

## Discussion paper for TAG for meeting on 26<sup>th</sup> September 2006

### Transport issues to be included in the core strategy

#### Context

Transport planning and road maintenance are primarily the responsibility of Hampshire County Council, through its Local Transport Plan. The Highways Agency is responsible for motorways and trunk roads. Buses and trains are largely run by private companies. The main national policy guidance is provided by **Planning Policy Guidance Note 13 Transport**. This seeks to:

- Promote more sustainable transport choices
- Promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling
- Reduce the need to travel especially by car

To achieve this, local authorities are advised to:

- Focus major generators of travel demand into town and local centres and near to public transport interchanges
- Locate day to day facilities in local centres so they are accessible by walking and cycling
- Use parking policies alongside other transport measures to promote sustainable transport choices

The Regional Transport Strategy seeks to:

- Encourage modal shift and improve the attractiveness of local public transport services
- Bring forward management measures to reduce dependence on the car
- Improve inter and intra regional connectivity
- Improve road and rail links along the south coast

The Local Transport Plan (LTP2) prepared by the County Council was submitted to the Government for approval at the end of March 2006 and will cover the period 2006-11.

The LTP is based on a framework of reduce, manage, and invest. Starting with reducing the need to travel; if this approach is not sufficient then managing the existing network to ensure the most efficient use of existing road and public

infrastructure and finally investment may be needed to support new services or infrastructure. Funding is limited and priority will be given to measures that deal with the most severe problems and give the greatest benefit to the largest number of people.

In consultation with a number of organisations, the Borough's transport priorities were identified and submitted to the County Council, they were:

#### *Romsey and adjoining area*

- Romsey Movement and Access Study Strategic Review
- Romsey Town Centre Accessibility, including passenger transport, pedestrian, disabled scooter and cycle access plus access from rural areas and the availability of passenger transport information
- Romsey Rail Station accessibility
- Review of the Romsey Town Centre Scheme for Market Place
- Flexford Bridge pedestrian and cycle access

#### *Andover and adjoining area*

- Andover town centre accessibility, including passenger transport, pedestrian, disabled scooter and cycle access, plus access from rural areas and the availability of passenger transport information
- Enhancement of Andover Bus Station
- Improvement of the Winton School Campus link to the town centre
- Monxton Road to John Hanson Community School Pedestrian/Cycle path
- Andover Railway Station (Rail) Corridor Parking strategy in conjunction with rail operators and SRA

### **Transport Issues - Promoting Accessibility**

The Core Strategy needs to reflect the above guidance and objectives in locating development, though it is not a transport plan. It needs to recognise the impact of local circumstances with respect to transport.

Transport issues vary with different parts of the Borough and to assist with the discussion these have been identified below..

#### *Romsey and adjoining area*

- How can the transport needs of residents best be served, given the historic nature of the town centre, with reference to pedestrian and cycle

routes, access to the railway station, extension of the town centre  
enhancements scheme, and parking provision.

- How the impact of movement generated by the new development required  
by the South East Plan can be managed.

#### *Andover and adjoining area*

- Improving pedestrian and cycle access to the town centre, and increasing  
public transport use, given the nature of the road layout, which was  
originally planned to meet the needs of the car.

#### *The Rural Areas*

- Ensuring access to facilities both within and out side the villages  
particularly for those without access to a car.
- Catering for the car within villages without detracting from the environment  
especially with regard to volume and speed of traffic on rural roads.

#### *Across the Borough*

A large part of the Borough is rural and there is a greater reliance on the car in  
such areas to provide access to services and employment. There is a high level  
of car ownership and usage across Test Valley with 72% of the Borough's  
population travelling to work by car. There is limited availability of public  
transport particularly in the rural areas. Controlling parking levels is part of the  
wider strategy of reducing congestion and car usage but it is important that  
parking standards reflect local conditions

- How to balance national policy objectives and local circumstances,  
particularly with respect to parking provision for new development

The groups views are sought with regard to the above identified transport issues.