of 'Smarter Choices' initiatives;

Policy Objective 12: Invest in sustainable transport measures, including walking and cycling infrastructure, principally in urban areas, to provide a healthy alternative to the car for local short journeys to work, local services or schools; and work with health authorities to ensure that transport policy supports local ambitions for health and well-being.

Policy Objective 13: Over the longer term, develop bus rapid transit and high-quality public transport provision in South Hampshire as a strategic transport direction, to reduce car dependence and improve journey time reliability;

Policy Objective 14: Outline and implement a long-term transport strategy to enable sustainable development in major growth areas.

South Hampshire Joint Strategy key policy objectives (chapter 7 LTP3)

Policy A	To develop transport improvements that support sustainable economic growth and development within South Hampshire.
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.
Policy C	To optimise the capacity of the highway network and improve journey time reliability for all modes.
Policy D	To achieve and sustain high-quality, resilient and well-maintained highway network for all.
Policy E	To deliver improvements in air quality.
Policy F	To develop strategic sub-regional approaches to management of parking to support sustainable travel and promote economic development.
Policy G	To improve road safety across the sub-region.
Policy H	To promote active travel modes and develop supporting infrastructure.
Policy I	To encourage private investment in bus, taxi and community transport solutions and where practical, better infrastructure and services.
Policy J	To further develop the role of water-borne transport within the Transport for South Hampshire area and across the Solent.
Policy K	To work with rail operators to deliver improvements to station facilities and, where practical, better infrastructure and services for people and freight.
Policy L	To work with Local Planning Authorities to integrate planning and transport.
Policy M	To develop and deliver high-quality public realm improvements.
Policy N	To safeguard and enable the future delivery of transport improvements within the Transport for South Hampshire area.

Table 1
Schedule of Transport Improvements
(schemes are not listed in priority order – see separate sheets)