

ACCESS & MOVEMENT POLICIES

INTRODUCTION

POLICY AIMS & OBJECTIVES = VISION:

‘Improving the circulation of people, and goods, around and through the Parish.’

ACCESS & MOVEMENT POLICIES & VISIONS



AM1 - Successfully accommodate traffic in a rural environment

POLICY AIM:

To ensure continued access but with a reduction in the negative impacts associated with high traffic volumes and speeds.

A commentary on the action points associated with this objective is set out below.

The policy aim makes the assumption of high traffic volumes and speed. Traffic volumes on the main roads in Liphook are not high and in the absence of junctions they would be comfortably free flowing as they are for much of the day outside of the main morning and evening peaks. This free movement outside of peak times does give rise to problems with excess speeds on the straighter roads without on street parking.

AM1.1. Amend signage to direct traffic away from Liphook

From the surveys undertaken in 2017 only 26% of traffic passing through the Square in the morning peak, for instance, can be categorised as ‘through’ traffic.

The only signs directing traffic to destinations other than Liphook on the approach roads are those on the northbound A3 at the northern junction which refer to Haslemere.

In practice traffic making this manoeuvre is less than 3% of all the traffic passing through The Square.

The alteration of this sign is a matter for discussion with Highways England who are the Highway Authority for the A3.

AM1.2. Implement traffic calming measures e.g. pedestrianisation and speed restrictions

Before any of this is done there must be a clear strategy for traffic in Liphook based on a thorough analysis of existing vehicle and pedestrian movements.

AM1.3. Use design guidance and sites specific design/development briefs to potentially create informal “relief roads” via interconnected street networks through new or existing development

Seventy Four percent of traffic in The Square has local destinations within Liphook.

The plan shows how the Liphook road network has developed radially from The Square and without regard to cross connections. There is very limited scope to create informal relief roads via interconnected street networks.

There are only three roads which provide informal relief roads:

- The Avenue (traffic calmed), which provides access to the Liphook Infant and Junior Schools and so is quite congested with drop-off and pick up traffic; and
- Tower Road (traffic calmed) which surveys suggest is through traffic travelling between Headley Road and London Road, avoiding the square
- Station road (not traffic calmed), a shopping area.

There is a need for interconnections between other roads to assist in distributing traffic but because of the local nature of traffic, these would need to be within half a mile of The Square.

The existing pattern of development severely restricts the possibilities for new interconnections.

AM1.4. Better surfaces; fill potholes

This is a matter for consultation with Hampshire County Council as the Local Highway Authority.

Access and Movement Working Party Recommendations

1. The overall aim for AM1 should be re-drafted as follows:

Policy aims:

- to increase the options for how traffic moves around Liphook with the objective of relieving the Square of traffic;
- to reduce the conflicts between motorised traffic and pedestrians and cyclists;
- improve the flow of traffic by providing new pedestrian routes around the Square, crossing the road network on desire lines where possible, having regard to the impact on the capacity of the roundabouts to accommodate the traffic as efficiently as possible within constrained sites
- to improve the consistency and clarity of the signing in and around Liphook.

2. To assist in these aims the LDNP should include the following policy in relation to development.

Developments of more than XX dwellings shall show how their development contributes to the delivery of the above aims while preserving the character of the area around The Square. Proposals for improvement or expansion of the highway network associated with development shall include a village wide traffic impact assessment together with any amelioration package required to mitigate any significant adverse impacts.

Evidence base summary for Aims

How Liphook has developed

The plan attached shows how Liphook road network has developed radially, and the feeder road network grown with limited connections between main routes.

There are ‘informal’ links between Longmoor Road and Headley Road (The Avenue which provides access to the infant and Junior schools) and Headley Road and London Road (Tower Road). That these roads function as links is evidenced by the traffic calming installed to not just mitigate speed, but also to discourage cross connections. Station Road is another link which passes through Newtown shopping area. Highfield Lane running just outside the Parish boundary provides a link between Haslemere Road and Midhurst Road.

Adequacy of the existing network

While the Roads and Footways are generally adequate in terms of widths there is little or no room for segregated or shared footway/cycleway provision. The formalised cycleway routes make use of existing roads in parts and short sections of shared cyclepath/footpath.

The surveys carried out in 2017 show how, with limited exceptions, any cross movements have to pass through The Square, thus contributing to congestion at the roundabouts.

The existing pattern of development severely restricts the possibilities for new interconnections which might reduce the large amount of local traffic having to use The Square

Missing links are:

- Portsmouth Road to Longmoor Road - with no options for a link except by going into the South Downs National Park, or Bohunt School;
- Haslemere Road to Midhurst Road - although Highfield Lane provides an outer connection;
- London Road to Haslemere Road - this has options which have been studied in outline, but to maximise the benefit of such a link would require it to be close in to The Square.

Traffic volumes on the main roads in Liphook are low compared to the capacity of the road network, with a two-way flow of no more than around 2,300 vehicles in the three hours between 7.00-10.00. Even the links in the Square have a maximum two-way 3-hour flow of 3,600 vehicles; constrained by the congestion.

The uncontrolled Zebra crossing in The Square contributes to traffic congestion. This is because significant volumes of school children accessing Bohunt Secondary School have to cross the Square.

Possible new links

Hampshire County Council identified several options for new links to ‘bypass’ The Square as listed below: Options 1, 2 and 3 - all connecting Haslemere Road to London Road.

Options 3 would be extremely costly requiring a bridge over the river way similar in size to that taking the A3 over it further to the north and it is too far out to provide relief to The Square.

Option 2 would have a significant impact on Radford Park and again is realistically too far out.

Option 1 has several variants but could provide relief to The Square at a realistic cost.

Option 4 provides a link between Longmoor Road and Headley Road at the extremity of the village and does not meet a particular need.

Option 5 provides a link between Longmoor Road and Portsmouth Road but it is in the South Downs National Park and is unlikely to get planning permission in the timescale of our plan.

Only some variant of Option 1 could be deliverable in a reasonable timescale and at an affordable cost. However, it is not without its problems in terms of routeing, either impacting on the recreation ground, or requiring property demolition to create an acceptable junction with Haslemere Road.

Positioning of Pedestrian Crossings

Further work is required to see if pedestrian crossing points around and in The Square can be optimised while keeping good access to the shops and businesses and safe pedestrian routes.

Signing

The signing in Liphook has grown up in an ad-hoc way over many years and in some cases is barely visible due to siting or age. Street name signs have also multiplied as new developments are added and in some cases have such a long list of names accessed down the road in question that they contain too much information.

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AM2 – Promote active travel modes (ie. walking & cycling) across the parish

POLICY AIM:

To increase the proportion of journeys being made by active travel modes.

ACTION POINTS:

- Implement connected foot and cycle path network throughout parish and out to surrounding areas.
- Increase frequency of pedestrian crossings over main roads
- Widen pavements at key pinch points
- Ensure easy access by foot and bicycle to key locations
- Ensure key pedestrian and cycle routes are well-lit and secure cycle parking installed
- Improve overall access to SDNP land

Suggested Action Points

- IDENTIFY CURRENT NETWORK: reviewed number of maps; walking it and plotting current cycle and footpaths
- IDENTIFY GAPS in current paths.
- IDENTIFY KEY CHALLENGES TO ALTERNATIVE TRANSPORT: safety; path network; paths too narrow/on road; lights; change habits; cycle parking
- IDENTIFY ACCESS POINTS TO SDNP: consider how to improve access from Liphook

Planning Policies:

AM2. 1

The network of public right of ways and green corridors shown on the [Map] will be joined, maintained, improved and awareness promoted for the convenience and safety of users, for their ecological, landscape and recreational value and to enhance connections across the village. New and improved links to promote routes such as the Shipwrights Way and access to the South Downs National Park will be encouraged.

AM2.2.

Development proposals that would have an unacceptable adverse impact on the use and amenity value of this network will not be permitted

AM2.3.

Residential development proposals will only be permitted if it is demonstrated that, wherever possible, [and provided it is justified in terms of the National Planning Policy Framework advice on planning obligations,] they have sought to incorporate:

- Signed attractive and safe footpath links to the nearest point on the public right of way network or local footway networks.
- Signed cycle routes which contribute to connections to the village centre and the railway station.
- Footpaths and cycleways shall be separated from roads wherever possible

The purpose of the policy:

Liphook has some public rights of way, but few dedicated cycling routes and walking and cycling opportunities are generally reliant on some use of roads or pavements. It does, however, have important footpaths such as the Shipwrights Way.

There is a need to enhance the network, both to improve connections across the village and particularly to the village centre and the schools and also to enhance opportunities for recreation and enjoyment of the countryside.

There is a need to incentivise alternative active travel modes to reduce car use for shorter journeys.

Development should contribute to provision, either directly or through financial contributions.

The plan promotes a village that functions as a single community, including through improved walking and cycling access. It also promotes good walking and cycling access between development and retail, community and sports provision. Walking and cycling provision, particularly green corridors, contribute to the character of Liphook.

Explanation and Reasoning

- Evidence to the NDP Vision Event and the NDP Design Forum showed that traffic congestion is a concern.
- The Feria and Atkins Reports analysed traffic flow and possible solutions, including building new roads to by-pass the Square. The conclusion was that none of the possible by-passes were worth pursuing in terms of time, cost and to address the traffic issue at the current time. Focus was instead turned to moving to alternative transport modes such as walking and cycling.
- EHDC Green Infrastructure Plan supports initiatives towards alternative transport modes. [Not financially though – so how?]

- Congestion is worst at peak times at The Square where 5 roads join. Roads and pavements are narrow here; there is little room to create a more pleasant pedestrian experience or cycle lanes. The options are either: seek to make small improvements to the current position or consider significant change: create a bypass (with a possibility to pedestrianize); explore a one-way system; remove all pavements and create a zone where all traffic is allowed to move freely and considerably. All these latter options would be significant in terms of planning, time, disruption and cost.

- Focus is instead on alternative modes of transport. A survey to employees is being collected which will help identify modes of transport to local businesses and what would change habits towards alternative transport modes.

- To change habits, footpaths and cycle paths need first to be available and safe.

- Observation of pedestrian crossings suggests that:
 - most school footfall uses the zebra crossing and provides a continuous flow stopping traffic. Changing the zebra crossing to a pelican crossing would allow traffic better movement at peak pedestrian times while still allowing pedestrians safe crossing.
 - To encourage cycling, indented pedestrian crossings could be changed to painted bumps allowing cyclists to pass through without being funnelled into traffic.
 - Some crossings need to be more clearly marked.
 - A new crossing is suggested [] Suggested changes to pedestrian crossings are marked on the Map.

- There are a number of footpaths around Liphook marked on the Map. [There are routes to key facilities marked on the Map. Footpaths could be [joined in a community path]

- There are a number of beautiful footpaths and cycling paths in the SDNP. These need to be better signposted and awareness promoted. Although these are mainly for recreational use (See Recreation WP) those marked on the Map do join parts of the Parish and, if better maintained and signposted, could be better used by walkers and cyclists to link Portsmouth Road area to the Longmoor area.

- There are a number of cycle paths around the Parish. These are generally broken and not properly demarcated from the road.
 - Existing paths need to be properly marked on the road/pavement. Where the cycle path is on the road it needs to be separated by a different surface or lane.
 - Portsmouth Road should have a continuous cycle path marked. Also, consider a 30mph limit until out of Liphook.
 - Pavements could be widened where marked on the Map and used for both pedestrians and cyclists.There are currently no cycle paths through the Square. Due to the narrowness of pavements and roads, and volume of traffic, formal cycle paths through the Square are not possible. Awareness of some options to avoid
 - The Square can be made - Alternative routes around The Square are marked on the Map. Blocks to “rat-runs” can be ramped so available to cyclists. Signs in The Square alerting motorists to cyclists are possible.

- A map readily available to the community showing footpaths and cycle paths and access to points of the Parish is needed.

- Signage: Liphook a Cycling Village?

- Cycle Parking: [adequate]

- Once clear paths and cycle paths have been identified, awareness can be made through signage, maps available throughout the village, education in local schools, support through local employers.

- School – transport plan? Walking bus status.

- Liphook is named as a Gateway to the SDNP. There is an opportunity for greater use of Liphook as a point of access to the SDNP. The following changes are suggested:
 - Liphook signage changed to include “Gateway to the SDNP/similar”
 - access points promoted (marked on the Map)
 - parking considered for access points or a park and ride scheme considered
 - Liphook promoted on the SDNP website as a gateway
 - A centre being established, possibly in the Millennium Centre and clear walks (with information/signs/landmarks) or transport to the Access Point arranged from there.
 - Path signage improved. Quality of paths improved in places.
 - Link between Admers and Serpents Way possible. Possible cycle path/footpath on SDNP bordering Portsmouth Road?

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AM4 - Support for bus services across the Parish

(refer to Public Services)

POLICY AIM:

To deliver a more frequent and more reliable bus services

ACTION POINTS:

- The NDP group to engage with Parish, District Councillors, HCC and transport providers to consider future needs of the Parish. This engagement will assess/agree the scope of the influence of a Neighbourhood Plan.
- As the Parish grows revisit existing Travel Plans and make developers aware of the transport needs of the community
- Consider the feasibility of a community minibus.

PLANNING POLICIES:

AM4.1

Enhance the bus services to surrounding towns and hamlets.

AM4.2

Invest in the Liphook Village circular 250 bus service.

AM4.3

Continue to support the needs of Bramshott & Liphook Voluntary Care group and the local Age Concern charities to provide more transport for the elderly and disabled.

EXPLANATION AND REASONING:

1. With the growth in the community there is a need to address the constraints on public funding, the intention to encourage the use of the car and an ageing population which undermine the viability of providing a more regular, and efficient public transport network
2. It continues to be difficult for the young, elderly, disabled and those without their own transport. Inadequate provision and cost of limited services are on-going complaints.

3. Public Transport

- a. There is a need to revisit HCC Transport consultation of 2014, when there were proposals to extend the Liphook Village Circular 250 service. This service should be promoted more by:-
 - i. Extend the service from Monday, Wednesday and Friday only to each day of the week. Restore the afternoon service. Also extend the route as far as Haslemere.
 - ii. Display timetable at stopping points and provide a bus stop sign at Sainsbury's.
 - iii. Display timetable at stopping points and provide a bus stop sign at Sainsbury's.
- b. Promote and support the 13 bus service, Liphook to Basingstoke via Whitehill, Bordon and Alton.
- c. Reinstate the stopping point in Liphook of the National Express bus between Portsmouth and London.

4. Community Transport

- a. Review the Parish Council's aspiration to run a minibus service for residents in the peripheral hamlets.
- b. Consider the feasibility of a community minibus run by volunteers.
- c. Promote the awareness of the Call & Go service currently provided by Community Transport East Hampshire.
- d. Age Concern Liphook is a local charity which supports the elderly and disabled in the Bramshott and Liphook Parish. They support other groups financially and with Transport where applicable.

5. Voluntary Care Group

- a. Promote and support this local Registered Charity whose main function is to provide transport to and from hospitals, surgeries, dentists etc (local and further afield). for those people, mostly elderly, in the community who do not have their own transport or though disability are unable to drive. All administration, coordination and driving is done by volunteers. Volunteer drives are in constant demand.

6. School Travel Plans and college transport

- a. The standing Infant and Junior Schools joint Plan was prepared with the help of District and Parish Councils, PTA and HCC officers. It is proposed that parking restriction should be imposed on the Avenue to just beyond Avenue Close, and a parking/turning point is being studied.
- b. The latest Bohunt Travel Plan, included provision for the 6th Form college. The school are supported by a wide ranging daily bus service, including late buses that allow students to cover after school events before heading home by coach. The routes are from Petersfield, Petworth, Liss, Passfield, Grayshott, Haslemere, Beacon Hill and Midhurst.
- c. Churches Junior, Highfield and Brookham private schools' population has remained static but situated south of the village they have room to expand.
- d. As the Parish grows there will be a need to revisit theses Travel Plans.
- e. Transport to colleges on college days
 - i. Service 13 has extra services on college days to Alton College.
 - ii. SimplyGo run service AC7 from Hillbrow via Liphook to Alton College.
 - iii. Stagecoach service 747 stops at Liphook to South Downs College.
 - iv. Buses Excetera operates from Petersfield, via Liphook, to Godalming college.