

## **TRANSPORT**

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### APPENDIX

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## 1 Introduction

- 1.1 The Village of Botley dates back to Roman times and before. It was established as the first possible crossing point of the River Hamble at low tide. As illustrated in the map in Appendix 1 Figure 1, all roads from local important towns met at Botley. At one period of time in the 19<sup>th</sup> Century there were 14 pubs in Botley Square where people waited to cross between the tides. A notable water powered mill, Botley Mills, was first constructed about 1,000 years ago with the current structure, built in 1870, lying adjacent to the A334. The road past the Mills leading to the centre of Botley is known as Mill Hill.
- 1.2 The A334 passes through the centre of Botley. It is an Air Quality Management Area (AQMA) along its entire length from Mill Hill in the east to the Maypole Roundabout in the west and its extent is shown in Appendix 1 Figure 2. AQMA 4 was established by Eastleigh Borough Council in 2011 by the Air Quality Management Area Order High Street Botley 2011. It should be noted that the AQMA runs through Botley Square, past Botley Primary School and then past Botley Recreation Ground. Also, approximately 80 dwellings are affected in addition to numerous businesses in The Square. The basis of the AQMA was nitrous oxide (NO<sub>2</sub>) emissions
- 1.3 The annual mean level NO<sub>2</sub> levels have been below the current United Kingdom limit (40 µg/M<sup>3</sup>) since 2012, except in 2014, when the mean annual NO<sub>2</sub> level was 40.39 µg/M<sup>3</sup> (0.7% above target). However, this result was due to a clearly anomalous result for November (72.63 µg/M<sup>3</sup>) and correcting for this reduces the mean annual NO<sub>2</sub> level to between 38.00 to 38.60 µg/M<sup>3</sup>. In the period 2012 to 2020 the NO<sub>2</sub> level in Botley High Street at the two measuring sites has fallen by 28.7% and 30.1%, which is welcome progress in improving air quality. Although not measured it is likely that the NO<sub>2</sub> levels in much of Mill Hill may be higher than in Botley High Street because of the canyon effect along this part of the road and the regular queuing of traffic. There is increasing evidence that air pollution at levels below the recommended target level are injurious to the health of some people so continuing reduction is a highly desirable goal. More details on air pollution in are in the Health & Wellbeing Paper (section 21 and Appendix pages 3-7).
- 1.4 Despite the improving pollution picture in Botley High Street there is no data concerning pollution in other areas of Botley Parish and residents remain concerned about increased pollution caused by traffic congestion, which may well worsen because of the increased vehicle numbers from the housing development in and close to the boundary of the Parish. Residents can report concerns about traffic congestion to Hampshire County Council or Eastleigh Borough Council by letter or by use of either of the Authority's web portals.

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- 1.5 The levels of diesel emission particles that contribute to PM<sub>10</sub> pollution are presently unknown in the High Street but if present in significant quantity would clearly further degrade air quality. PM<sub>10</sub> particles are known to create respiratory problems.
- 1.6 Currently Eastleigh Borough Council only measure PM<sub>10</sub> levels in Southampton Road in Eastleigh. In the four years monitored (2016 to 2019) the annual mean levels of PM<sub>10</sub> have been below the current United Kingdom limit (40 µg/m<sup>3</sup>) and only marginally higher than the more stringent World Health Organisation suggested level (20 µg/m<sup>3</sup>)
- 1.7 The A334 is also an Indivisible Wide Load Route. This has inhibited construction of pedestrian central refuges such as at the entrance to the Botley Centre complex, which includes the High Street Recreation Ground. The instances when these very wide loads come through Botley are quite rare, certainly less frequent than one in 5 years. Once the Bypass is open this should become the Indivisible Wide Load Route.
- 1.8 Two signal-controlled crossings have been established in Botley, with one in the Square and one opposite the Primary School. These have been essential to provide safe crossing points for children and adults going to and from the School. However, these crossings may have an adverse effect on air quality.
- 1.9 There are three other high traffic volume roads in Botley. The A334 from the Maypole roundabout heads towards Southampton and leads to Junction 7 of the M27.
  - a Kings Copse Avenue runs from the A334 at the Maypole Roundabout in a southerly direction through western Botley to Junction 8 of the M27. The effects of the traffic from the HE1 development on Woodhouse Lane and any further developments linking to Kings Copse Avenue are likely to be significant.
  - b Winchester Street (B3354) heads north from Botley Square towards Boorley Green, becoming Winchester Road at the junction with Woodhouse Lane, and then heads in the Eastleigh and Winchester directions. It eventually joins the M3 at Junction 11. This route cuts the chord between the M27 and the M3 and is often used as an alternative route to reach the M3. It is important to note that at least 2620 dwellings along Winchester Street and Winchester Road currently have or are highly likely to obtain planning approval in Boorley Green, so significantly worsening the traffic volume on these roads.
  - c Maddoxford Lane heads north-west from Wangfield Lane to reach Winchester Road in Boorley Green. In recent years the volume of traffic

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using this minor road as a cut-through to avoid Botley High Street has increased significantly. Some form of road calming scheme is required and this is discussed in greater detail in Appendix 2.

1.10 Botley is considered poorly served by public transport provision, in both number and frequency of services particularly to hospitals, stations, recreational facilities, shops, banks and airports.

### 1.11 Aims

- a Seek to improve both the adequacy of routes within the Parish and more effective linking with other important transport hubs, retail facilities and healthcare providers outside the Parish.
- b Explore the earlier provision of shops at both Boorley Park and Boorley Gardens or the use of a mobile shop if this is not possible and the use of a mobile bank for both sites if no shop suitable for banking services is available.
- c Seek to ensure that measures are in place to encourage traffic to use the Botley Bypass immediately this opens, when this will become the route of the A334, including proper signage and advice not to follow Sat Nav routes through Botley Village centre or other residential areas of Botley.
- d Seek to reduce pollution from petrol and diesel fumes, particularly in the region of children walking to school, which will be achieved largely by effective use of the Bypass and changes in vehicle propulsion technology.
- e Seek to ensure robust traffic management plans are in place for all housing and major highway developments.
- f Seek to improve parking around the Square, including considering making the Square a shared space for pedestrians and traffic and improving access for those less able bodied.

## 2 Botley Bypass

2.1 It has been an aspiration for a Bypass around the centre of Botley for very many years. The Bypass was granted full planning permission in November 2017 by Hampshire County Council. Preliminary works started in early 2019, with construction expected to begin in 2020. The Bypass is fully funded by means of direct funding from Hampshire County Council, Developer Contributions and a £10m Government grant.

2.2 The route of the Bypass is shown in Appendix 1 page 2. Enabling works along Woodhouse Lane are being carried out in 2020 and the main highway works will start in 2021 with a possible completion in 2022. Regular updates on the

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progress of the Bypass are available on the Hampshire County Council web site, using the link shown below.

<https://www.hants.gov.uk/transport/transportchemes/botleybypass>

### 2.3 Bypass details:

- a The first proposal for a Bypass or relief road was put forward by the Parish Council as long ago as the Queens Silver Jubilee 43 years ago;
- b The route of the bypass is in Botley Parish (Eastleigh Borough Council) on the west side of the Hamble and in Curdridge Parish Council (Winchester City Council) on the east side. It was included by Eastleigh Borough Council in their submitted Local Plan 2016-2036, as Policy BO5; and
- c For reference purposes the whole Bypass is taken from its east end at the Maypole Roundabout in Botley Parish to its west end at the Pinkmead Junction in Curdridge Parish.

2.4 A three-day public consultation was held in June 2016 at Botley Centre. About 730 residents visited the exhibition, and 515 completed responses with 82% of the responses supporting the principle that Botley should have a bypass with 63% supporting the preferred Bypass route (see Appendix 1 Figure 3).

### 2.5 Commonly recurring comments at the consultation included:

- a Traffic will still use the shorter route through the Village or via Maddoxford Lane, thereby reducing the effectiveness of the Bypass;
- b The Maypole roundabout presents an existing capacity restraint on the Bypass route, which does not appear to be adequately addressed, thereby reducing the effectiveness of the Bypass (this was addressed by changes made in 2019, as part of the Bypass enabling work); and
- c Holmesland Lane may become a rat run, as traffic seeks to avoid delay points on Bypass route.

2.6 A recent concern has been raised about the potential for excessive speed on the Bypass at times when the traffic is light. This has come from the observation that during the period of reduced road traffic in the High Street during the Coronavirus outbreak vehicle speeds clearly rose. Enforcement of the speed limit on the Bypass is seen both as a safety matter and to reduce noise pollution. (See paragraph 7.4e).

2.7 Benefits as a result of the Bypass include but are not limited to the following:

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- a When the Bypass becomes the A334 the original route of the A334 (Mill Hill, High Street, Broad Oak and Grange Road) will be downgraded to B road status;
- b Provides a major reduction in traffic through Botley Village;
- c Provides a further welcome reduction in air pollution in the Village centre;
- d Enables provision of a cycleway from the Maypole Roundabout through the Village centre to the Pinkmead Junction, along what is now the A334, but will be a B road;
- e Provides a better environment for the shops and other businesses in Village centre and allows promotion of the area as a specialist shop destination;
- f Allows development of the Square to enable more roadside parking;
- g Facilitates more frequent and safer closures of the Square for community activities for which Botley already has a long tradition of these types of events;
- h Makes the centre of Botley a more appealing place to visit;
- i Removal of the Indivisible Wide Load Route designation will allow a pedestrian crossing or at the very least a pedestrian central refuge at the High Street Recreation Ground entrance;
- j Allows safer passage for children to reach the Primary School in the High Street;
- k Allows better integration of the Mills with the Square, hopefully with some widening of the pavement in Mill Hill (see 2.13f and 3.2g); and
- l The designation of the land on either side of the Bypass between Winchester Street, Woodhouse Lane and Holmesland Lane as a new green space with the agreement of Hampshire County Council, who are the landowners (see Appendix 1 Figure 4).

2.8 A link to the full planning application for the Botley Bypass is shown below.

<https://planning.hants.gov.uk/ApplicationDetails.aspx?RecNo=18441>

2.9 Winchester Street will be severed at its junction with the Bypass (see Appendix 1 Figure 5) with access to/from Winchester Street only to the south of the Bypass. All traffic from the northern part of Winchester Street will go north to the Winchester Road/Woodhouse Lane junction. The southern part of Winchester Street access to/from the Square at the High Street/Mill Hill junction. Access to and from Winchester Street at its intersection with the Bypass will use a Ghost Island Priority Junction (see Appendix 1 Figure 6). The Bluestar 3 bus route after completion of the Bypass is shown in Appendix 1 Figure 7.

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### 2.10 Induced traffic

- a Concern has been expressed about induced traffic, a phenomenon first described in 1925, which may be defined as *the increment in new vehicle traffic that would not have occurred without the improvement of the network capacity*.
- b A major review of the evidence on induced demand was undertaken by the Department for Transport Standing Advisory Committee on Trunk Road Assessment (SACTRA) in 1994. It set out the principal concepts and methods for the treatment of induced traffic and these have since become embodied in the transport appraisal process adopted by the Department for Transport. One of the conclusions of the report was *An average road improvement, for which traffic growth due to all other factors is forecast correctly, will see an additional [that is induced] 10% of base traffic in the short term and 20% in the long term*. A link to this report is shown below.

<https://bettertransport.org.uk/sites/default/files/trunk-roads-traffic-report.pdf>

- c In a number of recent reports from the Campaign to Protect Rural England has been a strong proponent of the induced traffic problem. These reports look at selected road improvement programmes rather than all improvement programmes and do not adequately deal with the impact of background vehicle number growth, so the conclusions must be judged in this light. A link to a selection of these reports is shown below.

<https://www.cppe.org.uk/what-we-care-about/sustainable-transport/roads/>

- d A report by Rand (Latest evidence on induced travel demand: an evidence review) updates the evidence base for induced demand for road travel presented in 1994 SACTRA Report. The main conclusions were:
  - i Studies from road networks indicate an elasticity of vehicle use of 0.2, that is a 10% increase in the road capacity of a network could lead to a 2% induced demand in that network;
  - ii Induced demand is likely to be higher in urban areas or on highly congested routes where there has been suppressed demand;
  - iii A smaller induced demand effect is associated with capacity changes at an aggregate scale or for changes that increase accessibility;
  - iv The size of the induced demand effect relative to background traffic growth in the long run is not clear; and
  - v The evidence on the existence of induced demand means that it needs to be properly accounted for in appraisal of capacity improvements to the Strategic Road Network.
- e A link to the Rand report is shown below.

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/762976/latest-evidence-on-induced-travel-demand-an-evidence-review.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/762976/latest-evidence-on-induced-travel-demand-an-evidence-review.pdf)

- f In the next few years the majority of the increased traffic passing through Botley will come from the developments at Boorley Park, Boorley Gardens, Uplands Farm, HE1 to the west of Woodhouse Lane and Sherecroft Farm. Vehicles from these developments moving on the east/west axis and some moving on the north/south axis would have come through Botley Village but will hopefully use the Bypass. This is not induced traffic but a rise in background traffic. Traffic going north may well use the Winchester Road, and traffic coming south on Woodhouse Lane will go either south west along the A344 towards junction 7 of the M27 or south east along Kings Copse Avenue towards junction 8 of the M27, so raising traffic levels, but this is not an induced traffic effect. It is likely that the Bypass will have some induced traffic effect, but this is likely to be small in relation to the general increase in background traffic.
  - g The planning application for the Bypass includes a very detailed Transport Assessment that considered the impacts of the scheme on the local road network. It concludes that there will be a small amount of induced traffic at most junctions as result of creating more free flowing conditions.
- 2.11 The planning application for the Bypass includes the full Environmental Impact Assessment with chapters specific to air quality. This concluded that there would be an improvement in air quality in the Village itself as a result of moving traffic away from the centre and improving congestion. Away from AQMA 4 (Botley High Street, see paragraph 1.2) monitored concentrations demonstrate that Air Quality Standards (AQS) are met for all pollutants. Dispersion modelling using the ADMS Roads model was undertaken to estimate changes in NO<sub>2</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> concentrations as a result of the Bypass concentrations of all pollutants were shown to be below all the relevant AQS for all scenarios.
- 2.12 Uplands Farm development
- a This development is on the land north and east of Winchester Street. The planning application reference is O/18/83698. It is Policy BO2 in the Eastleigh Borough Local Plan 2016-2036.
  - b The proposed vehicle access to this development of 300 to 375 dwellings will be via two road junctions onto Winchester Street just to the south of the roundabout where Winchester Street meets the Bypass (see Appendix 1 Figure 8).
  - c A number of residents have commented that traffic in Winchester Street would not increase as much if the access point was to be from the Bypass with no access from Winchester Street. Whilst this might reduce traffic flowing south down Winchester Street those vehicles from the development wanting to reach central Botley would most likely go left onto the bypass



then left from the roundabout to enter Winchester Street. An access point from the development onto the Bypass would produce a gap in the protective bund, so increasing noise and air pollution in the northern part of the development and impeding traffic flow on the Bypass.

- d Access from both the Bypass and Winchester Street would have no advantages and create yet another possible rat-run.
- e On balance the best option is felt to be the current proposal (see 2.12b).

### 2.13 Sherecroft Farm development

- a This proposed hybrid development of 117 dwellings and a small commercial area is within Curdrige Parish with Winchester City Council as the Planning Authority. The planning application reference is 20/00494/FUL. It does not form part of the Winchester District Local Plan Part 2, which was adopted in April 2017 and can be viewed using the link shown below.

<https://www.winchester.gov.uk/planning-policy/local-plan-part-2-development-management-allocations/lpp2-adoption>

- b The original screening application (reference screening 19/02537/screen) shows the vehicle access from the Botley Bypass just to the north of the proposed roundabout at the eastern end of the Bypass.
- c Hampshire Highways have made it clear that the vehicle access to the development will be from Mill Hill and not from the Bypass (see Appendix 1 Figure 9). The justification for this is to improve traffic flow on the Bypass. However, in this scenario traffic leaving the development to head west is far more likely to go through Botley High Street and Broad Oak to reach the Maypole roundabout than round the Botley Bypass. If the vehicle access is from Mill Hill it is imperative that changes are made to the western end of Mill Hill, as described in paragraphs 2.13f and 4.1b.
- d The full planning application has now been lodged with Winchester City Council (20/00494/FUL). As expected, this shows the vehicle access to the development will be from Mill Hill and not from the Bypass.
- e Botley Parish Council will lobby Winchester City Council so that if permission for this development is granted no construction will start until the Bypass is open and contractors' vehicles access the site from the Bypass.
- f With the vehicle access onto Mill Hill close to its western end and, therefore, close to Botley Square it is imperative that mitigation to reduce traffic turning right out of the development to pass through Botley Square is agreed between the developers, Winchester City Council and Hampshire Highways. Botley Parish Council are pleased with the positive steps being taken to fund and achieve appropriate traffic mitigation (also see 3.2g).

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### 2.13 Aims

- a Botley Parish Council will lobby Winchester City Council concerning the timing of the Sherecroft Farm development so that this occurs after the opening of the Bypass.
- b Botley Parish Council will continue to liaise with Winchester City Council and Hampshire Highways concerning appropriate traffic mitigation measures in Mill Hill.

## 3 Botley Square after completion of the Bypass

3.1 Hampshire County Council have agreed to fully consult all Botley residents about options for developing the Square after the opening of the Bypass.

3.2 Among the aspirations of the residents and the Parish Council are:

- a A shared space for pedestrians and traffic;
- b Improved and increased car parking around or close to the Square;
- c Improved loading and unloading arrangements for businesses in the Square. This might be achieved by dedicated restricted bays or acceptance of temporary parking on the road, which will be less busy with effective use of the Bypass;
- d Suitable traffic calming;
- e Ability to close the Square for community events;
- f Reintroduction of a regular Farmers market;
- g Integration of the Square and the Mills and improved access to the Mills. The primary requirement would be widening of the pavement on the north side of Mill Hill, which could be achieved only by reducing the roadway to a single lane with vehicle flow controlled by traffic lights. This would form part of the Sherecroft Farm development traffic mitigation (see 2.13f and 4.1b);
- h Make the Square a shopping destination; and
- i Improved access for those less able bodied.

3.3 Funding for development of the Square might come from:

- a Hampshire County Council;
- b Section 106 agreements or the Community Infrastructure Levy; and/or
- c Historic England's £95 million High Streets Heritage Action Zones programme and details of this can be found using the link below.

<https://historicengland.org.uk/services-skills/heritage-action-zones/regenerating-historic-high-streets/>

## 4 Traffic Calming

4.1 In the view of both the community and the Parish Council there is a need for appropriate traffic calming measures, with the key ones shown below.

- a In Botley Square to improve the environment for pedestrians, safeguard the fabric of the Listed Buildings and deter any lorries over 7.5 tonnes except for deliveries.
- b Without an effective deterrent some at least of the traffic intending to go east and coming from the North Whitely or the Sherecroft Farm developments will go through Botley using the High Street and Broad Oak rather than the Bypass. To reduce traffic using this route and to improve the access to the Botley Mills the roadway of the western part of Mill Hill should be narrowed to a signal-controlled alternating direction single lane.
- c In Boorley Park, where there is planning approval for 1397 dwellings. It has two exits. The principle exit is at a new roundabout in Winchester Road. The secondary exit is into Maddoxford Lane, shown in the Appendix 1 Figure 10, when traffic can go north west to Winchester Road or east to join Wangfield Lane. There is much local concern that unless steps are taken a significant volume of traffic from the Boorley Park site will exit onto Maddoxford Lane and then pass along the other small roads in the original hamlet of Boorley Green.
- d In the original hamlet of Boorley Green the roads are typical small urban roadways. In particular, Crows Nest Lane is a narrow roadway with a double 90° bend (see 7.7b). Maddoxford Lane going east towards Curdrige is narrow in parts and crosses a ford, where it is subject to flooding. Oatlands Road to have insufficient foundations causing a particularly poor-quality road surface.
- e Hampshire County Council commissioned a feasibility study to look at options for local traffic management measures with the current development of 1397 dwellings and reducing its impact on the existing residents in Boorley Green and the surrounding villages. Details of the Scheme overview can be found in the link below.

<https://www.hants.gov.uk/transport/transportchemes/boorleygreentr afficalming>

- f An exhibition was held at the Botley Centre on 18 May 2017 and a public consultation ran from 16 May to 23 June. A link to the exhibition presentation is shown below. A Consultation Report was published in October 2017. Three potential road closures were considered, these being in Wangfield Lane, Oatlands Road and Crows Nest Lane, together with a

traffic calming proposal in Maddoxford Lane (combination of speed cushions, traffic island build outs and gateways). 228 responses were received. The results of the survey are shown in the table below. Overall 55% of respondents felt that some action was required. There is no data in the report that allows matching of the response to the road of residence so the significance of the 69% wishing for traffic calming in Maddoxford Lane is difficult to judge. Also, there is no data to show how many residents of Wangfield Lane were consulted, so the significance of the 49% advocating closure is difficult to judge. Hampshire County Council's conclusion was that there was no clear consensus as to which option should be supported. Full details of the report can be accessed using the links below.

	Yes	No	Don't know No answer
Traffic calming in Maddoxford Lane	69%	14%	17%
Closure of Crows Nest Lane	56%	28%	16%
Closure of Wangfield Lane	48%	43%	8%
Closure of Oatlands Road	45%	38%	17%

<https://documents.hants.gov.uk/transport-consultations/BoorleyGreenConsultationpresentationMay2017.pdf>

<https://documents.hants.gov.uk/transport-consultations/BoorleyGreenTrafficmanagementproposalsreport.pdf>

- g As of October 2020, the occupation levels of the Boorley Green development, of about 640 dwellings, do not trigger the point for a reassessment. Hampshire Highways plan to reassess the situation after the 700<sup>th</sup> occupation or at such a time when the traffic flows indicate a convincing need. Monies are available from the Section 106 Agreement for traffic calming measures, if found to be necessary.
- h Maddoxford Lane residents are very concerned that this is already a rat run used to avoid Botley Village Centre. There has been a 48% increase in vehicle movements in Maddoxford Lane west of Oatlands Road (see paragraph 5.5) in the period from October 2017 to November 2019 and it is likely that this increase in traffic volume will continue because of the developments close by.
- i There is a strong feeling amongst the residents around the Maddoxford Lane, Oatlands Road and Crows Nest Lane area of Botley Parish that the Hampshire Highways consultation with these residents should be undertaken now and not postponed till the 700<sup>th</sup> occupation at Boorley Park.
- j Regarding traffic calming measures in Boorley Green the prime concern was to reduce the volume of traffic. After considering various options a road closure was felt to be the best solution. The two possible locations for a closure were in Maddoxford Lane at or just to the west of Ford Lake Bridge or to the east of Crows Nest Lane and to the west of its junction with Wallace Avenue. The details of the options considered are in Appendix 2.

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- k A second concern expressed by some residents was excessive road speeds in Maddoxford Lane. Speed Indicator Device recordings do not support significant speeding (see Appendix 1 Table 1) but if any intervention was required long speed cushions were felt to be appropriate.
- l Maddoxford Lane, Crows Nest Lane and Oatlands Road were not constructed to take regular HGV traffic in the volumes currently experienced and the road surface is deteriorating.
- m In Holmesland Lane the residents are very concerned that this is already a rat run and that after the opening of the Bypass this will be a greater problem. Traffic calming measures and also a reduction in the speed limit to 30 mph and imposition of a 7.5 tonne weight limit except for access have been requested, although these would all require traffic monitoring by Hampshire Highways.
- n In Kings Copse Avenue both the volume and speed of the traffic is a significant problem for the residents of the roads backing onto or joining the Avenue, with regular accidents particularly at the roundabouts. It is a road where the speed limit is not enforced, and its layout attracts speeding motor bikes and cars. It should be noted that following the opening of the Sundays Hill Bypass in January 2019 the speed limit in Heath House Lane changes from 40 to 30 mph just to the north of the Norman Rodway Pavilion, so extending this along the southern part of Heath House Lane and all of Kings Copse Avenue should be considered. Traffic monitoring by Hampshire Highways and a road safety inspection by Hampshire Police are required.
- o In Mill Hill the first part of the pavement between Winchester Street and the Mills would benefit greatly from being wider to provide safer access to the Mills and to work with the Mills owner for clearer signage to use and easier access through the side access door into the Mills site.

4.2 There is further information on traffic calming in Boorley Green in Appendix 2.

### 4.3 Aims

- a Suitable traffic calming in Botley Square after the bypass is open, with 7.5 tonne weight limit imposed.
- b Work with Hampshire Highways after completion of the Bypass to convert the western end of Mill Hill to a signal-controlled alternating direction single lane road.
- c Work with Hampshire Highways after completion of the Bypass to explore ways to allow safer access to the Mills, possibly by widening the pavement on the north side of Mill Hill.
- d Work with Hampshire Highways to create the next public consultation about traffic calming in Boorley Green, currently scheduled to occur after the 700<sup>th</sup>

dwelling occupation at Boorley Park and, if possible, bring this consultation forward.

- e Work with Hampshire Highways to ensure suitable traffic calming in the original side roads in Boorley Green, including measures to make widespread use of the second exit from Boorley Park via Wallace Avenue on to Maddoxford Lane less desirable.
- f Consider with Hampshire Highways the need for further traffic monitoring in Botley Parish after the opening of the Bypass if there was evidence of significant use of side roads to avoid use of the Bypass and, if appropriate, consultation on any potential traffic calming measures.
- g Have traffic monitoring performed in Kings Copse Avenue by Hampshire Highways and a road safety inspection performed by Hampshire Police to explore possible mechanisms to calm traffic, reduce and enforce speed limits.
- h Work with the Mills owner for clearer signage to use and easier access through the side access door into the Mills site.

## **5 Traffic census data in Boorley Green**

5.1 Hampshire Highways carried out traffic censuses in Boorley Green from 7.00 am to 7.00 pm on 31 October 2017, 18 October 2018 and 11 November 2019

5.2 The five census points were located in:

- 1 Crows Nest Lane;
- 2 Oatlands Road;
- 3 Maddoxford Lane west of Oatlands Road;
- 4 Maddoxford Lane west of Netherhill Lane (not used in 2017); and
- 5 Wangfield Lane.

5.3 The eastern Parish boundary on Maddoxford Lane is at the small Ford Lake Bridge (see Appendix 1 Figure 11) and extends to its junction with Netherhill Lane and Wangfield Lane. Therefore, Wangfield Lane lies in Curdridge Parish and outside the remit of the Botley Neighbourhood Plan.

5.4 The total vehicle movements past each census point, irrespective of the direction of travel are shown in the table below.

	Cars			HGVs		
	2017	2018	2019	2017	2018	2019
1	524	441	516	12	4	4
2	346	431	447	2	14	11
3	936	1163	1383	9	12	19
4	-	1581	1754	-	8	10
5	1438	1596	1791	10	8	10

5.5 The percentage increase (+) or decrease (-) in car movements from October 2017 to November 2019 is shown in the table on the next page.

Crows Nest Lane	-1.5%	
Oatlands Road	+29.2%	
Maddoxford Lane west of Oatlands Road	+47.8%	
Maddoxford Lane west of Netherhill Lane	+10.9%	2018 to 2019
Wangfield Lane	+24.5%	

## 6 Car parking

6.1 In the context of parking Botley Village centre businesses are nearly all specialist in character, so it is destination location for shops and services. Also, it is of relevance that Botley has some 28% of all Grade II listed buildings in Eastleigh Borough. Having additional parking in the Square and its environs is considered essential to the socio-economic survival and viability of Botley Village.

6.2 There are seven car parking areas in the central area of Botley, as shown on the map in the Appendix 1 Figure 12.

### 6.3 Public parking

- a Botley Square (Botley High Street) - capacity 17 normal and 2 disabled spaces and 2 unloading bays, free parking but with a 4-hour limit and no return within 4 hours. A feasibility study of providing more parking space in the Square after the Botley Bypass is opened will be undertaken by Hampshire Highways and some funding for any work has already been included in the Botley Community & Infrastructure Priority B13 with some further funding from the Section 106 agreement from the Sherecroft Farm development.

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- b Mortimer Road - capacity 63 normal and 2 disabled spaces, free parking with no restrictions other than no overnight parking. There will be a loss of a few spaces if the Botley Surgery is expanded. It is close to the Primary School, All Saints' Church and one end of the High Street Recreation Ground. It is used extensively at school arrival and departure times, during services and musical events in the Church, by those going to the Botley Surgery and by other visitors to Botley. Also, it is used by those traders in the Square who do not have, or have insufficient, car parking associated with their business. It is managed by and mainly owned by Eastleigh Borough Council although the old toilet block and three parking spaces next to this are owned by Botley Parish. If the toilet block were to be demolished one possible development option would be to provide 4 or 5 extra parking spaces. Some electric vehicle charging points will be installed in the future. This possible development is included in the Botley Community & Infrastructure Priority List as project B.4(B)ii.

### 6.4 Private parking for use of customers and the general public

- a The Dolphin - capacity 52 normal spaces, free parking but with a 3-hour limit and no return within 3 hours. It is owned by Wadworth Brewery, but by a contract with Eastleigh Borough Council can be used by the public. One of the disabled parking spaces in the Square is in front of the Dolphin and the Market Hall.

### 6.5 Private parking for use of customers

- a Botley Mills - capacity 30 normal spaces, free parking for first 2 hours, then pay via the ticket machines with a number recognition system in place, charges apply Monday to Saturday 6.00 am to 7.00 pm. There is further parking to the rear of the Mills for the occupiers and their staffs. Parking at the Mills is in the process of being expanded by a further 36 spaces for the use of occupiers and their staffs. 5 additional spaces for customer parking will be created by relocation of existing staff parking spaces.
- b Reggina's Restaurant - capacity 14 normal spaces for customer parking. One of the disabled parking spaces in the Square in front of the Market Hall and the Dolphin is close to Reggina's.
- c The Brewery Bar - capacity 16 normal spaces for customer parking. There are no disabled parking spaces.
- d The Market Hall - capacity 21 normal spaces. 10 spaces are reserved for permit parking from 8.30 am to 5.30 pm Monday to Friday and 8.30 am to 12.30 pm on Saturday. These spaces are available at other times for users of the Market Hall. The other 11 spaces are available at all times for users of the Market Hall. One of the disabled parking spaces in the Square is in front of the Market Hall and the Dolphin.



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### 6.6 The Botley Centre

- a Close to but not in central Botley is the Botley Centre, which is just under ½ a mile from the centre of Botley, has on-site parking for users of community facilities - capacity 64 normal and 2 disabled spaces and 1 motorcycle bay, free parking with no restrictions other than overnight parking. It is used primarily by those visiting the Recreation Ground and Botley Centre. The Botley Centre has a large Hall, two meeting rooms, the Parish Office, a Guide HQ, five Football Association standard changing rooms and public toilets. Also, it is the base for a Park & Stride scheme for the Primary School. The Botley Centre car park is owned by the Parish Council. It is hoped that the car park will be expanded with about 10 additional spaces in the future, funded either by Section 106 contributions or from the Community & Infrastructure Priorities List B4(A).

### 6.7 There are two development sites reasonably close to the centre of Botley where it might be possible to obtain some additional public parking space, these being:

- a In the development to the east of Winchester Street on part of Uplands Farm (Eastleigh Local Plan site BO1) high voltage overhead pylon supported cables transit the site from east to west at the northern end of the site. If Scottish & Southern Electric are not willing to bury or divert these cables no dwellings can be constructed under or within the cable easement. This area could be used for a Park & Stride parking area for Botley Village and for visitors to the listed Farm Buildings on the site.
- b If development were to occur in SHLAA-3-20-C (part of Woodhill School) the part of the site that is currently a car park, at the north end of the SHLAA, but excluding the parking area that relates to the Brook House Masonic Centre could be either purchased by the Parish or delivered as some part of a development contribution. This would be well suited for additional parking for the Botley Centre and for a Park & Stride to the Church of England Primary School and the Village Centre.

### 6.8 Aims

- a Increase the car parking capacity of the Square.
- b Increase the car parking capacity at the Botley Centre.
- c If it proves possible during the Uplands Farm development secure some new car parking space.
- d During the development of the Woodhill School secure some new car parking space for the Botley Centre.

## **7 Traffic Regulations, enforcement and road safety**

7.1 Hampshire Police are responsible for Traffic Regulations enforcement within Botley Parish. Currently, enforcement follows assessment guidelines, but is limited due to resource constraints.

7.2 It is possible to assist Hampshire Police in enforcing speed limits by setting up an active Community Speed Watch program in Botley Parish. Sufficient numbers of volunteers would need to be attracted, who would need to be vetted and trained by Hampshire Police. Currently, the one-off set-up costs of such a scheme to the Parish Council would be £3,000. Further details of Community Speed Watch programs in Hampshire can be found in the link below.

<https://www.hampshire.police.uk/police-forces/hampshire-constabulary/areas/careers/careers/police-support-volunteers/community-speedwatch/>

7.3 In a number of areas of the Parish the residents are concerned about failure of vehicles to adhere to the posted speed limit and the lack of enforcement of speed limits. There can be no doubt that some vehicles travel at excessive speeds but on the four roads with vehicle speed measured using a Speed Indicator Device the average excess speed over the limit was between 2 and 4 mph. The detailed SID results are shown in Appendix 1 Table 1.

7.4 HGVs approaching Botley from the west along the Botley Road (B3354) reach the Denham's Corner roundabout where signage (see Appendix 1 Figure 13) encourages HGVs to turn right (south) into Bubb Lane and so reach Botley, if this is their destination, via Toolbar Way and the A334. This preferred HGV route would be used by more HGVs if the Winchester Road from Denham's Corner to the junction with Winchester Street and Woodhouse Lane had a 7.5 tonne weight limit except for access (see paragraph 7.6b-i).

7.5 Vehicle speed and weight restriction enforcement at various locations.

a Kings Copse Avenue to:

- i enforce the current 40 mph speed limit; and
- ii enforce the current 7.5 tonne vehicle weight limit.

b Winchester Road in Boorley Green to:

- i enforce the current 30 mph speed limit.

c Winchester Street to:

- i enforce the current 7.5 tonne vehicle weight limit.

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- d High Street and Broad Oak to:
    - i enforce the current 30 mph speed limit.
  - e The Botley Bypass to:
    - i enforce the speed limit, assumed to be 40 mph.
- 7.6 Consider new vehicle speed and weight restriction at various locations.
- a Kings Copse Avenue to:
    - i reduce the speed limit to 30 mph.
  - b Winchester Road from Denham's Corner to Winchester Street to:
    - i have a 7.5 tonne vehicle weight limit.
  - c High Street and Broad Oak to:
    - i have a 7.5 tonne vehicle weight limit after the Bypass is opened.
  - d Holmesland Lane to:
    - i reduce the speed limit to 30 mph; and
    - ii have a 7.5 tonne vehicle weight limit.
- 7.7 Road design to improve safety
- a In Kings Copse Avenue we would question the current roundabout construction using splayed kerb stones as opposed to the use of right-angled kerb stones, as recommended in the Highways England Design Manual for Roads and Bridges - Road Layout Design (CD127, page 35, section 2.27 in the link shown below).  
  
<https://www.standardsforhighways.co.uk/dmrb/search/66f2661f-959d-4b13-8139-92fbd491cbcf>
  - b In the middle part of Crows Nest Lane we would question the safety of the double 90<sup>0</sup> bend (see 4.1d), which the residents know is dangerous. Mitigation of this is required either by closing one end of the Lane, preferably at its junction with Winchester Road, or making it a one-way road, when an appropriate turning circle for large vehicles would have to be identified or constructed. Mitigation of this type would require public consultation of road users and local residents by Hampshire Highways.
- 7.8 Aims
- a Work with Hampshire Constabulary to achieve effective enforcement of speed limits and vehicle weight restrictions.
  - b Set up a Community Speed Watch program in Botley.

- c Together with support from Eastleigh Borough Council employ Speed Reminder units intermittently but frequently on key roads where excessive vehicle speeds are a problem.
- d With the support of Hampshire Highways have more speed and weight limit signage.
- e With the support of Hampshire Highways institute appropriate mitigation for the double 90<sup>o</sup> bend in Crows Nest Lane.

## **8 Safe road crossing points for pedestrians**

- 8.1 Hampshire Highways apply the Department for Transport criteria to ensure that pedestrian crossing points are placed where they will be most beneficial. Further details can be found in the link below.

<https://www.hants.gov.uk/transport/roadsafety/pedestriancrossings>

- 8.2 The main criteria considered are:

- a The number of pedestrians crossing, in general this should be at least 50 pedestrians passing through the location every hour during the busiest four hours of the day;
- b The traffic flow, in general this should be at least 1000 vehicles passing through the location every hour during the busiest four hours of the day; and
- c The surrounding environment, the road accident history, traffic speeds, accessibility and visibility.

- 8.3 The A334 is an Indivisible Wide Load Route. This has inhibited construction of central carriageway refuges at appropriate locations to enhance pedestrian safety. Wide loads come through Botley very rarely, certainly less frequent than once every 5 years. Two signal-controlled crossings have been established on the A334 in Botley, with one in the Square and the other opposite the Primary School. These have been essential to provide safe crossing points, especially during term time. However, these crossings may have adverse effects on air quality by slowing the flow of traffic.

- 8.4 There has been strong community support to provide a safe crossing point at the junction of Holmesland Lane and the High Street to reach the Botley Centre and Recreation Ground. Whilst a signal-controlled crossing is unlikely to be supported by Hampshire Highways, because of its proximity to the crossing at the Primary School, a central carriageway refuge would be possible, but not till

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after the Indivisible Wide Load Route designation is removed after the opening of the Bypass.

- 8.5 As part of the HE1 (land west of Woodhouse Lane) development a signal-controlled crossing on the southern end of Winchester Road between Oatlands Road and Crows Nest Lane will be constructed.
- 8.6 In order for any pedestrian to pass from the northern part of Boorley Green to Botley Village and especially for schoolchildren and their parent going to the new Deer Park School there must be a continuous pavement along Winchester Road from Kingsman Drive south to the junction of Winchester Road and Winchester Street. If it not possible for this pavement to be continuous along the west side of Winchester Road and some of it must be on the east side the points where pedestrians would have to cross would require at a minimum central carriageway refuges.
- 8.7 There has been some community support to provide a safe crossing point on Winchester Road at some point between Kingsmans Drive and the Macdonald Botley Park Hotel.
- 8.8 The original plan for a safer footpath from Boorley Green to the HE1 development and thus to the new Deer Park School involved significant widening the pavements on the bridge over the railway line at the northern end of Woodhouse Lane by narrowing the carriageway and introducing signal-controlled single line alternate flow. This widening would not have continued down Woodhouse Lane. The Parish Council felt that the obstruction to traffic flow and the increased air pollution this would cause was of greater concern than less widening but with a barrier at the pavement edge. Hampshire Highways have revised the plans for this bridge and there will be no single file traffic scheme. However, The Parish Council believes that a footbridge across the railway line, so bypassing this road bridge, to create a footpath from Boorley Green to the new Deer Park School is an essential safety matter, but currently this is simply an aspiration (see paragraph 10.1b-i for full details).
- 8.9 Aims
- a Have a central carriageway refuge at the junction of Holmesland Lane and the High Street, once Botley Bypass is complete and Indivisible Wide Load Route designation removed.
  - b Consider a safe crossing point on Winchester Road between Kingsmans Drive and the Botley Park Hotel.

- c Have a continuous pavement along Winchester Road from Kingsman Drive to the start of Winchester Street.
- d Have a footbridge across the railway line to create a safe link from Boorley Green to the new Deer Park School.

## **9 Public Transport**

9.1 Botley is served by two railway stations, three bus routes, a Community Mini-bus and many local taxi firms. It is close to Southampton International Airport.

9.2 Neither railway station is located within the Parish. Regular services are provided by South Western Railway to London and Portsmouth, and to Southampton Central via either Eastleigh or Fareham. From Southampton Central, Portsmouth or London the remainder of the national rail network can be accessed. The service frequency is hourly outside peak periods, which is considered inadequate given the doubling in size of Botley. Students attending Colleges in Eastleigh and Winchester use the rail service heavily.

9.3 The two railway stations are:

- a Hedge End Station, which was opened in 1990, lies 2.3 miles east from central Botley. There is no Disabled Access (nearest access is at Fareham or Eastleigh Station). In November 2018 a joint bid was submitted by South Western Railway and Network Rail to the Government Access for All programme to improve disabled access at this station, but the bid was not successful on this occasion. There is a car park on the south side only - capacity 150 spaces. No bus links with the western Botley or Boorley Green. A service (Xelabus X5) introduced to link the new community at Boorley Park with Hedge End Station was withdrawn in March 2019. Withdrawal was due mainly to lack of use, largely related to the slow build and low occupancy rate at Boorley Park. A Public Footpath is planned between Boorley Green and Hedge End Station, as part of the conditions laid down in the planning approvals for Boorley Park and Boorley Gardens, but at this time has yet to be implemented.
- b Botley Station, which was opened in 1841 and was refurbished in 2015, lies 0.5 miles to the north-west of central Botley. There is no Disabled Access (nearest access is at Fareham or Eastleigh Station). There is a car park on the south side only - capacity 20 spaces. No bus links with Botley. A Public Footpath is planned as part of a Housing development planned within Curdridge Parish, directly to the east of Botley. This has yet to be fully defined and implemented.

9.4 Botley is served primarily by three bus services, these being Bluestar 3, Xelabus X9 and X15. The bus frequency is poor, with the best being only an hourly service. However, there are plans to increase the frequency on some routes. There is no bus service to Hedge End or Botley Railway Stations from the western part of Botley or from Boorley Green. The Xelabus X5 service to Hedge End Station from Boorley Park was withdrawn in March 2019. There is no bus service to Botley Railway Station from any part of Botley. There is one Community Bus service and three School Bus services to Local Six Form Colleges.

- a Bluestar 3. Route is Southampton Bargate Street to Eastleigh Bus Station via Hedge End Superstores, Hedge End Town, Botley School and Boorley Park. An hourly service from Botley School to Eastleigh (first bus 6.16 am, last bus 9.44 pm) and to Southampton (first bus 6.41 am, last bus 6.22 pm). The impact of the Bypass on this bus route is described in paragraph 2.9.

<https://www.bluestarbus.co.uk/services/SQ/3>

- b Xelabus X9. Route is Bishops Waltham to Eastleigh Bus Station via Botley Station, Botley School, Hedge End Town and Hedge End Superstores. An hourly service from Botley School to Eastleigh (first bus 7.12 am, last bus 5.32 pm) and to Bishops Waltham (first bus 7.33 am, last bus 7.11 pm);

<http://www.xelabus.info/x9>

- c Xelabus X15. Route is Eastleigh Bus Station to Hamble Square via Botley School, Hedge End Superstores, Hedge End Town, Tesco Store Bursledon. 6 buses daily, Monday to Friday only, From Botley School to Hamble Square (first bus 9.45 am, last bus 5.39 pm) and to Eastleigh (first bus 10.10 am, last bus 5.36 pm);

<http://www.xelabus.info/x15>

- d Hampshire Community Transport 26 Taxishare. Route Burr ridge to Hedge End Superstores via Botley. From Botley Square to Hedge End 10.15 am and to Burr ridge 12.15 pm and 2.15 pm;

<https://bustimes.org/services/26-burr-ridge-hedge-end-taxishare>

- e Xelabus 191. Route Bishops Waltham to Itchen College via Botley. From Broad Oak 8.27 am and leaving Itchen College 4.10 pm on College days only;

<http://www.xelabus.info/191>

- f Xelabus 401. Route Boorley Park to Barton Peveril College via Botley. From Botley Primary School 9.20 am Monday and 7.20 am Tuesday to Friday and leaving Barton Peveril College 4.20 pm on College days only;

<http://www.xelabus.info/401>

- g Stagecoach 692. Route Lowford to Peter Symonds College via Botley. From Botley Railway Station 7.41 am and leaving Peter Symonds College 4.40 pm on College days only.

<https://bustimes.org/services/692-peter-symonds-college-colden-common-curdridge->

- 9.5 The Botley Minibus is a community vehicle, run by Botley Neighbourcare, a voluntary group. The Minibus is driven by volunteers. It can be used for a small donation to take residents to and from hospital appointments and can be hired by residents of Botley.

<https://botley.com/neighbourcare-community-bus>

- 9.6 Many Taxi and Private Hire companies exist within the area and provide a valuable service.

- 9.7 Airports. Botley is close to Southampton International Airport, which is just north of Junction 5 of the M27. Regular services go to many destinations in the United Kingdom, the Channel Islands, Ireland and Europe. Some routes are only seasonal holiday destinations. There are regular feeder flights to International hubs at Amsterdam, Paris and Manchester.

<https://www.southamptonairport.com/>

- 9.8 Aim

- a Improve both the adequacy of bus routes passing through the Parish and more effective linking with other important transport hubs, retail facilities and healthcare providers outside the Parish.

## **10 Public Footpaths, Footbridges, Cycleways and Bridleways**

- 10.1 There are several areas where the footpath, cycleway and bridleway network must at least be maintained or where possible improved with great benefit to the residents and a reduction in car usage. Some of these lie partly or completely outside Botley Parish and can only be achieved with support from Hedge End Town Council, Curdridge Parish Council, Eastleigh Borough Council, Winchester City Council and Hampshire Highways.

- a Footpaths:

- i a footpath between Boorley Green and Hedge End Station. Planned as part of the conditions laid down for Boorley Park and Boorley Gardens, but has yet to be implemented;
- ii a footpath is planned as part of a Housing development planned within Curdridge Parish, passing directly to the east of Botley Station into the



new development. This has yet to be fully defined and implemented by Winchester City Council;

- iii create a footpath alongside the Bypass to provide access to Botley Station;
  - iv create a continuous footpath along the entire length of Kings Copse Avenue;
  - v create a continuous footpath from Hedge End to the High Street Recreation Ground in Botley by extending the existing bridleway from the junction of Marls Road and Sovereign Drive to Brook Lane (also called Experimental Lane) by a link through the Woodhill School site (SHLAA-3-21-C), should this come forward for development (also see 10.1a-vi); and
  - vi It is an aspiration to create a footpath from the northern part of Precossa Road to Botley Village, possibly through the Little Hatts Recreation Ground and then to join with the bridleway linking the junction of Marls Road and Sovereign Drive to Brook Lane (also see 10.1a-v).
- b Footbridge:
- i The Boorley Park and Boorley Gardens developments will increase the number houses by about 2080 and, therefore, there will be an associated increase in the number of school age children. Primary age children will go to Boorley Park Primary School, which opened for the first-year entry in November 2019. Secondary age children will go to the new Deer Park School scheduled to open in September 2021, as part of the Hedge End development HE1 (land to the west of Woodhouse Lane). Botley Parish Council believe a footbridge across the railway line from Winchester Road (B3354) to the housing area of the HE1 development is essential to create a safe route for those going to Deer Park School. There are reserved landing areas for this footbridge. The first area is in the HE1 development in Hedge End, the second is identified within the Phase 2 part of the Boorley Gardens development. The aspiration to create this footbridge is supported in principle by both Hampshire County Council and Eastleigh Borough Council. However, it will require the active support of Network Rail and the identification of the funding source for cost of construction although it has been included in the Botley Community & Infrastructure Priority List 2019-2024 as B29, but without a specific costing agreed.
- c Cycleways:
- i create a continuous cycleway along the entire length of Kings Copse Avenue;
  - ii create a continuous cycleway along the entire length of Broad Oak and the High Street;

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- iii work with Eastleigh Borough Council, Winchester City Council and Hampshire Highways to create a cycleway alongside the Bypass to provide access to Botley Station; and
  - iv work with Eastleigh Borough Council, Winchester City Council and Hampshire Highways to create a cycleway from Mill Hill through the Sherecroft Farm development to Botley Station.
- d Bridleway:
- i Botley, Curdridge, and Bishops Waltham Parish Councils wish to establish a bridleway linking Botley to Bishops Waltham, utilising the course of the disused railway where possible and the existing footpath across Uplands Farm. Further details can be found in paragraph 5.6 and Appendix 2 in the Infrastructure Paper.
- 10.2 Full details of current and proposed Footpaths, Bridleways and Cycleways within the Parish can be found in Section 7 of the Infrastructure Paper.
- 10.3 Aims
- a Work with Eastleigh Borough Council, Hampshire Highways, Hampshire County Council, Network Rail, local landowners and Curdridge and Bishops Waltham Parish Council to create an interlinked network of safe footpaths, cycleways, bridleways and footbridges that benefit the community and improve accessibility to green spaces and schools.
  - b Work with Eastleigh Borough Council to ensure that the footpath between Boorley Green and Hedge End Station is completed early in the development of Boorley Gardens.

## 11 Electric vehicles & charging points

- 11.1 Botley Parish Council supports the steady move towards replacing fossil fuelled vehicles with electric powered ones, because:
- a Electric cars are far less polluting than those with internal combustion engines on all key measures with the exception of the carbon intensity of the manufacturing process (although this will change as economies of scale are achieved through mass production);
  - b Electric cars convert over 75% of the electrical energy from the grid to power at the wheels, whereas petrol and diesel engines convert about 15 and 20% from fuel to power at the wheels respectively;
  - c Electric cars have zero exhaust emissions, which means they do not emit any harmful pollutants, in contrast to vehicles with internal combustion engines. Therefore, less Carbon dioxide, Nitrogen oxides and Particulate

Matter enter the atmosphere, so lessening global warming and achieving cleaner air. Air pollution is recognised as a public health emergency, with urban air pollution for many towns and cities in the United Kingdom being above safe limits and only improving slowly. Road transport is the primary contributor of harmful gases and a significant contributor to particulate matter pollution. More details about air pollution and its health effects can be found in section 21 and Appendix 7 of the Health & Wellbeing Paper; and

- d Modern sources of electricity produce either little (coal, gas) or no (wind, solar, hydroelectric, tidal, nuclear) air pollution. Even those that produce pollution are more energy and carbon efficient than internal combustion engines.

- 11.2 The Government are promoting the installation of electric vehicle charging points not just in the community but in all new dwellings, or that new dwellings have easy access to a charging point. Schemes such as that set up by Hampshire County Council help facilitate a common charging point and mechanism for installation. Further details of both the Government's and Hampshire County Council's plans for electric car charging are contained in the links below.

<https://www.hants.gov.uk/transport/ev-charging-points>

<https://www.gov.uk/government/news/funding-for-thousands-of-electric-car-charge-points-unused-by-councils>

- 11.3 The Parish Council will encourage residents with electric vehicles to consider the Electric Vehicle Home Charging Scheme, which subsidises 75% of the cost of buying and installing a home recharging station up to £350 including VAT. A link to further information on this Scheme is shown below. Also, residents should consider home solar panel electric vehicle charging points, where up to £350 can be claimed using the Home Charging Scheme and a link to further information is shown below.

<https://www.theecoexperts.co.uk/electric-vehicles/homecharge-scheme>

<https://www.theecoexperts.co.uk/electric-vehicles/solar-charging>

- 11.4 Aims

- a Install electric vehicle charging points at the following locations:
  - i the Botley Centre car park;
  - ii the Boorley Park Community Centre; and
  - iii the Boorley Park Sports Pavilion.

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- b Work with Eastleigh Borough Council to install electric vehicle charging points at the following locations:
  - i the Mortimer Road car park; and
  - ii all new and renovated dwellings in line with Government policy.
- c Work with Hampshire County Council to install electric vehicle charging points:
  - i in Botley Square during its redevelopment.
- d Work with the owners to install electric vehicle charging points at the following locations:
  - i the Cooperative Garage on Broad Oak; and
  - ii the Dolphin car park.

## 12 Goods deliveries

12.1 There are three places in Botley where deliveries cause frequent and unacceptable traffic hold-up, these being:

- a Botley Square. There are two goods delivery bays exist in the Square. These are often obstructed, causing delivery lorries to block the highway, which causes heavy traffic congestion and an increased risk of accidents. Efficient and safe delivery to premises in the Square is very important to their business;
- b Richmond SKODA Garage on Broad Oak. The large transporter used for car deliveries of cars stops on Broad Oak, which is part of the A334 in Botley. This causes heavy traffic congestion and an increased risk of accidents; and
- c Brewery Bar on Winchester Street. During deliveries the large dray lorry causes heavy traffic congestion in Winchester Street and makes it very difficult for vehicles to exit the pub car park, with both leading to an increased risk of accidents.

### 12.2 Aims

- a Improve the proper use of the delivery bays in Botley Square and consider any other possible improvements during any remodelling of the Square after the opening of the Bypass.
- b Work with the owners of the Richmond Skoda Garage on Broad Oak to find a mutually acceptable solution to the heavy traffic congestion caused when a large transporter is used for car deliveries, which must continue after the Botley Bypass is open.

- c Work with the Brewery Bar owners to find a safe and acceptable location for the stopping point of the dray lorries, which must continue after the Botley Bypass is open.

### 13 Hampshire roads

13.1 Hampshire County Council is the Highway Authority for all roads in Hampshire outside the cities of Southampton and Portsmouth and the motorway (A3(M), M3, M27, M271) and the trunk road system (A3, A27, A31, A34, A36, A303). Hampshire Highways design maintain and where required re-design the Hampshire road system except for those listed previously. For those wishing to know more about Hampshire County Council's road policies some key documents and links are shown below.

- a HCC Traffic Management Policy & Guidance 2014.

<https://documents.hants.gov.uk/road-safety/TrafficManagementPolicyGuidanceJanuary2014.pdf>

- b HCC Policy for Highway Asset Management 2018.

<https://documents.hants.gov.uk/highways/ManagementPolicy.pdf>

- c HCC Highway Asset Management Strategy 2018.

<https://documents.hants.gov.uk/highways/ManagementStrategy.pdf>

- d HCC Making roads safer.

<https://www.hants.gov.uk/transport/roadsafety/makingroadssafer>

- e HCC Future Traffic Management Policy Decision Report 2016.

<https://documents.hants.gov.uk/transport/Futuretrafficmanagementpolicy.pdf>

- f Hampshire Highways Annual Review 2018-2019.

<https://documents.hants.gov.uk/highways/HampshireHighwaysAnnualReview-2018-19.pdf>

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