

Eastleigh Borough Local Plan (2016-2036)

April 2022

Transport

5.88 Transport infrastructure includes:

- Roads and motorways
- Public transport facilities including rail facilities and bus routes
- Footpaths, cycleways and bridleways
- Vehicle parking

Southampton Airport also forms part of the Borough's transport infrastructure (see Policy E9, Chapter 6, section 6.4).

Relevant issues and objectives

Issues (Chapter 2): G11-17

Objectives (Chapter 3): i, v, xi, xiii

Related local and national strategies/policies (see Appendix B)

Source	Reference/title
Eastleigh Borough Council	Cycling Strategy Walking Strategy 'Residential Parking Standards' SPD ⁴⁸ Revised Parking Standards SPD
Hampshire County Council/Transport for South Hampshire and Isle of Wight	Local Transport Plan 2011 – 2031 (HCC, 2011) Local Transport Plan – Strategy for South Hampshire (Solent Transport 2011) Transport Delivery Plan 2012-2026 (Solent Transport 2013) Public Transport Delivery Plan 2014-2036 (Solent Transport) Eastleigh Borough Transport Statement (HCC 2012) Eastleigh Strategy Transport Study Interim Report – Issues and Options (HCC 2015)
Solent LEP	Solent Strategic Transport Investment Plan (2016)
Highways England	Roads Investment Strategy 1 (2015)
Transport operators	Southampton Airport Ltd – Southampton Airport Masterplan 2006 and Southampton Airport surface access strategy Network Rail Wessex Route Study (2015)
NPPF	Paragraphs 17, 29-41

⁴⁸ <http://www.eastleigh.gov.uk/supplementaryplanningdocuments>

- 5.89 The Borough includes two motorways and other main roads, several main line railways with eight stations serving the Borough, a reasonably comprehensive bus network and an airport. It therefore has a wide range of access opportunities, but also suffers problems of peak hour congestion on the motorways and many of its roads.
- 5.90 The Borough Council seeks to support Hampshire County Council's Local Transport Plan and address local issues of road congestion and related air quality issues by:
- Seeking to manage and reduce car use by maximising density, locating new development close to the facilities it needs (or by providing critical community infrastructure such as schools within major new developments in order to contain some trips within sites), improvement of public transport services, infrastructure and associated factors such as multi-operator ticketing to help drive up usage, development of high quality cycling and walking networks, and encouraging the roll-out of communications technology to enable more flexible working (see also policy DM9 Public utilities and communications);
 - Continuing to pursue its strategies to improve public transport and pedestrian and cycle routes in the Borough, in particular improved pedestrian and cycle links to the town centre, district centres, local centres and other key destinations such as rail stations and schools. See also strategic policy S12, Strategic footpath, cycleway and bridleway links;
 - Seeking investment in improvements to transport systems, including road and junction improvements, public transport and footpaths, cycleways and bridleways from a variety of sources and partners including developers, central government, Solent LEP and other funders as opportunities arise. This includes activities such as lobbying funders/decision makers and participating in and financially supporting external funding bids where appropriate;
 - Safeguarding routes for potential transport improvements, including road, rail, bus, cycleway, footpath and bridleway infrastructure;
 - Having regard to the requirements of rail and bus operators;
 - Ensuring the provision of parking including opportunities for park and ride to meet the needs of the Borough's residents and employers, and to facilitate access to the Borough's public transport facilities;
 - Providing encouragement and support to enable individuals and organisations to plan their travel requirements through measures such as Travel Plans, provision of travel information, and implementation of 'soft measures' intended to promote modal shift and manage travel demand; and
 - Ensuring that comprehensive and up-to-date information is provided regarding prevailing conditions on the transport network using all available technologies.

- 1. All new development must have safe and convenient access to the highway network and make provision for access to, and by, other transport modes including public transport and cycle and pedestrian routes as appropriate. Access arrangements to the highway network must:**
 - a. meet national and local guidance and standards with all highway improvements meeting the standard required to be adopted by the Highway Authority;**
 - b. not cause or increase danger to road users or have a significant detrimental impact on the operation or safety of the highway network; and**
 - c. be provided without unacceptable environmental impact.**
- 2. All new development will be assessed to establish whether it should contribute to off-site improvements to transport infrastructure in accordance with Hampshire County Council's Transport Contributions Policy, to the extent that these are necessitated by the development and proportionate to the scale of development.**
- 3. Development proposals that will generate vehicle movements likely to have an adverse impact on traffic conditions beyond the immediate vicinity of the development site must be subject to Transport Assessment and will be required to incorporate and implement mitigation measures such as:**
 - a. provision of/contribution towards on and off-site highway improvements such as junction improvements and potentially new road links**
 - b. on-site pedestrian, cycle and public transport infrastructure**
 - c. contributions towards relevant off-site sustainable transport infrastructure, public rights of way and service improvements where appropriate**
 - d. on-site measures aimed at increasing uptake of non-car travel options (e.g. Travel Plans⁴⁹) to reduce car use.**
- 4. New development intended to serve or accommodate large numbers of people will only be permitted in locations that as well as having adequate road access, or will have as a result of the development, are or can be served by means of transport other than the private car, including bus, train, cycle and pedestrian access.**

5.91 It is important that new development can be accessed safely and that, to help manage car use, development is wherever possible accessible by means of transport other than the private car. The layout of larger scale sites should provide for access by public transport vehicles, preferably through extending existing services to better serve the site. The related requirements of the Local Transport Plan and the Eastleigh Borough Transport Statement are set out in Appendix B, paragraphs A11 to A13. Transport assessments should be undertaken for development proposals as required by site-specific policies in Chapter 6 and as advised by the highway authority. Unless otherwise agreed with the highway authority, Solent Transport's Sub-Regional Transport Model⁵⁰ should be used wherever possible in order to ensure compatibility with other local transport assessment work. In accordance with strategic policy S12, new development should integrate with existing footpath, cycleway and bridleway links. Permeable walking and cycling routes should also be provided within the development.

5.92 Strategic policy S11, Chapter 4 identifies the major new transport infrastructure that will be

⁴⁹ <https://www.gov.uk/guidance/travel-plans-transport-assessments-and-statements>

⁵⁰ <https://www.solent-transport.com/solent-sub-regional-transport-model/>

required to serve new development. These schemes are reflected in site-specific proposals in Chapter 6. Hampshire County Council and the Borough Council also maintain a list of local transport improvements as set out in HCC's Eastleigh Borough Transport Statement and Eastleigh Borough Council's Transport Schemes Inventory, which include the footpath, cycleway and bridleway routes identified in strategic policy S12, Chapter 4. This provides a robust framework of local transport policy to justify the list of local transport schemes which are used as the basis for securing S106/S278/CIL funds collected by Eastleigh Borough Council and HCC. Implementation of these proposals and any other off-site works that are required will take place through related development and/or be funded through developer contributions (community infrastructure levy or other planning obligations – see Chapter 7). It is recognised that such contributions may not cover the full costs of all the schemes and that other funding sources may need to be found.

Policy DM14, Parking

- 1. New residential development will be required to provide off-highway parking which is adequate in terms of highway safety/traffic management. Provision will take account of the adopted Eastleigh Borough Council's Residential Parking Standards SPD which sets out minimum requirements for parking provision. Over provision relative to car ownership levels or which would create an ineffective use of space will be avoided. Applications with parking levels which deviate away from the expected standard should be substantiated by robust evidence contained within the transport statement/assessment/travel plan.**
- 2. For out-of-centre development proposals, parking needs will be assessed based on the impacts of the development on neighbouring town, district or local centre or a neighbourhood parade.**
- 3. Within town, district and local centres and in neighbourhood parades, parking needs will be assessed in relation to wider needs within the centre/parade. Where existing provision is inadequate, the provision of additional parking may be permitted subject to a financial contribution towards measures to assist on-street parking management, public transport, cycling and walking.**
- 4. Proposals to provide new car parks, extend existing car parks or provide workplace park and ride facilities will be permitted if:**
 - a. it can be demonstrated that this is the only way the transport requirements driving the proposals for car parking provision can be met;**
 - b. the proposals form part of a strategy aimed at managing use of the private car, such as a workplace travel plan; and**
 - c. transport and other environmental assessments demonstrate that the benefits of the proposal (e.g. reduction of on-street parking pressures, reduction of traffic congestion) outweigh any adverse effects; and**
 - d. the design, layout, planting and landscaping and lighting provision addresses visual and landscape impacts, noise, lighting and impacts on residential amenity; and**
 - e. the developer pays for any off-site highway improvements necessary from traffic generated by the proposal, and any additional works necessitated by an inability to meet workplace travel plan targets; and**
 - f. for sites outside the urban edge and in accordance with other policies in the Plan, they are subject to a sequential approach prioritising sites within the urban edge. Proposals in settlement gaps will only be acceptable in**