

**WINCHESTER 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 Statement sets out the transport objectives and delivery priorities for the Winchester district to:

- Provide a district-wide transport policy framework.
- Prioritise transport investment.
- Provide a basis for land-use and development planning.
- Help the local planning authorities to plan transport improvements in support of the Winchester District Local Plan Part 1 – Joint Core Strategy 2011 (part of the Local Development Framework), the preparation of a Community Infrastructure Levy (CIL) Charging Schedule and the interim Transport Contributions Policy until the adoption of the CIL Charging Schedule.

The location plan on page 19 shows the main administrative and policy boundaries and the key settlement, transport links and development areas in the Winchester district.

1.2 Hampshire County Council is developing this Statement in consultation with Winchester City Council and the South Downs National Park Authority (approximately 40% of the district falls within the National Park). It covers the period up to 2031 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 Solent Local Enterprise Partnership (Solent LEP) covering the district between them. Significant growth is planned in the district at Winchester, Whiteley and Waterlooville and in the adjoining district of Fareham, concentrating on expanding the existing urban areas to provide some 7,500 houses as part of the district-wide commitment to provide 11,000 houses by 2031. These developments require a balance between providing homes and jobs where needed and meeting existing and likely future travel and transport needs while maintaining and protecting the existing countryside, communities and landscape character. Winchester city is also one of the six settlements included in the Hampshire Sustainable Transport Towns project helping to deliver the Department for Transport's Local Sustainable Transport Fund.

- 1.4 The southern parts of the Winchester district are included in 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, and parts of Eastleigh, East Hampshire, Fareham, Gosport, Havant, Test Valley and Winchester (covered by Hampshire County Council and the relevant district 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 investment strategy. Transport for South Hampshire – 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 the Hampshire Local Transport Plan 2011-2031: Joint Strategy for South Hampshire 2011-2031.
- 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 – detailed in section 2:
  - Hampshire Local Transport Plan 2011-2031 (LTP3)
  - Winchester District Local Plan Part 1 – Joint Core Strategy (JCS)
  - Winchester Town Access Plan 2011 (WTAP)
  - Supplementary Planning Documents such as neighbourhood, village and town design statements already in place, with more likely to come forward as work on the Local Development Framework (LDF) progresses.
- 1.7 In line with the LDF, this Statement splits the district in to three areas similar those in the JCS – as shown on plan 1 and detailed in section 3:
  - Winchester city centre and surrounding neighbourhoods
  - South Hampshire Sub-Region area in Winchester
  - Market towns and rural areas north
- 1.8 For consistency and clarity, this Statement covers the whole of the Winchester district area regardless of planning and transport policies or funding boundaries. But, 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 the Winchester district:****To deliver safe, efficient and reliable ways to get around, helping to promote a prospering and sustainable area.**

1.9 Four aims 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 Winchester 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. Manual for Streets 1 and 2 places an emphasis on better design in 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 Winchester 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 Winchester including Bishops Waltham, Whiteley, Wickham and Denmead, 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. With a strong local economy, Winchester district is at the heart of the Enterprise M3 LEP area especially 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 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.

## **Winchester district**

- 2.5 Chapter 6: Transport strategy for Central Hampshire and the New Forest of the LTP3 specifically covers Winchester. This chapter 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. Winchester city is acknowledged as an important centre providing vital services.

## **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 approximately 40% of the Winchester 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, Winchester City Council and their partners have developed between them a range of policies, supporting documents and projects controlling, guiding and influencing transport in the Winchester district:

**LDF: Winchester District Local Plan Part 1 – Joint Core Strategy (Pre-submission December 2011):** The SDNPA is likely to develop its own LDF in time, although at present they are working in partnership with Winchester City Council to produce a JCS to provide outline policies for planning and managing development in the district up to 2031. The JCS includes a section on transport setting out the main issues and policies. Consultation is planned for 2012 with formal adoption to follow. The LDF includes the large-scale developments at Winchester, Whiteley and Waterlooville in the district and the issues relating to the North of Fareham Strategic Development Area. Section 3 of this Statement provides more details.

**Winchester District Local Plan Review 2006:** Current planning policy for the district is contained in Winchester City Council's Local Plan until its replacement by the formal adoption of the LDF. In the meantime, Winchester City Council has adopted Interim Policy Aspirations covering spatial policy areas, climate change and sustainability, and affordable housing and housing mix issues. These interim policies are non-statutory guidance to help planning policies move from the Local Plan to the LDF.

**Supplementary Planning Documents (SPDs):** Winchester has a range of SPDs influencing transport (with more to come as the LDF develops), providing guidance on affordable housing, car parking standards, along with a considerable number of adopted neighbourhood, village and town design statements.

**Winchester City Council's District Annual Monitoring Reporting 2011:** Latest monitoring report detailing completed developments and the expected phasing and location of future developments.

**Hampshire County Council's land supply surveys:** 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.

**Winchester City Council's Draft District Cycling Strategy 2011:** Currently out to consultation, this district-wide strategy aims to encourage and support cycling through establishing suitable utility and leisure routes in the rural and built-up areas across the district.

**Countryside Access Plan (CAP):** In the Winchester district, the Hampshire Downs, Test and Itchen, South Downs and Forest of Bere CAPs are four 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 identifies the main issues and suggests what should be done to improve access to the countryside and improve access to services and amenities.

**South Downs Management Plan 2008-2013:** Prepared through extensive consultation by the South Downs Joint Committee 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.

**Hampshire Sustainable Transport Towns Project:** The Department for Transport has awarded Hampshire County Council with an extensive grant of just over £4 million to deliver its Local Sustainable Transport Fund. The project runs for three and half years from 2011 to 2015 covering six main settlements in Hampshire including Winchester city. It aims to encourage residents and workers in Winchester to travel more sustainably for everyday journeys by using the car less and walking, cycling, car-sharing and using the bus more, for example. Sustainable travel should mean less congestion, reduced carbon and greenhouse gas emissions and better health, especially for those living and working in the city.

**Winchester Town Access Plan 2011:** Jointly prepared by Hampshire County Council and Winchester City Council, the Access Plan focuses on improving accessibility, air quality and reducing city centre traffic levels to improve local congestion and the long-term vitality of the town as a place to live, visit and work.

It is acknowledged that both the Transport Statement Table 1 and the WCC Infrastructure Development Plan will require revision and update to reflect the outcomes of work being undertaken on the Winchester District Local Plan. This Transport Statement will also need to reflect the findings in the Local Plans for neighbouring councils and local authorities.

### **3 Transport context and issues in Winchester**

#### **General**

- 3.1 Winchester is a rural district with open and attractive countryside and many historic settlements centred around the city of Winchester. Approximately 40% of it falls within the South Downs National Park. Winchester city is an important settlement for the district and the neighbouring area. Settlements to the south are more likely to look to the South Hampshire Sub-region spread between Portsmouth and Southampton, especially for employment, higher order services and shopping.
- 3.2 The least densely populated district in Hampshire, with over half of its estimated 115,800 population living in rural areas, Winchester is one of the most affluent in the country. Unsurprisingly, the 2001 Census showed higher than the national average car ownership, which is unlikely to change following the publication of the 2011 Census. High car ownership provides freedom of choice when accessing employment, services and leisure pursuits but has a high price in negative effects such as congestion, safety concerns, air quality and fewer options for those without the use of a car.
- 3.3 High house prices across many parts of the district prevent people from living and working locally, creating longer than necessary commuting patterns. Past studies have shown that people working in Winchester city for example, predominantly travel in from the south along the M27 and M3 corridors. Conversely, those who can afford to live in the district can choose to travel outside to seek higher-paid employment or to widen their employment options.
- 3.4 Despite the high car ownership and in and out commuting levels, congestion is not wide spread but limited to well used corridors and specific junctions. The M3 Junction 9, especially to and from the A34, A272 Spitfire Link and Easton Lane is a well known bottleneck and is recognised by the Enterprise M3 and Solent LEPs as a congestion hotspot threatening planned economic growth in the region.
- 3.5 Recent improvements for rail freight access to the south Hampshire sub-region has enabled a modal shift from road to rail for freight to/ from Southampton docks. This type of strategic infrastructure improvement will be essential to boosting the sub-regional economy and dealing with the congestion hotspots.
- 3.6 The Government's Growing Places Fund has allocated significant funding to the Enterprise M3 and Solent LEPs to help tackle key infrastructure improvements to help boost local and regional economies. Both LEPs are undertaking preliminary work to determine priorities for this funding although it is likely that the M3 Junction 9 could be included. In addition to the M3 Junction 9, other routes and junctions currently experiencing congestion include:

- A3090 corridor from north of Hursley to Pitt Roundabout – patches of congestion along this section, with am peak congestion on the northbound approaches to the B3043 junction at the Potter’s Heron Pub and the A3090 Pitt Roundabout.
- B3040 Romsey Road corridor in Winchester, from its junction with A3090 Pitt Roundabout to the mini-roundabout at Upper High Street.

- A272 link leading to and from Three Maids Hill Roundabout, north of Winchester.
- Winchester city centre.
- B3335 corridor north of Twyford to M3 Junction 10.
- U479 Whiteley Way leading off M27 Junction 9.

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

### **Winchester City Area**

- 3.7 This area extends beyond the city boundary to include nearby Littleton and Kingsworthy and the Barton Farm Development. The city itself is an historic landmark in the South's countryside and has been at the heart of the region for centuries. A vibrant centre for employment, shopping, business, education, tourism and health care as well as being an important transport hub, more typical of a much larger city. The resulting level of employment and the area's affluence, although strong attributes, have resulted in high house prices forcing many people to live outside and travel in.
- 3.8 The **Winchester Town Access Plan (WTAP)** focuses on improvements to non car based accessibility and reducing traffic levels in the city centre to cut congestion and improve air quality, all in support of the local economy and to improve Winchester as a place to live, work and visit. The city centre is subject to an Air Quality Management Area (see paragraph 3.26 for more detail). Studies arising from the WTAP are looking at the feasibility of introducing a 20 mph in the city centre, improving walking and cycling networks and re-introducing two-way traffic through the High Street among others.
- 3.9 The **Barton Farm Development**, north of Winchester, proposes 2,000 new houses, a new local centre and a school. This will help sustain the future of the city and its neighbourhood, especially in providing houses for people who want to live and work locally. The development's master plan will need to include measures to reduce the effects of additional traffic generated and a range of non car-based travel choices, especially linking to and from major destinations in the city such as the shopping centre, local schools, rail station and the hospital.
- 3.10 Other proposals for the Winchester City Area include the Silver Hill redevelopment in the area next to the bus station and the Friarsgate car park in the city centre. The redevelopment includes new shops, flats, a new bus station and investment in the Broadway, helping to bring the current area in line with the high quality of the rest of the city and providing much needed regeneration.

### **South Hampshire Sub-Region Area in Winchester**

- 3.11 Covering the southern quarter of the district and falling within the South Hampshire Sub-Region, this area includes the main settlements of Bishops Waltham, Wickham, Whiteley and Denmead in a predominately rural area.
- 3.12 Botley straddles the Winchester district/Eastleigh borough boundary although the village centre falls within Eastleigh borough. A bypass for Botley has been a long-standing issue although it currently has no allocated funding. Eastleigh Borough Council's Draft Local Plan 2011-2029 reserves land for a Botley Bypass under Policy BO3 and the JCS for Winchester comments on the need to reserve land in the Winchester district should it be needed to complete the scheme (carried forward from the Winchester District Local Plan Review (2006) Policy T.12).
- 3.13 The biggest planned change to this part of the district is the proposed expansion of existing communities at Whiteley and Waterlooville to provide sustained, future growth:

**North Whiteley Development:** Situated to the north of the M27 Junction 9, it provides for 3,000 houses, two local centres and one secondary and two primary schools.

**West of Waterlooville Strategic Development Area:** Situated next to the A3 to the west of Waterlooville and the north of Portsmouth. The site proposes 3,000 houses (2,500 within the Winchester district), employment land and other community amenities such as schools and leisure facilities.

- 3.14 Both developments require detailed traffic assessments to determine how best to manage additional transport demands, reduce the effects of traffic on the local area and to ensure that people can get around without having to rely on using a car. These developments provide opportunities to close any gaps in the existing transport provision, provide future improvements and create self-contained communities where people can live and work locally through a mix of housing, employment and business use.
- 3.15 The North of Fareham Strategic Development Area (7,000 houses) falls outside the Winchester district boundary, although the likely traffic generated by it will affect Winchester. Hampshire County Council and Winchester City Council will work with Fareham Borough Council concerning any likely transport effects, with resulting transport proposals being included in this Statement where they affect or fall within the Winchester district.

### **Market Towns and Rural Areas North**

- 3.16 This area covers the rest of the district, including the 40% that falls within the South Downs National Park, with a considerable number and diverse range of settlements spread throughout the area of which New Alresford is largest.

- 3.17 Being in the South Downs National Park is likely to boost the local economy through increased tourism. Resultant traffic increases need managing to balance supporting local economic growth and limiting any negative effects of traffic increases on the local area to meet peoples' leisure and cultural expectations. This is one of the main challenges acknowledged by the South Downs Management Plan 2008-2013.
- 3.18 Common transport or related issues for the many settlements across the district including Winchester city are:
- **Walking and cycling networks:** Disjointed links, lack of safe crossing points (especially for the main routes through the 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.
  - **Travel to and from settlements and outlying areas:** Generally limited options beyond driving, especially for those who find it difficult using conventional passenger transport. Winchester district 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.

### **Passenger and community transport**

- 3.19 Passenger and community transport in Winchester supports economic growth by providing vital access to employment, education, food shopping and local health services.
- 3.20 Winchester city has a well-established and frequent urban bus network, most of which is commercially run. The main bus routes within the city connect Winnall, Stanmore, Weeke, Harestock, Badger Farm and Kingsworthy, although evening services are limited. Longer distance bus services, also mainly commercially run, provide connections to Southampton, Fareham, Basingstoke and Alresford. These are complemented by secondary, mostly supported local and rural services.

3.21 Work will continue on developing more Quality Bus Partnerships (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. QBPs currently operate on various routes:

- Bluestar 1 Winchester-Southampton
- Stagecoach 1 City-Winnall-Stanmore
- Stagecoach 3 City-Weeke-Harestock
- Stagecoach 5 City-Badger Farm
- Stagecoach The Spring City-Kingsworthy

Introducing solar power and new technology will help to improve people's experience of using buses as well helping to reduce carbon emissions. Work with bus operators will continue to help introduce additional QBPs on well used inter-urban routes in the district.

3.22 Regular rail services from Winchester and from Shawford to the south and Micheldever to the north on the South Western Main Line, provide connections between the south coast and London. A smaller station at Botley connects to Shawford and Winchester via Eastleigh, providing services through to Portsmouth on the Fareham-Eastleigh line. 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).

3.23 A range of community transport schemes operate in the district including Taxi-share, Dial-a-ride and Wheels to Work, providing services when passengers are too few for viable services. 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, currently only operating in Winchester city in the district. It provides electric scooters and motorised wheelchairs that people can book to help get around the city centre.

3.24 Passenger transport is especially important in delivering transport solutions for the proposed large-scale developments; 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.

### **Walking and cycling**

- 3.25 Competing demands for highway space results in limited space for providing dedicated walking and cycling links in historic local centres such as Winchester city, Bishops Waltham and New Alresford for example. This 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 South Downs National Park the ROWIP for Hampshire and the planned large-scale developments will between them help to encourage leisure and utility walking and cycling to provide more travel options that in turn help to reduce carbon emissions and the general dominance of traffic.
- 3.26 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 settlements, countryside attractions and beauty spots. Disjointed connections, severance caused by busy roads and close proximity to traffic are common issues.
- 3.27 National Cycle Network Route 23 runs through the district and connects Winchester with Southampton to the south and Basingstoke and Reading to the north. Hampshire County Council is currently working with Winchester City Council and Sustrans to implement a section of the route along the Hockley Viaduct.

### **Road safety**

- 3.28 Hampshire County Council continues to promote road safety as one its priorities. Safety programmes target casualty reductions to reduce the number of people who are 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. Speed management is an important part of tackling various issues, especially in rural and residential areas. It helps to create safer roads and encourage considerate driver behaviour to ensure that people can live in and enjoy their local area without intimidation from traffic travelling at excessive speed.
- 3.29 The Department for Transport's Local Sustainable Transport Fund is funding assessment of the suitability and if appropriate the introduction of 20 mph speed restrictions within Winchester city centre. Initial feasibility work is currently looking at possible areas suitable for lower speed limits. While desirable to reduce traffic speeds in the city centre, any change must be in keeping with the conservation area and make actual differences to traffic speeds.

### **Air quality**

- 3.30 Winchester city centre is an Air Quality Management Area (AQMA), declared in 2003 for exceeding thresholds for NO<sub>2</sub> (Nitrogen Dioxide) and PM<sub>10</sub> (airborne particulates). A recent, independent review of the AQMA Action Plan suggests that more radical measures in addition to those already proposed are needed to reduce current levels of pollutants. Studies are already underway; mainly the Stage 2 Road Network and Traffic Management Study as part of the WTAP, to look at measures that could help to meet national air quality thresholds.

### **Climate**

- 3.31 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.
- 3.32 Good transport links, of which roads are an essential part, are a 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 Operations Restore and 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.
- 3.33 Winchester Action on Climate Change (WinACC) is a voluntary network of local people, businesses and organisations working on a range of climate change issues. One of their key objectives is to help reduce CO<sub>2</sub> emissions by one third by 2015. They have several active forums and groups, including one on transport, which is actively getting involved with local transport in the district, ranging from responding to consultations on county and district-wide policies to providing specific advice on local transport schemes.

### **Summary**

- 3.34 In summary, the main transport challenges facing the district are:
- Manage existing and forecast road congestion especially on the main routes and key junctions such as the M3 Junction 9 at Winnall in Winchester and the M27 Junction 9 at Whiteley.
  - Consider ways of reducing congestion and possible measures to deliver reductions.

- Work with Winchester City Council and local groups, such as the WinACC to encourage lower-carbon transport choices.
- Deliver improvements to the cycle and walking networks across the district to provide coherent networks, with help from Winchester City Council, the SDNPA and local people and interest groups among others to identify the right improvements.
- Plan for and mitigate the likely travel demands arising from new developments, such as Barton Farm, North Whiteley, West of Waterlooville and North of Fareham.
- 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 the Winchester district and the South Hampshire Joint Strategy, covering the southern part, as shown in the Appendix.

Objectives	Delivery priorities:
<p><b>Objective 1: Support economic growth by:</b></p> <ul style="list-style-type: none"> <li>• maintaining the existing highway network</li> <li>• tackling delays to ensure journey time reliability</li> <li>• reducing casualties.</li> </ul>	<ul style="list-style-type: none"> <li>• Provide a resilient and efficient road network for all users.</li> <li>• Provide capacity improvements at congested bottlenecks and appropriate traffic management in Winchester city centre and other locations listed in Section 3, paragraph 3.4.</li> <li>• Work with the Highways Agency to develop capacity improvements at the M3 Junction 9 and M27 Junction 9.</li> <li>• Continue reducing road casualties through proactive accident reduction measures.</li> <li>• Tackle peak congestion through encouraging work place travel planning.</li> <li>• Safeguard and enable the future delivery of transport improvements in the district where needed.</li> </ul>
<p><b>Objective 2: Improve access to jobs, facilities and services for all types of transport.</b></p>	<ul style="list-style-type: none"> <li>• Maintain and improve good transport access to main employment areas.</li> <li>• Provide access improvements in local centres and continue delivering the Winchester Town Access Plan.</li> <li>• Improve the district's walking and cycling networks, including better links to employment centres, businesses, town and village centres, schools and rail stations among others.</li> <li>• Work with bus companies to improve access to services, especially for people in rural communities.</li> <li>• Work with bus operators to improve existing Quality Bus Partnerships and to provide new ones.</li> <li>• Work with rail operators to deliver improvements to stations, passenger facilities and where appropriate better infrastructure for people and freight.</li> </ul>

<b>Objective 3: Help unlock opportunities for new development.</b>	<ul style="list-style-type: none"> <li>• Work with local planning authorities to integrate planning and transport.</li> </ul>
	<ul style="list-style-type: none"> <li>• 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.</li> </ul>
	<ul style="list-style-type: none"> <li>• Improve walking, cycling and passenger transport access to existing communities and for the new ones proposed across the district in Winchester, Whiteley and Waterlooville.</li> </ul>
<b>Objective 4: Reduce carbon emissions and the effects of transport on the people and places.</b>	<ul style="list-style-type: none"> <li>• Encourage walking, cycling and the use of passenger transport through continued delivery of improvements.</li> </ul>
	<ul style="list-style-type: none"> <li>• Support Winchester City Council in managing the Air Quality Management Area in Winchester city, including working with local groups such as the Winchester Action on Climate Change to help tackle air quality and other climate change priorities.</li> </ul>
	<ul style="list-style-type: none"> <li>• Encourage use of low carbon emitting forms of transport through provision of necessary infrastructure such as electric vehicle charging points.</li> </ul>
	<ul style="list-style-type: none"> <li>• Continue developing and delivering improvements to local centres such as those being implemented in The Square, Winchester, as part of the Quality of Place Programme.</li> </ul>
	<ul style="list-style-type: none"> <li>• Use development-related and workplace travel planning measures to reduce the need to travel including broadband provision and flexible working.</li> </ul>
	<ul style="list-style-type: none"> <li>• 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.</li> </ul>
	<ul style="list-style-type: none"> <li>• Work with communities and the SDNPA in pursuing effective measures to protect settlements from inappropriate HGV through traffic.</li> </ul>

## 5 Implementation and funding

- 5.1 The proposals identified in Table 1 - Schedule of Transport Improvements, are at various stages of progress, ranging from concept to implementation. The stages of transport scheme development typically include preliminary design, consultation, detailed design, tendering and construction, with delivery of schemes largely undertaken within the integrated capital programme by Hampshire County Council.
- 5.2 Close cooperation, partnership and help from Winchester City Council, the Enterprise M3 and Solent LEPs, the SDNPA, local people and businesses, parish councils, transport operators and developers are vital to delivering these transport improvements.
- 5.3 The delivery and phasing of the proposals is dependent on funding from a range of different sources, falling in to five main groups:

### (i) Department for Transport (DfT)

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

- The Local Sustainable Transport Fund (LSTF), which is in the form of capital and revenue expenditure. Funding of £4.1m has been secured by Hampshire County Council for the Hampshire Sustainable Travel Towns initiative, which will be allocated over a four year period of 2011-2015 towards sustainable transport improvements in six Hampshire towns including Winchester.
- Integrated Transport and Maintenance Capital Grants: This is block funding from central government for transport. It includes funds for highways maintenance schemes, and funding for smaller-scale transport improvements, including highway improvements, traffic management schemes, and accessibility schemes. HCC decides how to spend these funds, including some in Winchester.;
- Major Schemes Funding: This is capital funding for transport schemes over £5 million in value. Until recently this has been administered as a competitive process from the DfT. However, central 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.
- Pinch-point Fund: This is funding that has been identified by central government for highway improvements on the strategic road network. Approximately £220 million has been identified for growth related schemes which cost under £10 million and which help ease local bottlenecks and improve safety and road layout. The fund, administered by the Highway's Agency, is anticipated to fund improvements over the next 3 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 Winchester district. Currently, transport contributions are secured in accordance with Hampshire County Council's Transport Contributions Policy, adopted by Winchester City Council. Winchester City Council aim to adopt a Community Infrastructure Levy (CIL) Charging Schedule by September 2013. Once adopted, the Transport Contributions Policy will become inoperable and so it expected that a number of 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 Winchester City Council to prepare the CIL Charging Schedule and to ensure that transport infrastructure is included.

In some cases, particularly with major developments, some specific transport infrastructure will need to be secured through Section 106 or Section 278 agreements to be delivered to meet the needs of the development. The CIL Regulations do not restrict Section 278 so it will be possible to fund transport schemes through both CIL and Section 278.

**(iv) LEP funding**

As Winchester is part of the Enterprise M3 LEP and the Solent LEP areas, significant opportunities are emerging 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 Winchester. 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**

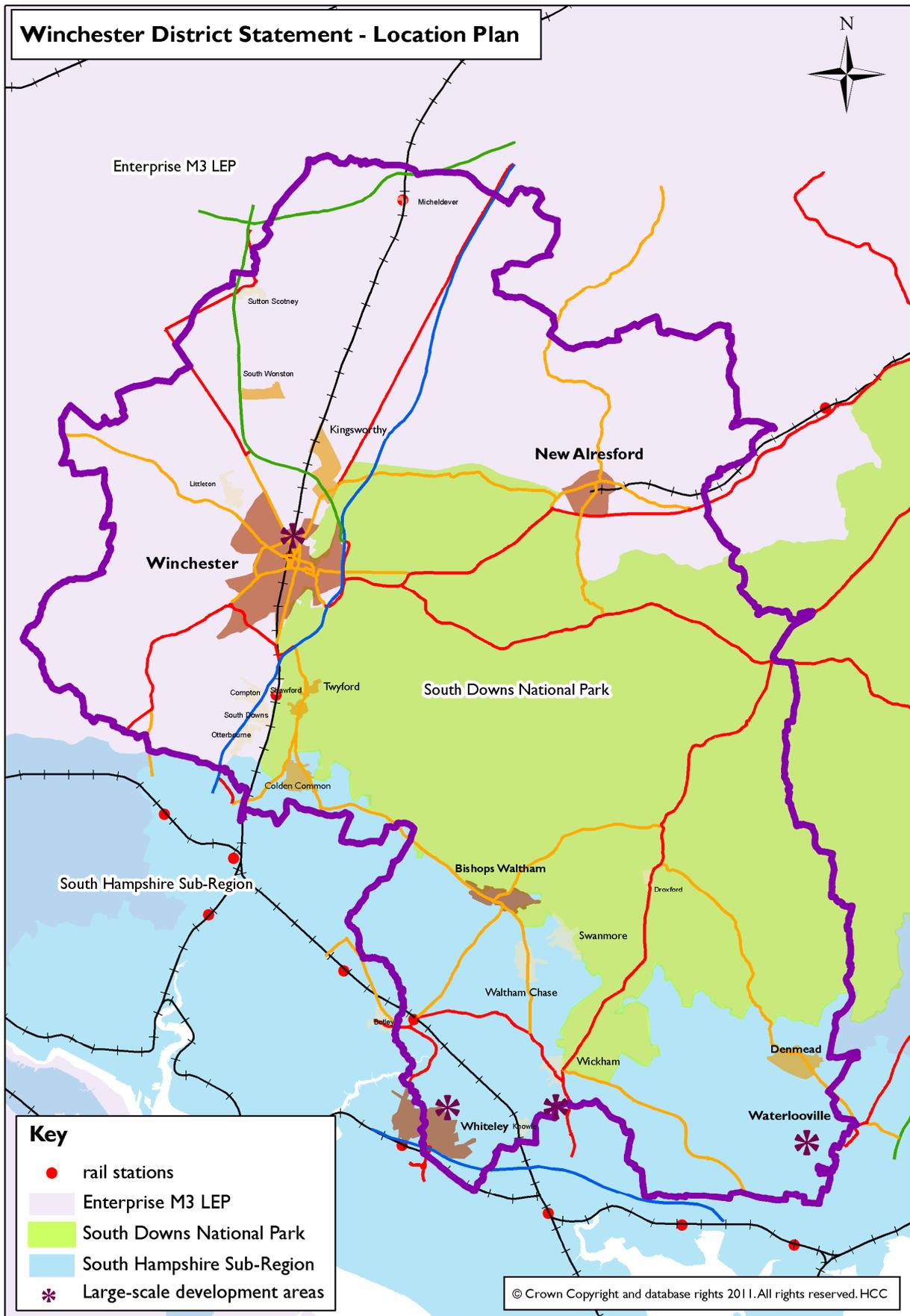
Other possible sources of funding – involving joint working between authorities and businesses – have the potential to help with the delivery of transport proposals in the district. These include:

- 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 Programme and Network Rail's National Stations Improvement Programme.
- Other organisations including passenger transport operators and transport campaign groups such as Sustrans could also provide funding opportunities.

5.4 The proposed schemes listed in Table 1 include an indication of the likely funding source, where this has been able to be identified. However for several of the sources the level of funds available and the criteria for their application has not yet been confirmed.

5.5 Whilst the Transport Statement timeframe is up to 2029, it is not expected that all of 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, the schemes listed represent longer term policy aspirations 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 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: Winchester district key transport issues and proposals**



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

### Countywide key policy objectives

<b>Theme A - Supporting the economy through resilient highways</b>
<b>Main Priority 1:</b> To support economic growth by ensuring the safety, soundness and efficiency of the transport network in Hampshire.
<b>Main Priority 2:</b> 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.
<b>Theme B - Management of traffic</b>
<b>Main Priority 3:</b> 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.
<b>Policy Objective 1:</b> 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.
<b>Policy Objective 2:</b> 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
<b>Policy Objective 3:</b> 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.
<b>Theme C -The role of Public Transport</b>
<b>Policy Objective 4:</b> 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;
<b>Policy Objective 5:</b> 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;
<b>Policy Objective 6:</b> 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;
<b>Policy Objective 7:</b> 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)**

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