

A335 LEIGH ROAD, EASTLEIGH PROPOSED FOOTWAY WIDENING FOR FUTURE CONVERSION TO SHARED USE FOOTWAY/ CYCLE ROUTE

Between Woodside Avenue and Brookwood Avenue

Background, Aims and Objectives

The A335, Leigh Road runs in an east west direction, from Eastleigh town centre to Chandler's Ford. The road is subject to a 30mph speed limit along the complete length. An existing shared use cycle route runs on the north side of Leigh Road between Oakmount Road and a point approximately, 100 metres west of the Passfield Avenue/ Woodside Avenue junction. Future proposals to improve this junction will enable the required widening for the continuation of the cycle route to the junction and incorporate conversion of the existing signals to a Toucan facility. The missing link in the Leigh Road corridor is then between the Leigh Road/ Passfield Avenue/ Woodside Avenue Junction and Eastleigh town centre. This proposal will provide the next section to achieve that connection. The route is identified on Eastleigh Borough Council's cycling strategy, and is located on the main east/west transport corridor in central Eastleigh.

A large number of cyclists currently cycle along this route; including school children, college students, users of Fleming Park leisure centre, employees and visitors to the Civic Offices, local businesses, residents and visitors on their way to Eastleigh town centre and to the train station. Cyclists currently either cycle on the footways or on road, which presents a risk to both cyclists and pedestrians, especially children.

The scheme is listed on the Eastleigh Transport Scheme Inventory which is part of the adopted HCC Transport Contribution Policy and identified in the adopted Eastleigh Town Access Plan. The scheme was identified by local Members, at the Eastleigh Local Area Committee, as a high priority. The need for improved cycle links along Leigh road is also identified in the Toynbee School travel plan (2003) and the Eastleigh Civic Offices travel plan (February 2008). County Members have given their support to the proposal and a report went to the Eastleigh Local Area Committee on the 6th September 2011, where the local Members gave their support to the scheme.

HCC Project Resilience Programme has identified the footway on the north side of Leigh road as needing to be resurfaced with slabs being replaced with a bituminous construction. This represents an opportunity to deliver the missing link in the cycle route network alongside the required footway maintenance work, which represents a coordinated approach to delivering capital and maintenance programmes.

Pedestrians and on/off road cycle surveys were undertaken on the 9th and 10th of May 2006. This study showed that on the eastern section of Leigh Road, a total of 174 cyclists (including 70 children/ vulnerable road users) were recorded on road during the twelve-hour period. Almost 98% of these cyclists remained on Leigh Road through the junction. To the west of the junction, 222 (including 87 children/ vulnerable road users) were recorded cycling on road during the twelve-hour period. There were 131 cyclists and pedestrians crossing the junction on the Woodside Avenue arm compared to 53 crossing at Passfield Avenue. The study also showed that to the north, in Woodside Avenue, the two-way cycle flow was

150 (including 35 children) and to the south in Passfield Avenue 122 cyclists (including 27 children).

A more recent count is programmed in November 2011. This will provide data for cyclists on and off road, on both the north and south sides of Leigh Road, between Passfield Avenue and the existing controlled crossing close between Nutbeem Road and Toynbee Road.

Accident data on Leigh Road, between Passfield Avenue and Toynbee Road (including the junctions) shows twenty seven injury accidents (twenty three slight and four serious) within the last five years (01/09/2006 – 31/08/2011). Six of these accidents involved cyclists, two of which were serious. The first incident occurred when a cyclist and motorcyclist were both passing a line of parked vehicles on Leigh Road. The cyclist pulled out in front of the motorcyclist and both collided. The second accident, at the junction with Brookwood Avenue, occurred when a van driver turned left into Leigh Road and collided with a cyclist travelling east on Leigh Road.

Community engagement

As part of the original feasibility work on the proposed cycle route undertaken in 2004, consultation was undertaken with stakeholders and residents along Leigh Road. This prompted a number of letters to be received raising concerns to the proposals and a petition was submitted objecting to the proposed cycleway.

The petition was reported to ELAC at its meeting on 30 November 2004. The Committee agreed for the petitioners views to be considered and that a further report detailing these concerns be prepared. The Committee resolved to support in principle an east-west cycle route and also confirmed that the LAC would look favourably on a route that utilised Dew Lane, strongly recommending that improvements be carried out in the road to make it safer for cycle use. Improvements to Dew Lane have now taken place and it is now signed as a advisory cycle route. The development of the Leigh Road cycle route has been on hold whilst associated studies and investigations took place.

The Leigh Road cycle route links directly to the Leigh Road/Woodside Avenue/Passfield Avenue Junction Improvements, which aims at providing improved pedestrians and cyclists crossing facilities at the Leigh Road/Woodside Avenue/Passfield Avenue junction, improved cycle provision and crossing at Woodside Avenue in the vicinity of Kipling Road and improved junction capacity and air quality. The lack of safe pedestrians/cyclists crossing facilities at the above junction has led in the past to objections for a cycle route along Leigh Road.

A feasibility study of possible junction improvements was completed in April 2007 by the HCC Integrated Transport Systems (ITS) Group and Engineering Consultancy, which identified three options for improvements to the existing junction layout. All three cater for a much improved crossing regime for both pedestrians and cyclists. Third party land is required fronting the Leigh Public House in order to deliver the junction improvements. It is proposed that the land

acquisition and footway widening fronting the Leigh Public House will, if possible, be taken forward as part of the Leigh Road cycle route preliminary design.

In 2009 the footway on the north side of Leigh road between the junction of Oakmount Road and the Leigh Road/Woodside Avenue/Passfield Avenue junction was widened to provide an extension to the Leigh road corridor cycle route.

Following the ELAC approval at committee on 6th September 2011 to support the proposed scheme alongside the programmed maintenance works there has been a further petition of, 40 signatures, representing 28 properties, all from residents fronting the proposed cycle route. The same issues have been raised as in 2004. The issues and response provided are given in Appendix A.

Following further examinations and associated studies and as summarised in Appendix A the conclusion is that HCC and EBC are in a better position now to address the issues raised through the design process and further consultation with local residents. The feasibility design indicates that most of the residents concerns can be mitigated by retaining a 0.75 metre width of grass verge, between the property boundaries and the proposed cycle facilities.

Further investigations into queries regarding property boundaries, have shown not all of the properties along Leigh Road are registered. However, two properties which do have registered titles, show ownership does not extend passed their property boundaries. At present there is no evidence to substantiate claims by the adjoining owners have any interest beyond their boundary.

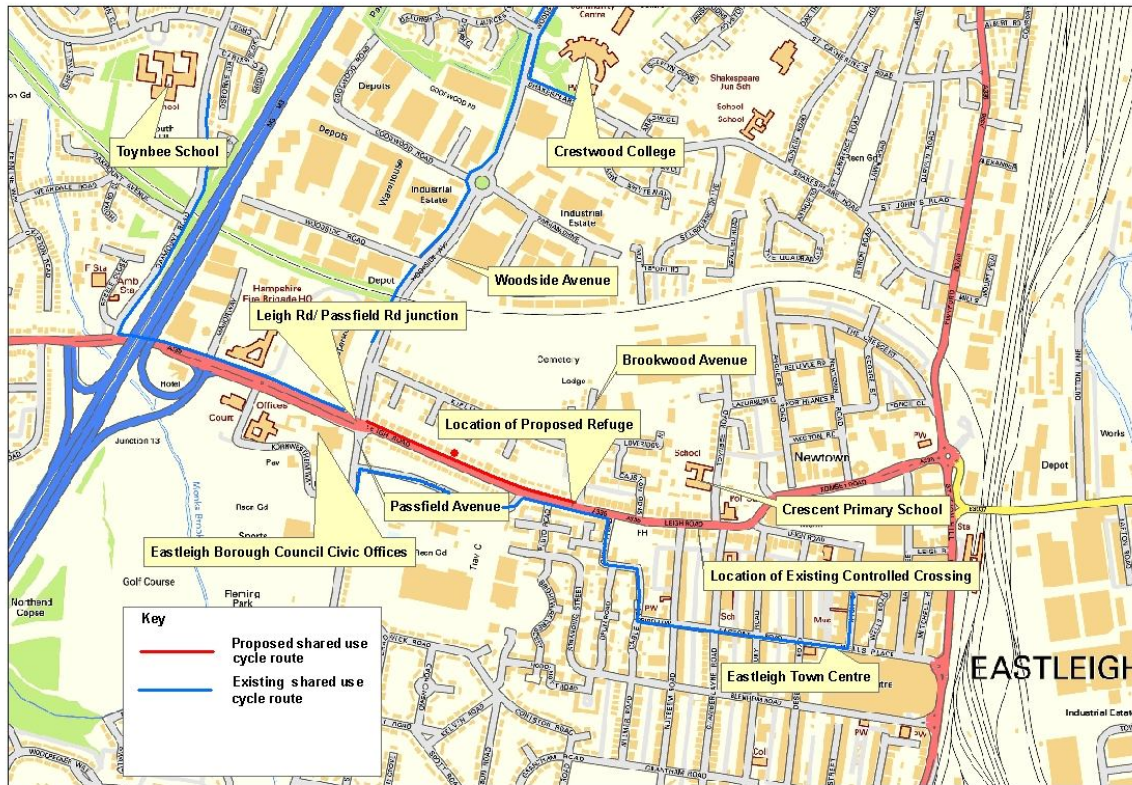
There is also a demand for improved pedestrian crossing in the vicinity of Brookwood Avenue as Brookwood Avenue is a Safe Route to School for pupils walking to Crescent Primary School. The refuge would also provide an important link between the proposed cycle route that will terminate at Brookwood Avenue and the existing cycle route on the south side of Leigh road that continues towards Eastleigh town centre. A feasibility design has already been completed for this element of the scheme.

Overall outcomes

- Safe cyclists facilities along the Leigh Road corridor which will provide the missing link in the cycle network between the M3 slip road, Toynbee School and Eastleigh town centre;
- Improve the existing footway surface to provide a safer pedestrian environment;
- Improve the pedestrian crossing facilities on Leigh Road to encourage walking to the town centre and local facilities;
- Provision of the cycle facilities without compromising the safety of all users of the highway;
- Provision of the cycle facilities without damaging the existing mature trees that line Leigh Road;
- Increase in the number of cyclists in the vicinity of Leigh Road and reduction in car-use;

- A reduction in traffic congestion and improved air quality in the area.

Leigh Road location plan



PROJECT APPRAISAL

1. Executive Summary

- 1.1 The A335, Leigh Road runs in an east west direction, from Eastleigh town centre to Chandler's Ford. The road is subject to a 30mph speed limit along the complete length. At the western end of Leigh Road, an existing shared use cycle route runs on the north side of Leigh Road, between Oakmount Road and a point approximately, 100 metres west of the Passfield Avenue/ Woodside Avenue junction. Future proposals to improve this junction will enable the required widening for the continuation of the cycle route to the junction and incorporate conversion of the existing signals to a Toucan facility. The missing link in the Leigh Road corridor will then be between the eastern side of the Leigh Road/ Passfield Avenue/ Woodside Avenue junction and Eastleigh town centre.
- 1.2 To the east of the Leigh Road/ Passfield Avenue/ Woodside Avenue junction, Leigh Road becomes a single carriageway of approximately 6.8 metres in width. The road is lined with mature trees both sides of the road planted within a verge separating carriageway and footway. Residential dwellings are found on each side of the road. Further eastwards many of these properties have been converted to commercial use. An existing pelican crossing is provided in Leigh Road between the junctions of Nutbeem Road and Toynbee Road to serve as a crossing point to the nearby Crescent Primary School and Police station.
- 1.3 Phase 1 of this proposal will provide widening and maintenance of the existing footway, between the Leigh Road/ Passfield Avenue/ Woodside Avenue junction and Brookwood Avenue. This will allow Phase 2, to convert the route to a dedicated shared use pedestrian/ cycle route, to follow in the future. Phase 2 is subject to the implementation of proposals to upgrade the junction at the Leigh Road/ Passfield Avenue/ Woodside Avenue junction. The proposed junction upgrade will include pedestrian and cyclist controlled crossing facilities, therefore linking the section of widened footway in Phase 1, to the existing cycle network and providing an improved connection with the Eastleigh town centre.
- 1.4 A large number of cyclists currently cycle along Leigh Road, including school children, college students, users of Fleming Park leisure centre, employees and visitors to the Civic Offices, local businesses, residents and visitors on their way to Eastleigh town centre and to the train station. Cyclists currently either cycle on the footways or on road, which presents a risk to both cyclists and pedestrians, especially children. Illegal cycling on the existing footways regularly occurs, particularly on the northern side of the road where the footway is wider.
- 1.5 The scheme is listed on the Eastleigh Borough Council's cycling strategy, located on the main east/west transport corridor in central Eastleigh and on

the Eastleigh Transport Scheme Inventory, which is part of the adopted HCC Transport Contribution Policy and identified in the adopted Eastleigh Town Access Plan and Eastleigh Borough Transport Statement. The scheme was identified by local Members, at the Eastleigh Local Area Committee, as a high priority. The need for improved cycle links along Leigh road is also identified in the Toynbee School travel plan (2003) and the Eastleigh Borough Council Civic Offices travel plan (February 2008).

- 1.6 Hampshire County Council's Project Resilience programme has identified that the footway on the north side of Leigh road needs to be resurfaced, with slabs being replaced with a bituminous construction. With the required footway maintenance work scheduled, this provides an opportunity to simultaneously widen the existing footway with a view to a shared use conversion in the future, once the rest of the network is developed. This new section can then be signed as a shared use footway/ cycleway route and the missing link in the cycle route network can be delivered as the rest of the network improvements come forward. This represents a coordinated approach to delivering capital and maintenance programmes.

2. Alternative Options

Cycle Route

- 2.1 Whilst assessing options for when the proposed widened footway between Woodside Avenue and Brookwood Avenue is to be converted to a cycle route, a segregated pedestrian/ cycle route was considered. However, the required widths associated with a segregated route would not be achievable at this location and therefore it was not viewed as an appropriate option.
- 2.2 Following petitions in 2004 and 2011 to the proposed route along the northern side of Leigh Road, the Eastleigh Local Area Committee requested alternative options for the cycle route be investigated. The existing footway on the south side of Leigh Road, between the Leigh Road/ Passfield Avenue/ Woodside Avenue junction and Dew Lane is not wide enough to enable conversion to a shared use footway/ cycleway, so another option considered was to provide an on- road advisory cycle facility in Dew Lane. Cyclists would be able to access this from the existing sections of a south side cycle route, between Sopwith Road and Dew Lane. However, to provide a safe route for cyclists, traffic management measures would be required on Dew Lane, in order to encourage cyclists to use such a route. The implementation of traffic management arrangements in Dew Lane would cause a displacement of traffic to Leigh Road, through the Woodside Avenue /Passfield Avenue junction. The existing junction capacity is currently exceeded at peak times and increasing flows through the junction by implementing traffic management measures in Dew Lane was not considered to be advisable, without capacity and efficiency improvements in the area. It is also apparent that although Dew Lane provides a useful link between Fleming Park Leisure Centre and Leigh Road, it cannot act as a substitute for a route contained within Leigh Road for cyclists with other

destinations, particularly schools located to the north of Leigh Road. This option was therefore, not progressed further.

Crossing facility

- 2.3 Various feasibility studies have examined options to improve connections between existing and proposed shared pedestrian/ cyclist routes by providing a pedestrian/ cyclist crossing facility on Leigh Road, between the Dew Lane and Brookwood Avenue junctions. As there is insufficient space to continue the cycle route on the north side of Leigh Road, from Brookwood Avenue to Eastleigh town centre, a crossing point would enable cyclists to access the existing cycle route on the south side, where a shared use route already exists, between Dew Lane and Sopwith Road. This was completed as part of the Pirelli development. A number of options were investigated to provide a crossing point for pedestrians and cyclists on Leigh Road, in the vicinity of the Brookwood Avenue junction.
- 2.4 The provision of a controlled crossing was investigated and a PV² survey undertaken, to the west of the Brookwood Avenue junction, near 70 Leigh Road. A PV² of 0.09 was recorded and therefore, did not meet the required Hampshire County Council PV² criteria of 1.0 The numbers of pedestrians crossing Leigh Road are not sufficient to meet the criteria for a signal controlled crossing and the only viable remaining option is the implementation of a pedestrian refuge.
- 2.5 Locations for a pedestrian refuge were also examined. Investigations identified that in order to provide the minimum width required for a cyclist refuge, of 2.5 metres, carriageway widening would be required, which would entail the removal of existing trees on one side of Leigh Road. Following consultation with Eastleigh Borough and Hampshire County Council Tree Officers, such a loss of any of the trees would not be supported as they form a historic avenue along Leigh Road. Other locations for a crossing refuge were not found to be suitable, due to allowing for required large vehicles swept paths, accessing Sopwith Road and Brookwood Avenue. However, a pedestrian and cyclist crossing refuge will be constructed by the developer of the Prysmian development, Bellway, as part of a Section 278 agreement, which has still to be signed. The proposed refuge will be a minimum width of 2.5 metres to accommodate cyclists and located just to the east of the Leigh Road/ Dew Lane junction.

3. Measures of Success

- 3.1 It is envisaged that as a result of the new cycle link, an increase in the number of pedestrians and cyclists in the area is likely. The following baseline before studies were obtained:
- 3.2 A survey of cyclists who were cycling on the footway was undertaken on Monday 7th November 2011 between 7am and 7pm. This provided data for cyclists on both the north and south sides of Leigh Road, between Brookwood Avenue and Pluto Road. The following results were obtained.

	Total No. of Cyclists on the Footway
Northside Pavement of Leigh Rd	424
Southside Pavement of Leigh Rd	675

3.3 Accident data on Leigh Road, from 1st November 2007 to 31st October 2012, between the Leigh Road/ Woodside Avenue/ Passfield Avenue junction and Brookwood Avenue, shows there were a total of 11 recorded personal injury accidents. 9 of these were slight in jury accidents and the other 2 were serious. One of these serious accidents involved a cyclist where a motorcyclist travelling south east, along Leigh Road, overtook stationary traffic. A cyclist travelling in the same direction pulled out in front of the motorcyclist and they collided.

3.4 Post scheme monitoring will be achieved by comparing the 'before' surveys with similar 'after' surveys, following implementation and settlement of the scheme. The success of the scheme will be denoted by an increase in pedestrians and cyclists using the new shared use route on the north side of Leigh Road, between the Woodside Avenue/ Passfield Avenue junction and Brookwood Avenue. A reduction in accidents would also indicate the success of the scheme.

4. Finance

4.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	9	4	HCC Highways Maintenance	85
	Client Fee	6	2	Developer Contributions	103
	Supervision	9	4	Local Transport Plan	15
	Construction	226	90	District Contribution	52
	Land	0			
	Total	<u>250</u>	<u>100</u>	Total	<u>255</u>

4.2	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in current expenditure	23	0.020
	Capital Charge	23	0.017
	Total Expenditure	<u>46</u>	<u>0.037</u>

5. Programme

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	March 2013	May 2013	July 2013	July 2014

6. Scheme Details

- 6.1 A location plan is attached (Appendix A) and detailed plans will be submitted.
- 6.2 Phase 1 of this scheme will provide widening and resurfacing of the existing footway on the northern side of the A335 Leigh Road, between the Woodside Avenue/ Passfield Avenue junction and Brookwood Avenue. A minimum footway width of 3.3 metres will be provided.
- 6.3 The objective is to convert this new section of widened and resurfaced footway to a shared use footway/ cycleway route in the future, under Phase 2 and provide the missing link in the Leigh Road cycle route network and improve connections with Eastleigh Town Centre. This will be undertaken once a pedestrian and cyclist crossing facility is provided at the Leigh Road/ Woodside Avenue/ Passfield Avenue junction, thereby connecting the proposed section into the existing network.
- 6.4 The full width of the existing footway on the north side of Leigh Road is 5.5 metres. 2 metres of this is verge, therefore, 3.3 metres is available between the carriageway and the existing edge of the paving slabs and the public highway boundary.
- 6.5 The footway widening and resurfacing proposals commence approximately 20 metres to the east of the Leigh Road/ Woodside Avenue/ Passfield Avenue junction, at the boundary of the Badi Mirchi restaurant and property 188 Leigh Road and will end at the junction with Brookwood Avenue, outside 94 Leigh Road.
- 6.6 The proposed new route will incorporate a 0.5 metre boundary margin to property accesses, in-filled with granite sets. From the edge of the granite sets, a 2.0 metre wide footway will be constructed. From the edge of the new footway construction, an 800mm wide over run area of porous resin bonded tree pit surfacing will be laid around the existing tree trunks, for semi circular radius of 2 metres. The existing verge from the trees to the existing carriageway kerb line will remain.
- 6.7 The existing paving slabs will be taken up and the underlying surface inspected. If no tree roots are present, hand excavation will be used to achieve the required excavation depth. The Cellweb system, used for the sub-base, will provide a flexible and permeable solution for protecting tree roots. It creates a robust and stable platform for construction within a root

protection area of existing trees. The system will be 100mm thick and filled with aggregate.

- 6.8 The existing tree canopies will be maintained to ensure a minimum headway height of 2.4 metres above the proposed footway and future cycleway.
- 6.9 A pedestrian and cyclist crossing refuge will be constructed by the developer of the Prysmian development, Bellway, as part of a Section 278 agreement, which has still to be signed. The proposed refuge will be a minimum width of 2.5 metres to accommodate cyclists and located just to the east of the Leigh Road/ Dew Lane junction. This will enable cyclists travelling on the north side of Leigh Road to cross and access the route on the south side and other proposed routes in the area of the new development. A programme for construction of this refuge and realignment of the Leigh Road/ Dew Lane junction has yet to be finalised.
- 6.10 Construction works will be required to many of the vehicle accesses along the proposed cycle route to ensure a smooth transition between the existing and widened footway. In some instances, this may result in access being restricted during the working day.
- 6.11 Eastleigh Borough Council and Hampshire County Council Tree Officers have been consulted throughout the design to ensure the methods employed to widen and resurface the route will not damage the existing trees along the verge.
- 6.12 Preliminary and detail design safety audits have been undertaken. The preliminary design report identified that the proposed route would form an isolated cycle facility, until the crossing point east of Dew Lane is provided and provision is made for cyclists to cross the Passfield Avenue junction. Therefore, there is still no off-road provision for westbound cyclists to join the cycle track or rejoin the carriageway. As a result, the report recommended the footway be widened but not converted to a shared use cycleway/footway until it forms part of a coherent cycle network, with appropriate signing. These comments have been incorporated in the design. A further safety audit will be undertaken on completion of construction.
- 6.13 Street Lighting were consulted on the proposals. No alterations are required to the existing lighting columns.
- 6.14 4 new Glasdon Jubilee litter bins will be provided along the proposed route.

7. Departures from Standards

None

8. Community Engagement

- 8.1 The Eastleigh Local Area Committee formally endorsed the proposal at ELAC committee on 6th September 2011.

8.2 Following the petition received by EBC from local residents regarding the cycle scheme in September 2011, residents were consulted again in July 2012, with a letter drop, allowing residents to comment and discuss any concerns they have relating to the scheme. A number of residents queried the lack of visibility when accessing their driveways. This has been mitigated in the design by providing a 0.5 metre strip, between the property boundaries and the edge of the shared footway/ cycle route. This will provide an area allowing residents to see pedestrians and cyclists when manoeuvring from their drive ways. No further queries were received.

8.3 Residents also queried the location of the Highway boundary, where it adjoins their properties. On examination of the title deeds for the properties and the Leigh Road carriageway, Hampshire County Council have confirmed all the proposed works are within the Highway boundary.

8.4 A second letter was sent to residents on the 10th December, updating them on the latest proposals and providing details of the works. No responses have been received.

8.5 The Local Member has been consulted on the proposals and supports the scheme.

9. Statutory Procedures

9.1 There are no statutory procedures required for this scheme.

10. Land Requirements

10.1 The proposed works are contained within the existing highway boundary, so no additional land is required.

10.2 Third party land, fronting the Badi Mirchi restaurant, will be required to deliver the future proposed junction improvements, including cyclist and pedestrian crossing facilities, at the Leigh Rd/ Passfield Avenue/ Woodside Avenue junction, as part of a separate scheme, which links to this proposal. The proposals at the junction will provide the required cycle connections for this scheme in order for the route to be converted to a shared use footway/ cycle route. This conversion will be undertaken as Phase 2 of this proposal. However, the land acquisition is not a prerequisite for this footway widening scheme. The land acquisition will be taken forward as part of the junction design.

11. Maintenance Implications

11.1 The proposed widened and resurfaced footway will generate maintenance costs, which have been incorporated in the revenue implications. The materials selected in the design are standard highway materials to match those existing at the site.

CORPORATE AND LEGAL INFORMATION

Links to the Corporate Strategy

<i>Hampshire safer and more secure for all:</i>	yes <input checked="" type="checkbox"/> no <input type="checkbox"/>
Corporate Improvement plan link number (if appropriate):	
<i>Maximising well-being:</i>	yes <input checked="" type="checkbox"/> no <input type="checkbox"/>
Corporate Improvement plan link number (if appropriate):	
<i>Enhancing our quality of place:</i>	yes <input checked="" type="checkbox"/> no <input type="checkbox"/>
Corporate Improvement plan link number (if appropriate):	

OR

This proposal does not link to the Corporate Strategy but, nevertheless, requires a decision because:

Only complete this section if you have not completed any of the Corporate Strategy check boxes above. If it is not applicable, please delete.

Other Significant Links

(please delete if not applicable)

Links to previous Member decisions:		
<u>Title</u>	<u>Reference</u>	<u>Date</u>
Direct links to specific legislation or Government Directives		
<u>Title</u>	<u>Date</u>	

Section 100 D - Local Government Act 1972 - background documents

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

<u>Document</u>	<u>Location</u>
Scheme Files	Strategic Transport Team South,
Eastleigh Town Access Plan	Fareham
Eastleigh Borough Transport Statement	Eastleigh Borough Council

Impact Assessments

1. Equalities Impact Assessment:

- 1.1 The proposals in this report have been developed with due regard to the requirements of the Equality Act 2010, including the Public Sector Equality Duty and the Council's equality objectives. An [assessment of the impacts](#) on developing Hampshire's highways network and transport systems can be viewed on the County Council's website.

It is considered that the issues covered by this report will not have impacts requiring further specific actions by the Council above those already established in its existing policies and working procedures.

2. Impact on Crime and Disorder:

- 2.1 The provisions of the Act have no impact on these proposals.

3. Climate Change:

3.1 How does what is being proposed impact on our carbon footprint /energy consumption?

The current policy of Reduce, Recycle, Reuse will be implemented, such that excavated material, where possible, will be reused as sustainable material on future schemes.

3.2 How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

The scheme proposals are expected to have a positive effect on climate change by improving facilities and infrastructure for pedestrians and ultimately, cyclists, thereby offering a healthy alternative travel opportunity.

Appendix A – LTP3 Priorities and Policy Objectives

3 Priorities

- To support economic growth by ensuring the safety, soundness and efficiency of the transport network in Hampshire
- Provide a safe, well maintained and more resilient road network in Hampshire
- Manage traffic to maximise the efficiency of existing network capacity, improving journey time reliability and reducing emissions, to support the efficient and sustainable movement of people and goods

14 Policy Objectives

- Improve road safety (through delivery of casualty reduction and speed management)
- Efficient management of parking provision (on and off street, including servicing)
- Support use of new transport technologies (i.e. Smartcards; RTI; electric vehicle charging points)
- Work with operators to grow bus travel and remove barriers to access
- Support community transport provision to maintain 'safety net' of basic access to services
- Improve access to rail stations, and improve parking and station facilities
- Provide a home to school transport service that meets changing curriculum needs
- Improve co-ordination and integration between travel modes through interchange improvements
- Apply 'Manual for Streets' design principles to support a better balance between traffic and community life
- Improve air quality
- Reduce the need to travel, through technology and Smarter Choices measures

- Promote walking and cycling to provide a healthy alternative to the car for short local journeys to work, local services or school
- Develop Bus Rapid Transit and high quality public transport in South Hampshire, to reduce car dependence and improve journey time reliability
- Outline and implement a long term transport strategy to enable sustainable development in major growth areas

Other

Please list any other targets (i.e. National Indicators, non LTP) to which this scheme will contribute.