

6 TRANSPORT AND ACCESSIBILITY (T)

TRANSPORT CONTEXT

The Council is keen to continue its integrated approach to land use and transport planning and it recognises the need to reduce traffic levels and encourage the use of public transport.

There are several links between Transport and Accessibility and other policies of the local plan, including:

- CO policies Countryside
- BE policies Urban Renaissance, the Built Environment
- H policies Housing
- E policies Economic Development
- TC policies Town Centres and Shopping
- R policies Public Open Space, Recreation
- TA policies Tourism and the Arts
- OS policies Sport and Recreation
- ES policies Environmental Sustainability

Transport and Accessibility Objectives

6.1 Transport and Accessibility are seen as key policy areas and both are a major concern of local residents. The Council, in partnership with Hampshire County Council, will work towards achieving the following objectives:

- to reduce the need to travel, especially by car
- to reduce the number of accidents on our roads, particularly those involving vulnerable road users
- to encourage further provision and use of public transport, including the improvement of existing services and facilities
- to ensure the location of new development is in places which are or can become widely accessible by means of transport other than the car
- to improve provision for cycling and walking
- to give priority to provision to the needs of pedestrians, cyclists and public transport users

- to meet the targets of the Road Traffic Reduction Act 1997
- to encourage where appropriate the transfer of freight from road to rail.

Integrated Transport

- 6.2 Transport planning policy at a national and local level has changed radically over recent years. Central Government has placed a clear obligation upon local traffic authorities and local planning authorities to move away from the traditional 'predict and provide' culture towards a wholly integrated approach to land use and transport planning. This process was underpinned by the publication of the White Paper 'A New Deal for Transport: Better for Everyone' in July 1998 and 'The Future of Transport' in July 2004, and with the replacement of the annual Transport Policies and Programme (TPP) submission for local transport capital funding by the five year Local Transport Plan (LTP).
- 6.3 Statutory obligations to reduce the levels of traffic on local roads have already been placed upon local traffic authorities under the provisions of the Road Traffic Reduction Act (RTRA) 1997. This Act obliges each local traffic authority (in Eastleigh's case that is Hampshire County Council) to produce a report containing an assessment of existing traffic levels on those roads for which it is the highway authority and a forecast of expected growth in those levels. The Report contains targets for reducing the level of local road traffic in their area or its rate of growth. Hampshire County Council submitted its Road Traffic Reduction Act Report (2000) to the Department of the Environment, Transport and the Regions in July 2000. The report sets out targets for a reduction in forecast traffic growth in the area covered by the Southampton Area Transport Strategy (SATS), which wholly encompasses the Borough of Eastleigh. These targets are set out below and can also be found in the Borough of Eastleigh Transport Strategy which is available as supplementary planning guidance.

Traffic Reduction Targets (Table 3)

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| <ul style="list-style-type: none"> • To reduce forecast traffic growth by 75% by 2020; • By 2010 (compared with the average 1994-98) to achieve: <ul style="list-style-type: none"> a 40% reduction in the number of people killed or seriously injured in road accidents; a 50% reduction in the number of children killed or seriously injured; |
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a 10% reduction in the slight casualty rate, expressed as the number of people slightly injured per 100 million vehicle per kilometres.

- To achieve the objectives of the National Air Quality Strategy and the Council's Air Quality Review and Assessment Report;
- To contribute to the UK's climate change target;
- Reduce the proportion of single occupancy car trips by 20% by 2020;
- Increase public transport use by one third by 2020;
- Increase use of cycles by 5% by 2005 and 10% by 2020 on 1994/96 levels;
- Increase in satisfaction rating of cycle facilities;
- Increase of one third in walking;
- Reduce the number of long stay public parking spaces in urban areas by 5% between 1993 and 2005 and by a further 10% by 2020;
- Reduce the number of long stay parking spaces at existing non-residential developments between 1993 and 2005;
- No new long stay public car parks to be built in the area covered by the South West Hampshire Transport Strategy;
- To increase the re-allocation of road space for alternative modes;
- Increase public support for more sustainable travel choices by 25% by 2010 (as monitored by TRANSPOL surveys)
- To encourage implementation of Workplace Travel Plans for existing businesses.

- 6.4 Additional strategy documents and planning guidance issued by central government, e.g. The National Air Quality Strategy, National Cycling Strategy, Planning Policy Guidance 13: Transport (March 2001) Planning Policy Guidance 3:Housing (March 2000) and Regional Planning Guidance for the South-East (March 2001), emphasise and endorse this new approach to land use and transport planning, and place further obligations upon local highway and local planning authorities to consider this advice and guidance in their Local Transport

Plans and Local Plans. Also relevant is the Council's Air Quality Review and Assessment Report.

- 6.5 The Transport Act (2000) defines the authorities which are to be local transport authorities (Hampshire County Council) and imposes a duty on those authorities to prepare and publish a local transport plan setting out their policies for the promotion of safe, integrated, efficient and economic transport facilities in their area, and to develop a bus strategy.
- 6.6 The Act provides for a statutory form of "Quality Partnerships Schemes" between bus operators and local transport authorities in the interests of promoting quality public transport, helping limit traffic congestion and improving air quality. The Act enables local transport authorities to require bus operators to co-operate in the provision of joint ticketing, and places a duty on local transport authorities to secure the provision of bus passenger information in their area. Local authorities have the power (subject to the Secretary of State's consent) to enter into "Quality Contracts schemes", whereby they specify bus services in a particular area and let contracts for their provision to bus operators.
- 6.7 The Act enables local transport authorities outside London to introduce road user charges and workplace parking levies to help tackle congestion in towns and cities, and requires spending of revenues on measures for improving local transport.
- 6.8 Eastleigh Borough Council has advocated the philosophy of integration between land use and transport planning for several years. The Council is an active partner in the Partnership for Urban South Hampshire (PUSH). This group has endorsed the recent Solent Transport Strategy, which replaces SATS, for inclusion in the new local Transport Plan 2006-2011. In consultation with the local highway authority and local communities has developed its own integrated local transport strategy for the borough: The Borough of Eastleigh Transport Strategy (BETS). The BETS forms the basis of Eastleigh Borough Council's contribution to the five year Hampshire Local Transport Plan. It also sets out the Borough Council's policies relating to Quality Bus Partnerships and workplace parking levies or road user charges.
- 6.9 The significant changes to the planning and provision of transport at a local level summarised above have resulted in Eastleigh Borough Council placing more emphasis on the integrated approach to the management and development of the transport network in the borough. The obligations placed upon local authorities by the RTRA also mean that any development proposal, no matter what the scale, will need to be assessed in the context of its impact upon traffic reduction targets for the Southampton Area Transport Strategy area, particularly the headline target of a 75% reduction in traffic growth by the year 2020. The presumption is that any development that adds traffic to the network should fund in whole or part, measures that will ameliorate this impact and assist in meeting RTRA targets. This approach requires a

close working partnership with the local highway authority and developers.

Highway Network

6.10 Following guidance issued in the Transport White Paper and in accordance with the “Toolkit” approach proposed by the Highways Agency (who has responsibility for motorways and other trunk roads), the strategic road network within the Borough will no longer be considered in isolation. The Highways Agency will manage the trunk road network, and will encourage local authorities to manage local roads, as part of a series of transport networks that have good connections (integration) between them. The integrated approach to both the strategic and local road network will be supported if all investment is assessed against the criteria outlined in the White Paper. Since new roads and increases in highway capacity can lead to more traffic, adding to the problem not reducing it, all plausible options will need to be considered before a new road is built or existing road capacity is increased. Carefully targeted improvements to existing roads will be considered; generally as part of wider packages including proposals to ameliorate safety and environmental problems, to manage demand and where necessary to provide access to new allocated development. It will be necessary to consider traffic calming and measures to reduce traffic in conjunction with, and as alternatives to, the construction of bypasses.

89.T New roads and highway investment in the Borough of Eastleigh will be assessed against all the following criteria:

- i. Integration - ensuring that all decisions are taken in the context of national transport policy, the Hampshire County Structure Plan (Review), the Southampton Area Transport Strategy and at a local level the Borough of Eastleigh Transport Strategy (BETS);
- ii. Safety - to improve safety for all, but particularly vulnerable road users;
- iii. Economy - supporting the Borough’s sustainable economic activity in appropriate locations and getting good value for money;
- iv. Environmental Impact - protecting and enhancing the built and natural environment;
- v. Accessibility - improving access to everyday facilities for those without a car, or wishing to access these facilities by modes other than the car (paying particular attention to the needs of the

mobility impaired) and getting good value for money; and

- vi. Consistency - with the Council's objectives outlined in paragraph 6.1 above.

90.T In accordance with Policy T.23 of the Hampshire County Structure Plan 1996-2011 (Review), permission will be granted for additional roadside facilities serving the Strategic Road Network provided that all the following criteria are met:

- i. there is a demonstrated need;
- ii. the proposal does not adversely affect the landscape character, or areas of nature conservation interest;
- iii. the proposal, together with any improvements that the developer proposes to make to the highway network, must be acceptable to the appropriate highway authority; and
- iv. this Council is satisfied that the proposals are acceptable in planning and highway terms and that the need for facilities does not compromise other objectives of this Plan.

Transport Schemes

- 6.11 A number of transport schemes are proposed which will enhance access opportunities, improve the performance of the transport network and enable development to take place. In general these improvements will not require the acquisition of land outside the existing highway or railway boundary. These schemes are an important part of the Borough Transport Strategy and developer's contributions will be sought to assist with the funding of these and other works directly resulting from the impacts of the development.

91.T Where appropriate land for the following major transport schemes will be safeguarded for implementation:

- i. construction of railway "chord" at Eastleigh;
- ii. public transport priority route from Hedge End/West End to Southampton Centre;
- iii. Eastleigh Cycle Route Network;

- iv. the South Hampshire track-based public transport system utilising the railway line from Fareham to Woolston which runs through Bursledon, Hamble and Netley;
- v. Chickenhall Lane Link Road;
- vi. Botley Bypass;

In addition land will be safeguarded for:

- vii. a bus-based park and ride site at Windhover (Bursledon);
- viii. a car park to serve Hamble railway station;
- ix. a vehicular link off Electron Way, to serve Chandler's Ford railway station; and
- x. a cycle route along the western side of Hamble Lane between Jurd Way and the Windhover roundabout and a link footpath between Cranbury Gardens and Jurd Way, along Hamble Lane.

Implementation of the road schemes listed in sub paras v and vi will be subject to each one meeting the criteria listed in Policy 89.T.

92.T The following Local Transport Plan proposals will be permitted and developer contributions will be sought to support their implementation:

- i. A27 Bursledon to Romsey bus priority/pedestrian/cycle access scheme;
- ii. Central Eastleigh Transport Plan;
- iii. Eastleigh Network Management, including the following schemes listed by area:

Bishopstoke, Fair Oak and Horton Heath

Mortimers Lane - Traffic calming (extension of existing scheme)

Church Road and Riverside - Traffic management/calming

Sandy Lane - Traffic management/calming/improved pedestrian crossing facilities

Bursledon, Hound and Hamble

Long Lane - School Safety Zone (Bursledon Infants and Junior School)

Dodwell Lane - Traffic calming and pedestrian improvements

Hamble Village Centre - parking management/improved facilities for public transport

Windhover Roundabout – full signalisation

Hamble Lane/Portsmouth Road - corridor/junction improvements

Grange Road/Woolston Road - junction improvements

Grange Road/Portsmouth Road - junction improvements

Chandler's Ford and Hiltingbury

Winchester Road - Traffic management

Hiltingbury Road/Winchester Road - junction improvements to include improved facilities for pedestrians and cyclists

Hursley Road - Traffic management

Brownhill Road/Merdon Avenue/Kingsway - School Safety Zone (Merdon Junior School)

Bodycoats Road - School safety zone/cycleways

Oakmount Road - Traffic Calming

Eastleigh

Allbrook Hill - Traffic calming/environmental improvements

Archers Road railway crossing - improved pedestrian/cycle access

Campbell Road Bridge - improved pedestrian facilities

Hedge End, West End and Botley

Hedge End Town Centre traffic management;

Traffic calming measures within Botley Village in association with completion of the Botley Bypass;

Maunsell Way - Traffic management/calming/pedestrian improvements

Sherborne Way/Hobb Lane/Freegrounds Road - Traffic calming/school safety zone.

Granada Road - new footway

Kings Copse Avenue - new footways

Southern Road (West End) - new footway

High Street/Holmesland Lane (Botley) - junction improvements

Chalk Hill (West End) - traffic calming

West End Road/A27 - junction safety improvements

- iv. Eastleigh Quality Bus Partnership (see Proposals Map). To include roadside infrastructure improvements plus bus priority and/or junction improvements at the following congestion points on Quality Partnership routes:

Derby Road
Mansbridge Road
Falkland Road/Leigh Road
Exit from Eastleigh Bus Station

Hamble Lane/Portsmouth Road
Bishopstoke Road/Riverside
Bishopstoke Road (bus priority)
Leigh Road/Woodside Avenue
Southampton Road/Derby Road
Passfield Avenue/Nightingale Avenue
Passfield Avenue/Derby Road

- v. Eastleigh Cycle Route Network (see Proposals Map)*
- vi. Improved pedestrian links to town centres, district centres, local centres and other key destinations;

- vii. Eastleigh Borough School Travel Plan Initiative**;
and
- viii. Intelligent Transport Systems including Variable Message Signs serving Eastleigh Town Centre and real time passenger information on Quality Bus Partnership corridors.

* The Council's Joint Area Committee adopted the Borough Cycling Strategy on 1 October 1998. This is currently under review and further information regarding the Borough Cycling Strategy and Borough Cycle Network is available in the Borough of Eastleigh Transport Strategy.

** The Council is keen to examine every opportunity to develop safe routes to school and/or school safety zones with all schools participating in, and making a commitment to, the Eastleigh Borough School Travel Plan Initiative.

Park and Ride and Parking at Transport Interchanges

6.12 In the Borough of Eastleigh Transport Strategy, consideration has been given to policies relating to three types of park and ride that are found, or may be proposed in the Borough. These are:

- Large scale bus based park and ride schemes (500 spaces plus) with full public access;
- Park and Ride at rail stations; and
- More informal smaller scale bus-based park and ride schemes, sponsored by individual employers or introduced as part of Green Travel Plans

Large Scale Bus Based Park and Ride

6.13 It is a medium-term objective of the Southampton Area Transport Strategy to develop a number of bus-based park and ride sites around the city. The Hampshire County Structure Plan, in policy T.16 identifies two locations within the Borough, at Windhover and Stoneham.

6.14 PPG:13: Transport indicates that park and ride should only be introduced as part of a comprehensive integrated area transport strategy. The strategy should include public transport improvements, traffic management and parking controls.

6.15 A report in 2002 identified two specific park and ride sites at Windhover (Bursledon) and Stoneham. The Council is satisfied that the

Windhover site is the most appropriate in the locality and it is therefore identified on the Proposals Map. However, since the 2002 Report, circumstances at Stoneham have changed. Southampton Football Club are no longer looking to relocate to Stoneham and the relationship between park and ride, airport parking and parking at Parkway railway station has changed. Also the consequences of redeveloping well used sports pitches has not been assessed. Consequently a specific site at Stoneham has not been identified but policy 93.T will apply.

- 6.16 Both the sites lie in the countryside and strategic gap and therefore it is essential that any proposals are of the highest standard of layout and design, they include appropriate planting and appropriate facilities for customers and they keep the amount of built form to the minimum essential for the successful operation of the scheme.
- 6.17 Until such time as park and ride proposals are approved the two sites will remain subject to policies 1.CO and 2.CO on the countryside and strategic gaps.

93.T The development of an appropriate park and ride site near junction 5 of the M27 (Stoneham) will be permitted provided the Council is satisfied that an appropriate analysis of all potential sites in the locality has been undertaken. A planning application must be accompanied by a comprehensive Transport and Environmental Impact Assessment and must meet the criteria in policy 94.T.

94.T A bus-based park and ride site is safeguarded at Windhover (Bursledon) (see Proposals Map). Development of this site will only be permitted if the following criteria are met:

- i. the proposal would demonstrably promote more sustainable travel patterns; would be fully integrated with off-site measures for public transport improvements, traffic management and parking controls, and includes appropriate on-site management measures;
- ii. the proposal would achieve high-quality soft and hard landscaping that respects the setting of the site; and
- iii. the proposal would provide sheltered pedestrian waiting areas, toilets, cycle parking, lighting and security measures but that no other buildings or structures would be permitted, except for purposes that are essential to the operation of the park and ride site.

Parking At Rail Stations and Southampton International Airport

- 6.18 The Borough of Eastleigh is already host to the largest park and ride rail station in Hampshire at Southampton Airport (Parkway). Southampton International Airport is the region's premier business airport.
- 6.19 The benefits of large-scale parkway stations in reducing traffic levels on local roads are considered to be questionable. A station such as Southampton Airport Parkway attracts vehicles from an extensive area and there is every probability that vehicles are driving past local stations to reach it. Whilst the park and ride service provided at stations may well reduce the number of cars driving on up to London and possibly the Midlands, there is little doubt that it is a substantial attractor of traffic on local county roads and particularly roads within the Borough of Eastleigh.
- 6.20 Any future expansion of parking at Southampton Airport Parkway will need to be considered in the context of the fact that parking capacity still exists at Eastleigh station, and at the Borough Council long stay multi-story car park adjacent to Eastleigh station and that public transport access to Eastleigh station is far better than to Parkway. Also the platforms at Eastleigh Station are more accessible to those with mobility impairments and following the replacement of old slam door rolling stock, the quality of trains serving Eastleigh are equivalent to those serving Parkway.
- 6.21 The traffic impacts of all proposed parking increases at rail stations within the borough and particularly any proposed increase in parking capacity at Southampton Airport (Parkway) must be considered in the context of the statutory obligations placed upon the local highway and planning authorities by the Road Traffic Reduction Act.
- 6.22 Any increase in parking capacity is likely to increase the demand for seats on peak services which may lead to further overcrowding on peak hour trains. It would be helpful in determining any planning application therefore, if as part of a comprehensive transport assessment the train operating company (TOC) could indicate what capacity improvements will be provided on train services to match the proposed increase in parking capacity at Parkway station.

95.T Planning applications for increases in parking at Southampton Airport Parkway Station will only be considered in the context of a comprehensive Transport Assessment. This assessment must be supported by a detailed origin and destination survey of existing users, which includes travel patterns to the station by car and from the station by rail. The Council will pay particular attention to the impacts such increases in parking and associated extra traffic will have on local roads and whether alternative stations offering similar levels of passenger rail services are being bypassed. Planning permission will only be granted if the Council is satisfied that it has been conclusively demonstrated that the transport and environmental benefits of the proposals outweigh the adverse effects. Any proposal would also have to meet the requirements of policy 62.BE on access for people with disabilities.

96.T Improved interchange facilities at other local rail stations, including appropriate increases in parking, will be permitted providing the improvements are justified within the context of a Transport Assessment associated with the proposed development.

6.23 Southampton International Airport caters primarily for a regional business travel market and flights from the airport serve many of the principle European destinations. The nature of its main customer base means that the majority travel to and from the airport by car. If passenger growth continues in line with the airport operator's forecasts then increases in the number of long and short stay parking spaces at the airport are likely to be required in the near future. Southampton International Airport, in accordance with DFT guidance and in partnership with local authorities, transport operators and interest groups (Air Transport Forum), has produced an Airport Surface Access Strategy (ASAS), the underlying aim of which is to encourage passengers and staff to use public transport for trips to and from the airport. However, it has been accepted that given the wide catchment of passengers using the airport, improved access for all modes of transport will need to be developed to enable airport services to expand. The airport operator, British Airports Authority has certain permitted development rights including airport parking. Increases in parking at the airport will not therefore require planning permission. However, the Borough Council would expect to be consulted regarding any proposed increases in parking at the airport.

97.T When being consulted regarding any proposals to increase the number of parking spaces at Southampton International Airport the Borough Council expects the increase to be justified within the context of the Airport Surface Access Strategy and the achievement of modal share targets set out in the Surface Access Strategy should not be compromised by the proposals. The Borough Council also expects any proposals to be supported by a Transport Assessment.

Informal Smaller Scale Park and Ride Schemes

- 6.24 Larger employers within the borough are already operating informal park and ride services in an effort to reduce on site parking pressures. The benefits in terms of traffic reduction and changes in commuting habits resulting from these schemes are likely to be very limited, as the principal mode of transport to work remains the car. Informal employer based park and ride schemes will lie outside the remit of the formal planning process unless of course planning permissions are required.

98.T Planning permission will only be granted to employer based park and ride schemes, if the scheme is put forward as part of a Work Place Travel Plan (WPTP) This WPTP must set targets (agreed by the planning authority and highway authority) for reductions in single occupancy car based commuting and business trips A planning obligation, possibly in the form of a bond, or cash deposit, as part of a Section 106 agreement, will be placed upon the developer to underwrite the cost of identified transport improvements linked to the WPTP if they fail to meet these agreed targets. The presumption will be against granting permissions for off-site park and ride sites where this provision is adding to the employers existing dedicated parking stock.

Freight

- 6.25 The ability to move freight and service the needs of commerce and retail premises is an essential part of the process that contributes to the economic well being of the borough. Appropriate lorry routes are set out in the County Council's publication "Lorries in Hampshire". However, there is local concern about the problem of lorries using inappropriate roads, particularly through residential areas. The County Council, in response to many of these concerns, has entered into a Quality Freight Partnership with the Hampshire Economic Partnership and the Freight Transport Association. This is an initiative that is supported by the Borough Council. The importance of freight movement and its management in a sustainable manner is identified in

the BETS where the distribution of goods and services is weighed against concerns about the quality of the urban and rural environment. The increased use of the rail network to move freight will be supported.

99.T The conversion of an existing rail yard into a rail freight interchange or the provision of a new interchange at an appropriate location, will be permitted providing the transfer of goods or the provision of a new interchange does not result in lorries using inappropriate routes to access and leave the railhead and safety at Southampton Airport is not compromised. The redevelopment of any part of an existing rail yard to another non-rail based use will be resisted unless it can be demonstrated that the use of the rail infrastructure is no longer viable. Alternative uses that are related to and contribute towards sustainable transport, will be considered.

Transport and New Development

- 6.26 It is important that all new development should be compatible with the aims and objectives of the Borough of Eastleigh Transport Strategy and should not compromise the obligations placed upon the highway authority by the RTRA 1997. Development should also meet the relevant criteria on sustainable development and the management of travel demand as set out in PPG 13 and policies T1-T7 of the Structure Plan (Review).

100.T Development which accords with other relevant policies of this Plan will be permitted provided it meets all the following criteria:

- i. it is, or could be well served by public transport, cycling and walking;
- ii. it includes measures that minimize its impact on the existing transport network;
- iii. that where a large number of journeys are likely to be generated, the development is located to minimize travel demand and provide a choice of transport mode; and
- iv. that where appropriate a Transport Assessment in accordance with the thresholds set out in Table B of the Hampshire Parking Strategy and Standards is included with the proposals.

- 6.27 The thresholds above which a transport assessment will be required are set out in Table B of the Hampshire Parking Strategy and Standards – Spring 2002. The 2002 Parking Strategy and Standards have been adopted as Supplementary Planning Guidance to the County Structure Plan (Review) and this Local Plan. The Transport Assessment should address how the development will comply with the constraints placed upon the highway authority as a result of the Hampshire County Council RTRA Report.
- 6.28 Where a proposed development requires off-site highway and/or transport improvements to be implemented, or in the case of a small scale development that contributes additional traffic to the network, the developer, (in negotiation with the highway authority and local planning authority), will be expected to fund these improvements in full and if necessary contribute an additional sum towards meeting RTRA targets through the process of implementing the Local Transport Plan and/or transport proposals set out in this local plan.
- 6.29 In association with new residential development proposals developers will be expected to explore, in partnership with the local highway authority and local planning authority, opportunities to bring forward 20mph zones, or homezones, on roads within residential areas.
- 6.30 The headline Road Traffic Reduction Act (RTRA) target for the Borough of Eastleigh is a 75% reduction in forecast traffic growth by 2020. Developers will therefore be expected to submit, as part of a Transport Assessment or a traffic statement associated with smaller scale residential development (including a single dwelling), a set of proposals designed to reduce the traffic impact such that the achievement of the headline RTRA target for the Borough is not compromised as a result of the impacts of that development. The level of any financial contribution will be related to the impact of the development and an appropriate level of mitigation for that impact, set in the context of achieving the RTRA targets for the area.

101.T Development which results in additional traffic on the local road network greater than the levels of growth permitted by the RTRA targets for the Borough of Eastleigh will:

- i. only be permitted if the Council is satisfied that there is a proven need for the development in the location proposed and;
- ii. be subject to the provision of contributions towards the implementation of the Local Transport Plan and/or other transport proposals set out in this local plan. Any such contributions will be set at a level appropriate to the scale and impact of the development.

- 102.T Development requiring new or improved access will be permitted provided it does not:
- i. interfere with the safety, function and standard of service of the road network; or
 - ii. have adverse environmental implications and is to the adopted standard of the highway authority.

Green Travel Plans

- 6.31 The Council may require developers bringing forward planning applications for developments of a scale below the thresholds set out in Table B of the approved Hampshire Parking Strategy and Standards (Spring 2002) to commit to producing and implementing travel plans with the development proposals. This may apply for example where there are potential cumulative effects or where a travel plan will help address a particular local traffic problem associated with the planning application, which might otherwise have to be refused on local traffic grounds.
- 6.32 Applicants for schemes of 50 or more dwellings will be expected to consider the provision of informal Green Travel Plans. When considering a planning application the weight given to a travel plan will be influenced by the degree to which it can be secured through a planning condition or planning obligation and the extent to which it materially affects the acceptability of the development proposed.

- 103.T Developers bringing forward planning applications for commercial, retail, education, health, care, and leisure uses, where the scale of development is above the thresholds set out in Table B of the approved Hampshire Parking Strategy and Standards – Spring 2002, are required to commit themselves to producing and implementing travel plans with the development proposals to reduce car travel to work and journeys in the course of work.

Parking

- 6.33 It is recognised that motor vehicles, both private cars and commercial vehicles, provide mobility and support the economic life of the area. Development proposals should ensure that appropriate off-highway parking space is provided by the developer in line with the advice in the adopted Hampshire Parking Strategy and Standards (2002). The County Council has moved away from prescribed parking standards for the amount of parking required at different types of development to a maximum provision, the need for which will be assessed against the

accessibility of the development by modes other than the car e.g. public transport, cycling and walking. The Borough Council may consider favourably a higher level of parking provision than the standards permit, where the applicant has demonstrated through a transport assessment that a higher level of parking is needed.

- 6.34 Accessibility of a development is therefore a material consideration that will be used to determine the level of car parking provision to be made in any particular development. Development proposals will need to provide appropriate off-highway parking to meet the operational needs of the development and the number of spaces permitted above this number will be assessed according to the accessibility criteria, up to the maximum permissible level for that type of development.

Accessibility Contours

- 6.35 The Council has published an accessibility profile plan for the Borough which will be regularly updated. It provides an indicative picture of the Public Transport Accessibility Levels (PTAL's) within the Borough.
- 6.36 The following parameters are used in the accessibility contour calculation.
- all bus stops and rail stations within 15 minute walk
 - frequency of bus and train services at the individual stops and stations in the given time period
 - average waiting times at the stop or station
 - average walking time based on 80 metre per minute
 - a measure of the attractiveness (reliability and preference) of the services
 - the contours are generated based on 300 square metre grids covering the whole of the Borough and
 - the accessibility calculations assume walking distances 'as the crow flies' and do not take into account physical barriers like rivers, walls, slopes and impenetrable woodlands.
- 6.37 For the purposes of assessing relevant parking standards, four levels of contour have been defined. These are zones 1, 2, 3 and 4 which equate to high, medium, low and very low levels of accessibility respectively.
- 6.38 The maximum parking standards stated in the "Hampshire Parking

Strategy and Standards 2002” relate to the low accessibility category. Depending on the land use, parking levels will be adjusted in accordance with the following table:

Accessibility Zone			
Land Use	3 and 4	2	1
Residential, education, health, car, leisure	100%	75%	50%
Retail	100%	88%	75%
Employment (incl. non-residential care staff)	100%	65%	30%

- 6.39 Areas of extremely high accessibility, for example in a town centre location close to a transport interchange, zero parking will be encouraged if circumstances permit.

104.T Planning permission will only be granted for appropriate development which provides adequate off-highway parking up to the maximum standard set out in respect of the accessibility of that development. When considering the level of parking appropriate for a retail or leisure development in or on the edge of a centre, the Council may consider parking provision additional to the relevant maximum standards but only where it can be clearly demonstrated that it will serve the centre as a whole and assist the vitality and economic viability of the centre.

105.T Within town, district and local centres where it is not possible or environmentally desirable to meet the relevant parking standards on site, development, which accords with other policies in this Plan, may be permitted subject to a financial contribution towards measures to assist on-street parking management, public transport, cycling and walking.

- 6.40 The Borough Council and the County Council will facilitate the provision and control of public parking in the Borough as one of the ways in which the integrated transport system proposed in the Borough Transport Strategy (BETS) will be implemented. In order to reduce car commuting to that necessary for businesses and for operational purposes, the public car parking in Eastleigh town centre and other district centres will be predominantly for short-term use. The presumption will be against the development of new long stay car parks for public use unless a sound justification in the context of the aims and

objectives of the BETS can be made. In Eastleigh Town Centre, district and local centres and elsewhere in the Borough, reduced parking standards at new residential and business (including retail) developments will be supported by on-street parking management proposals designed to prevent the incidence of overspill parking occurring on local streets.

106.T	When new residential development is proposed in areas of the Borough where a residents parking scheme or other form of controlled parking zone is in operation, occupiers of new properties will not be eligible to apply for on street parking permits or to park on the highway other than in spaces allocated to the development as part of the planning permission.
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Parking for Powered Two Wheelers

6.41 Powered two wheelers (motor cycles, scooters and mopeds) can assist in the reduction of congestion as they take up less road space and can manoeuvre through traffic. Powered two wheelers are however, three and a half times more likely to be stolen than any other vehicle on the road. Therefore it is considered important that secure parking for powered two wheelers is provided at all developments where off highway parking is provided.

107.T	When granting planning permission for developments that include off highway parking the Borough Council will attach a condition to secure the provision of secure parking for powered two wheelers.
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Taxis

6.42 The Council recognizes that taxis have an important role to play in the local public transport network, particularly in assisting those without a car to access retail and leisure opportunities. At present taxi-ranks are provided at Eastleigh Bus and Rail Stations, Lower Market Street, the Town Hall Centre, Parkway Station, the Barleycorn at Hedge End and at the Hedge End Retail park. The Borough Council will give due consideration to proposals for improving facilities for taxis, private hire cars and passengers at all town and district centres and other important locations.