



# Test Valley Access Plan

Supplementary Planning Document



September 2015

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The original document was adopted by the Council in 2010; it was reviewed and adopted in July 2012 and now again in 2014, this ensures that it remains up to date, reflecting the needs of each Parish.

This review has taken into consideration completed schemes and new proposals, changes to transport policy, changes to the local transport network and the progress of the Test Valley District Transport Statement produced by HCC.

Section 180 (5) (d) Planning Act (2008) removed the compulsory requirement for a Sustainability Appraisal for a Supplementary Planning Document (SPD). It is not considered that this SPD would have a significant social, environmental or economic effect, therefore this document had not been subject to assessment under the Strategic Environmental Assessment Directive 2001/42/EC.

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# 1 Introduction

## Purpose of the Test Valley Access Plan

- 1.1 The Test Valley Access Plan (TVAP) sets out a strategy for identifying existing levels of accessibility and highlights the barriers and obstacles to access and movement within the Borough. It acts as a mechanism for allocating and directing the funding currently secured through Section 106 Agreements with developers and via barred routes fines funds and any other sources of available funding. It will refer to the emerging Community Infrastructure Levy (CIL) Charging Schedule when it is adopted by the Council.
- 1.2 The Test Valley Access Plan objectives are to:
- Identify an agreed list of future transport schemes, for which funding can be sought from a variety of sources;
  - Improve personal safety, for all road users;
  - Improve access and reduce severance;
  - Developing and encouraging greater use of more sustainable means of transport;
  - Encourage the development of routes for cyclists and pedestrians;
  - Encourage healthier and more active lifestyles; and
  - Ensure that improved access routes do not compromise the natural or historic environment.
- 1.3 The TVAP will look at access to all modes of transport and whether journeys to key destinations<sup>1</sup> are possible. The TVAP will look at improving access to and within all the 52 parishes in the Borough (everywhere outside Romsey and Andover) indicated on Figure 1.
- 1.4 The TVAP has been jointly prepared by both the Borough and County Council and is updated regularly to ensure that it meets the needs of each parish and is consistent with the District Transport Statement.
- 1.5 This document reviews the current transport situation and identifies issues relating to access within the Borough. It goes on to highlight the broad scope of those proposals which could address the issues identified.
- 1.6 TVAP is complimented by the Test Valley District Transport Statement, produced by the County Council in consultation with the Borough Council. The Test Valley District Statement covers all aspects of transport network and infrastructure up to the period 2031, and conforms with policies in the revised Local Plan. The statement sets out transport objectives and delivery priorities for the Borough and complements the three adopted Access Plans (Andover Access Plan, Romsey Access Plan and the Test Valley Access Plan). The statement does not replace the three access plans; it compliments them and supports them, by providing:-
- A local transport policy framework for the Borough;
  - The prioritisation of transport investment;
  - Transport and land use planning decisions associated with new development proposals; including the application of the Transport Contributions Policy (TCP) in the interim period until the Community Infrastructure Levy (CIL) Charging Schedule is adopted; and with
  - Infrastructure planning in support of the Revised Local Plan and the preparation of a CIL Charging Schedule.
- 1.7 The transport statement seeks to help deliver 'safe, efficient and reliable ways to get around, helping to promote a prospering and

<sup>1</sup> Key destinations include, primary school, secondary school, food retail, doctors surgery.

sustainable area', In particular, the priorities and proposals outlined. Test Valley's Transport Statement look to:

- Promote economic growth by maintaining a safe and efficient highway network, reducing casualties and tackling congestion on the transport network;
- Improve access to jobs, facilities and services by all types of transport;
- Facilitate and enable new development to come forward;
- Reduce carbon emissions and minimise the impacts of transport on the environment.

1.8 The Transport Statement links to current economic priorities and the work being undertaken by the Local Enterprise Partnerships (LEP's). Test Valley comes within the remit of two LEP's:

1.9 The Enterprise M3 LEP covers an area of West and North Hampshire and West Surrey and encompasses a population of about 1.6 million people. The Solent LEP includes the cities of Southampton and Portsmouth, as well as the main catchment areas for these cities in Hampshire and the Isle of Wight and covers a population of over 1.3 million people.

1.10 Under their business-led boards, both LEPs are bringing together the private, public and community/voluntary sectors to drive forward economic growth. As part of -this, they will prioritise key strategic infrastructure investment priorities, including those for transport, up to 2020.

Figure 1: Parishes covered by TVAP

Test Valley Borough Council



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## 2 Background

- 2.1 The role of the TVAP is to contribute towards ensuring safe and sustainable communities through the provision of improved access to facilities and the reduction of barriers to movement. It offers opportunities for increasing the use of sustainable modes of transport, improving safety and reducing car-based journeys. The TVAP will draw together relevant information on existing access and travel choices.
- 2.2 The Access Plan acknowledges the importance and reliance of the car, especially for the rural communities who have fewer travel choices. However, improving accessibility and safety and enabling communities to make local journeys by foot and bicycle and having the availability of community transport is important and desirable for those living in the rural areas of the Borough.
- 2.3 The TVAP is about improving transport and movement within and beyond the Borough. It acts as a guide for the way developer contributions are obtained and spent by the Borough and County Council. A list of potential schemes has been drawn together from a number of sources including parish plans, school travel plans, the Test Valley Cycle Strategy and Network SPD (2009), Hampshire Area Workshops priorities and other County Council schemes.

### Relationship of the Town Access Plan to Other Policies and Plans

- 2.4 The TVAP is shaped and influenced by a number of other key strategies at a county level including the County Council's Corporate Strategy, Hampshire Strategic Partnership's

Community Strategy and the Countryside Access Plans (Test & Itchen, and New Forest & South West Hampshire) the Local Transport Plan 3 (LTP3) and the Test Valley District Transport Statement. The TVAP also reflects local concerns and aspirations that have emerged at the local level particularly through Test Valley Partnership's Community Plan and Test Valley's Corporate Plan. The objectives of the TVAP described above draw together the key themes that are developed in these strategies.

- 2.5 The TVAP acts as a connection between high level strategies and the development of local transport schemes; this ensures that the concerns and aspirations of the community are reflected in decisions made regarding the allocation and commitment of financial resources.

### The Test Valley Access Plan and the Local Development Framework

- 2.6 The Local Development Framework (LDF) is a set of documents that guides spatial and land use planning over the long term for Test Valley. In order to improve accessibility the TVAP needs to integrate planning for land use and transport. The TVAP forms part of the LDF as a Supplementary Planning Document (SPD) and was adopted by the Council in 2012.
- 2.7 The mechanism for securing the funding for the implementation of the TVAP is secured from Section 106 contributions associated with new development and via barred routes fines.
- 2.8 Along with many Local Authorities across the country, the Council is investigating the possibility of introducing a Community Infrastructure Levy (CIL). The CIL Regulations 2010 (as amended) enable local authorities to

raise funding for new infrastructure by levying a charge on new development within their area. CIL will be an important tool for the Council for funding and delivering critical infrastructure, including transport schemes associated with future development in the Borough. The Council has consulted on its Draft Charging Schedule the proposed rates of CIL across Test Valley and a draft 'Regulation 123 List' has been produced. The Test Valley Borough Council Community Infrastructure Levy Hearing took place on Wednesday 27th May 2015. The Inspector's report is awaited and the Council proposes to adopt a CIL Charging Schedule in 2016.

## The Profile of Test Valley

- 2.9 Test Valley comprises areas of different character, with the southern part generally being more developed with larger settlements and better access to key facilities and services outside the Borough. The northern part of the Borough is dominated by Andover, the only significantly sized town. A large rural area contains many small villages, most of which have limited facilities, transport and access. Stockbridge provides a service role for many of these smaller villages in the central part of the Borough.
- 2.10 The total population of the Borough is 113,507 (2010); with 60% living in urban settlements. Approximately 73,000 live in the northern part of the Borough and the remaining 40,000 in Southern Test Valley. The population of Test Valley is forecast to increase by 4.8% between 2010 and 2017.<sup>2</sup> The smaller urban areas of North Baddesley, Valley Park, Chilworth and Nursling and Rownhams have a combined population of 20,778. The remaining 40% is spread across a large number of small villages and hamlets in the rural part of the Borough.
- 2.11 A small part of Test Valley, south of the A36, lies within the New Forest National Park Authority (NFNP)<sup>3</sup> and within the area covered by the New Forest & South West Hampshire Countryside Access Plan (2008-13). Any transport contributions resulting from development within this area would be collected by the NFNP Authority and passed to the Highway Authority for measures within the locality.
- 2.12 The rural nature and relative wealth of most of the Borough is reflected in the high car ownership rates. The percentage of households in 2001 without a car was 14.5%, this has declined to 13.5% as of the 2011 Census; more households have access to a car or van. The 2011 Census shows that 15.3 million people (57.5%) travelled to work by driving a car or van. A further 1.4 million people (5.1%) commuted to work as passengers in cars or vans, giving a vehicle occupancy rate of 1.09 persons.
- 2.13 Some 2.8 million people (10.7%) walked to work, while 1.9 million people (7.3%) commuted to work by bus or coach. A further 1.4 million people (5.4%) stated in the 2011 Census that they worked mostly at or from home. Commuting by train accounted for 1.4 million people (5.2%), while 1.0 million people (3.9%) commuted by light rail. While 760,000 (2.9%) cycled to work, 214,000 people (0.8%) commuted to work by motorcycle, moped or scooter.
- 2.14 Finally, taxis and minicabs were used by 138,000 people (0.5%) and 171,000 people

<sup>3</sup> NFNPA key documents,  
 - New Forest Management Plan (2010 -2015) (currently in the process of being updated to cover the period 2015 -2020)  
 - Recreational Management Strategy (2010)  
 - Core Strategy and Development Management Plan Policies DPD (adopted 2010)  
 - Development Standards SPD (September 2012)

<sup>2</sup> Demographic Fact & Figures for Test Valley, March 2001, HCC

(0.6%) commuted by other methods (such as by ferry).

## Services and Facilities in Test Valley

- 2.15 This high ownership rate is reflected in the high use of cars for travelling to work and low number of residents using public transport to commute. The average distance commuted to work in England and Wales increased from 13.4 km in 2001 to 15.0 km in 2011. Accessibility to services in the rural areas is quite poor with households located further away from key facilities than both the rural county and regional averages.
- 2.16 Public transport provision is limited and infrequent in the rural areas and there is reliance upon demand responsive services and community transport to fill in the gaps. A series of budgetary cuts to subsidised bus services has affected the ability of many elderly and less able in community becoming more reliant upon community transport and friends and family.
- 2.17 Community Transport is provided by Test Valley Community Services (TVCS), which includes provision of Dial-a-Ride services. The existence of such transport enables many elderly residents to maintain their independence, access services and to have social contact with others. There are also a number of well organised voluntary car schemes providing for medical and specialised one to one journeys for the elderly and less mobile members of the community. Such schemes are invaluable, providing access for many to doctor's surgeries, dentists and the nearby hospitals. TVCS also run and promote a shopmobility scheme in Andover.
- 2.18 Many of the villages in Test Valley are reliant upon Andover and Romsey for services and facilities. Andover and Romsey offer a significant range of services and facilities including, health facilities, retail opportunities, places of worship, employment, cinema/theatre, library, leisure facilities, and a bus and rail station. Andover also has higher education facilities. The smaller urban areas of North Baddesley, Valley Park, Chilworth and Nursling and Rownhams have primary schools and local health facilities and employment opportunities. It is also noted that residents in the Borough look to the neighbouring larger settlements such as Southampton, Eastleigh, Winchester, Basingstoke and Salisbury for a greater choice in services and facilities and for tertiary services (higher education, specialist health care, non food retail and leisure).
- 2.19 The only other significant settlement in terms of having a range of facilities is Stockbridge, which provides a service role for many outlying smaller villages in the central part of the Borough. It has a primary and secondary school, doctor's surgery, food retail facilities and public transport links to nearby Andover, Winchester and Salisbury.
- 2.20 As there is a strong reliance upon the car for many journeys, it is important that car parking in the main settlements (Romsey, Andover and Stockbridge) remains conveniently located and reasonably priced so that those travelling in from outlying villages to access key facilities, services and leisure activities are not prevented from doing so.
- 2.21 A small number of villages within the rural areas of the Borough have a limited amount of facilities e.g. Abbotts Ann, Broughton and Longparish, which can meet most of their daily needs.



## 3 Accessibility in Test Valley

- 3.1 Accessibility describes the ease with which a person can access or use services and activities such as jobs, education, leisure facilities and shops. Accessibility is determined by a number of factors that range from the location of, and the means of transport available to reach them, to individual factors such as a person's physical mobility and fitness, and their ability to pay for transportation. This Access Plan examines accessibility in Test Valley in order to identify and address barriers to access thereby promoting good accessibility for all to a range of services and destinations.
- 3.2 Improvements to accessibility are particularly important to the young, elderly, less mobile and those without access to a car. Improving access and permeability to key facilities can provide choice in travel behaviour which will in turn promote and support sustainable travel and enhance and maintain vibrant, healthy communities and prosperous places to live and work. Improvements to access will help support and retain economic prosperity. Improved access also benefits tourism and key attractions in the area. Not only do visitors add to the local economy, but those visiting benefit from improved access and travel choices, particularly to destinations in rural areas such as Mottisfont Abbey, Danebury Hill and Middle Wallop.

### Assessing Accessibility

- 3.3 In order to improve accessibility in Test Valley it is necessary to examine the ease with which people can reach destinations throughout the Borough. Several different approaches have been used to assess this.

### Computer Modelling

- 3.4 Accession was the first software package to fully address all aspects of travel time and cost mapping using digital road networks, public transport timetable data and flexible, on-demand transport. It was based on geographical information systems (GIS) and quantified accessibility levels. This software has now been superseded by TRACC (**T**ransport and **A**ccess) a new multi-modal transport accessibility tool. It is designed to quickly generate travel time or distance using a multitude of public transport and road modes to give accurate journey times from many origins to many destinations in one calculation. The software covers a full range of transport modes such as walking, cycling, driving and public transport. TRACC will help to ascertain problems with the network such as gaps in the network, or could help look into the effectiveness of a new public transport route.
- 3.5 The computer map based outputs can highlight areas where households may find it difficult to access services and facilities and help to identify locations where transport improvements or infrastructure may be needed to improve access to those key facilities and services. The tool does have limitations. It does not consider qualitative data nor allow for local knowledge about an area to be considered, nor the costs associated with travel.

### Qualitative Assessment

- 3.6 It is important to combine the use of Accession with local knowledge, perceptions and geography which can highlight the range of difficulties and barriers that individuals may face reaching their destination by all modes available to them. This has been gathered through informal consultation with the different departments responsible within the County

and Borough Councils for issues affecting accessibility.

## Consultation

- 3.7 Consultation has been undertaken at regular intervals, focusing on the views of the 52 parishes covered by the plan, Elected Members and Statutory Consultees were all sought. The list of schemes for each parish have updated accordingly, adding new schemes where applicable, updating on the progress of existing schemes, including a comment on which schemes have been completed.
- 3.8 Each review also provides an opportunity to ensure that the plan supports the District Transport Statement and other changes to national and local policies and changing needs and expectations of each parish.

## Roads and Traffic

- 3.9 The Borough is well served by both the primary and strategic road network. The road network comprises of three levels within the Borough:
- The Strategic Road Network (SRN) - M27, M271, M3, A36, A34, A303
  - The local main road network – A3057, A343, A3093, A342
  - All other roads.
- 3.10 In the south of the Borough, the M27 provides a corridor across the county, linking the principal cities of Portsmouth and Southampton and onwards towards the New Forest, with the M271 providing a link north towards Romsey. The M27 connects to the M3 which links the Borough with Winchester and onwards to London.
- 3.11 To the north of the Borough the A303 is a cross country route to the West Country,

which intersects with the A34 linking Andover to the Midlands and the North. The A343 links Andover to Newbury and Salisbury, and the A3093 forms part of the Andover Ring Road.

- 3.12 Routes to outlying villages are good, with rural lanes delivering a network of routes Borough wide. Andover and Romsey are linked north-south via the A3057.

## Bus

- 3.13 Test Valley has a network of bus services which are focussed in Romsey and Andover and from the towns out to nearby villages. There are however, 19 of the 56 parishes in Test Valley who have no bus service and a further 9 have a service running only once or twice a week. Cross country links exist to nearby settlements such as Southampton, Winchester and Salisbury. These cross country services provide a link from the rural villages to the larger settlements and are vital for those without access to a car. The core (mostly commercial) bus network in Test Valley is a modest one, largely within the two main settlements these routes are complemented by secondary (mostly financially supported) local and rural services. There are many villages that are reliant upon financial support for the provision of a bus service.
- 3.14 Hampshire County Council has undertaken two significant reviews of the bus services in recent years (2001 and 2014) as it has been faced with the challenging task of maintaining essential services with much less money due to reduced funding from central government through the rural bus subsidy grant. The impact of the cuts saw a reduction in the bus subsidy budget of £1.1 million in 2011/12, increasing to £2.2 million in 2012/13. The effect was an average 45% cut in the subsidy to operators of some commercial services across Hampshire. Bus services across the

county were affected and users consulted via special passenger transport forums and over 5,000 questionnaires distributed by post, on-line and by hand at bus stations, libraries and town centres.

3.15 The bus subsidy had an impact on rural Test Valley, the main changes affected the following routes:-

- Andover-Monxton reduced service. Ampert, Grateley and Thruxton reduced to four daily journeys
- X24/25/26 Andover-Winchester: now service 79 to Stockbridge and change to 68 for Winchester. Barton Stacey now served by Cango C4
- 68/X68/78/X78 Andover-Stockbridge-Winchester: simplified routes; Stockbridge-Salisbury route withdrawn
- 77/87 Andover-Salisbury/Stockbridge: withdrawn
- 79 Andover-Stockbridge: change to route, Longstock off route now served by Cango C4.

3.16 An additional county-wide review in to financial support given to non-commercial bus services took place in May 2014 and sought through consultation to identify further budgetary savings of between £1.25 - £1.5 million. Bus services to rural areas were most affected. Although, most villages retain a bus service, the frequency and number of buses serving the rural villages of Test Valley has been reduced and is likely to result in many elderly and vulnerable in the community or without access to a car, becoming isolated.

## Taxishare/Carshare

3.18 A Taxishare, or a carshare is similar to a bus service only a 'taxi' or shared car picks passengers up instead of a bus. These services are often put in place when a bus

service no longer operates in the area and can be known as either a Taxishare or Carshare. These services are pre-bookable and therefore costs are reduced significantly if there are no passengers on a particularly journey.

3.19 There are currently two car share services operating in rural Test Valley, one covering Wherwell, Chilbolton, Longstock, King's Somborne and Houghton and the other in Chilworth. The Stockbridge taxishare scheme replaced the C54 Cango Bus Service through Stockbridge, King's Somborne and Houghton to Romsey. There is also a taxi share service covering Picket Piece linked to areas in the east of Andover town. However, following the review of non-commercial bus services county-wide, it is expected that there be more taxi-shares operating in Test Valley.\_

## Cango and Community Transport

3.20 The 'Cango' bus service, serving villages around Andover, is a demand responsive service which has a fixed origin and destination and a roam zone. The flexibility of the Cango service allows it to respond to local demand as it is generated. The following Cango Services currently serve Test Valley:- C1 –Kimpton-Appleshaw-Penton Mewsey, C3 – Hurstbourne Tarrant –St Mary Bourne-Enham Alamein, C4 - Andover to Barton Stacey, C5 – Andover, Redenham, The Chutes, C5a - Andover, Redenham, The Chutes, C6 - Andover to Vernham Dean, and the C8 - Longparish, St Marybourne, Enham to Andover.

3.21 There are also a number of community transport services that provide important links for those without access to a car, or those who have mobility problems, from outlying villages to Andover and Romsey and other essential destinations. These include Dial-a-

Ride, community car services (e.g. Andover Neighbour Care & Romsey Good Neighbours), community transport (e.g. Broughton & Mottisfont Bus, 3 Rivers Partnership) and Test Valley Community Services. Community transport remains important, especially as public transport services have been reduced and frequencies affected.

## Rail

- 3.22 Grateley rail station, in the north-west of the Borough, is served by 1 train per hour in each direction. It is popular with those locally and further afield. In 2009 a new car park was opened providing in excess of 100 additional spaces. Further works are proposed to enhance pedestrian access to the rail station through the provision of additional footways and a link to the nearby bus\_stop. The line serves Andover and onwards to London Waterloo in the east and Salisbury and onto Exeter in the west. To reduce the severance caused by the railway, opportunities to cross the main Exeter to London line will be sought where safe and appropriate.
- 3.23 In the south of the Borough there is one rail station outside Romsey, Mottisfont & Dunbridge, located 3 miles north-west of the edge of Romsey. Mottisfont and Dunbridge has an hourly service in one direction to Romsey, Southampton and Portsmouth and in the other to Salisbury and on towards South Wales. Footway improvements have also been recently completed in the vicinity of the rail station which makes access to the station safer and easier.
- 3.24 There is also a station at Dean, on the Test Valley / Wiltshire borders and Chandler's Ford just over the boundary in Eastleigh. The Chandler's Ford rail station was re-opened in 2003 with a single platform. It has proved very popular with passenger numbers

rising. The station connects Eastleigh and Romsey on an hourly basis. This line also connects with Southampton (and onwards to Portsmouth and Brighton) and Salisbury (and on to Bristol and Cardiff). There is also a station at Redbridge, within Southampton the communities of Nursling and Rownhams are 2 miles to the north.

## Freight

- 3.25 The movement of freight around Test Valley is managed in the main through lorry routeing and a signing strategy which directs lorries to strategic routes and appropriate access points. Access to both town centres is via the A3057, which runs north south through the Borough. The recent development at the former Andover Airfield site to the west of Andover has seen need to implement a number of 'barred routes' for vehicles serving the new site. Any vehicles recorded using the 'barred routes' are subject to a financial penalty, the fines have enabled the implementation of various highway/access schemes in parishes affected by the violations.
- 3.26 The town of Stockbridge lies roughly half way between Andover and Romsey, straddling the A30. Andover has four access points onto the A303 which is immediately south of the town and Romsey has direct access to the A27 and links with the M27, via the M271.
- 3.27 The issue of freight travelling through villages has been highlighted previously by several parishes. Particularly, those along the A36 (Plaitford and West Wellow) and those along the A3057 (Leckford, King's Somborne and Timsbury). Communities are concerned about heavy goods vehicles (HGV's) and traffic speeds in rural areas, particularly in villages where residents want to reduce traffic dominance and so enhance quality of life.

## Walking

- 3.30 The main built up areas in Test Valley have a reasonable network of footways, however, in many rural areas, there is a lack of footways resulting in many pedestrians having to walk in the carriageway. This, coupled with a lack of street lighting, makes walking impractical and potentially unsafe and less attractive for some, especially at night. The access plan has a number of schemes identified which seek to enhance pedestrian access through the provision of footways, build-outs, road lining and signing.
- 3.31 The Countryside Access Plans covering the Test & Itchen 2008-2013 and the New Forest & South-West Hampshire 2008-2013 identify an extensive network of rights of way in Test Valley for cyclists and walkers. The Test Way runs north to south, with the Monarch Way and Clarendon Way traversing the Borough. The New Forest & South West Hampshire Access Plan also promotes rights of way connecting Southern Test Valley to the New Forest across the A36.
- 3.32 The Countryside Access Plans have identified the lack of connectivity and maintenance of existing routes as two of the main issues affecting access within the countryside. New routes have been requested locally to avoid crossing busy roads and to improve off road links between villages. Work is being currently undertaken by HCC to update the countryside access plan taking it forward to cover the period 2015-2021.

## Cycling

- 3.33 In 2009, the Test Valley Cycle Strategy was reviewed by the Council, and was adopted as a Supplementary Planning Document. A review of the Test Valley Cycle Strategy was undertaken in October 2014 updating the

document ensuring it reflects the needs and demands of cyclists. A number of routes have been implemented, especially in conjunction with new development in the Borough, which has sought to ensure that links have been established between the new development and existing destinations. A key link was delivered in 2012; the Stockbridge link, which links the two sections of the Test Way enabling cyclists and walkers to negotiate the junction of the A30 and the A3057 with safety and ease. The link has proved popular and was the result of partnership working between the Borough and County Council and the national cycling charity, Sustrans.

- 3.34 The Cycle Strategy continues to promote cycling within the Borough as a mode of transport through the provision of a number of key routes. The proposed network is extensive, consisting of both utility and leisure routes between settlements. Cyclists have access to a number of promoted routes in the Borough through the Test Valley Tour<sup>4</sup>, the County Council and Sustrans. NCN<sup>5</sup> 246 links Kintbury in Berkshire to Southampton and covers the length Test Valley, some 35 miles. This is an important cycle route as it links the Borough with other national routes allowing a good network of access for both cyclists and walkers. Route 246 joins with NCN 24 (which links Eastleigh with Salisbury) at Mottisfont, and NCN 23 at North Baddesley (linking Southampton to Winchester) and finally with Route 236 at Redbridge which allows access the New Forest National Park.

- 3.35 Some of the routes are purpose built for cyclists, some are shared paths with pedestrians and

<sup>4</sup> Gorricks have been organising the hugely popular off road Challenges (formerly known as Test Valley Tour) leisure cycle rides since 2005. Rides offer a choice of distances and are open to riders of all ages and abilities using quiet lanes, tracks and bridleways of the stunning Hampshire countryside.

<sup>5</sup> \*(NCN) National Cycle Network, part of the Sustrans cycle network covering the country to support and promotes cycling as a sustainable, healthy mode of travel.

other routes are on-road. There are a number of strategic routes linking the key settlements, most however, aim to provide links from residential areas to key destinations, such as schools and places of employment.

3.36 The implementation of the routes has been governed by the availability of funding with sections being implemented as and when this has become available. The Cycle Strategy indicates those routes implemented and those waiting funding. The strategy also seeks to improve the safety of cycling for existing and potential cyclists and to increase the use of cycling as a leisure activity. To assist with both of these, the Council has established a Bicycle User Group (BUG). The group aims to promote cycling, share news and seek views from cyclists within the Borough. The group meets twice a year and was established in 2004.

3.37 The Strategy also has two other key objectives, to improve the safety of cycling for existing and potential cyclists and to increase the use of cycling as a leisure activity. County-wide, cycling accounts for 3%<sup>6</sup> of all work journeys this figure is very slightly lower in Test Valley at 2.9%. Cycling as a leisure pursuit is however on the increase. Cycle use rose from 49 miles per person in 2011 to 53 miles in 2012, whilst most of this appears to be down to longer cycle journeys, it does represent greater cycle usage. This increase in usage has been supported by traffic counts published in the National Travel Survey.

## Test Valley Passenger Transport Forum

3.38 In 2006, the Test Valley Transport Forum was set up, with the principle aims of:-

- Promoting an understanding of passenger transport services in the area;
- Providing a forum for discussing passenger transport areas of interest and concern;
- Disseminating information on passenger transport developments at a national, county, district and parish level;
- Identifying local unmet transport needs and, where possible, contribute to the development of solutions for these;
- Sharing good practice;
- Involving groups in passenger transport initiatives e.g. passenger transport reviews;
- Providing valuable feedback on proposed new passenger initiatives; and
- Encouraging a closer working relationship between transport providers and organisations with an interest in passenger transport services in the local area.

3.39 The forum meets an average of twice a year to discuss topical transport issues and disseminate information at a local level. Representatives from local transport providers, parish councils and user groups are invited to attend. The group has proved popular and has good representation from the community of Test Valley.

## Smarter Choices

3.40 Smarter travel choices encompass a range of measures that seek to give better information and opportunities helping people to choose to reduce their car use while enhancing the attractiveness of alternatives. Such measures include travel planning (school, workplace, residential), information provision, personalised journey planning, awareness campaigns, car clubs, car sharing and flexible working. The Department for Transport (DfT) estimates that the potential benefit from such measures is significant and that they compare favourably in terms of cost benefit to other

6 CTC Cycling commuting per District 2011

capital schemes<sup>7</sup>. They can therefore help to reduce car traffic and encourage more active travel, thereby supporting the objectives of this plan.

3.41 Both the County and Borough Council currently promote and encourage the use of healthier and more sustainable modes of travel. The aim is to promote a change in travel patterns and behaviour by securing well designed developments underpinned by robust and effective travel plans. A travel plan seeks to encourage the delivery of a package of measures aimed at widening travel choice, supporting all modes and reducing unnecessary car use by encouraging the use of other modes. There are a number of residential or commercial sites within Test Valley which have a travel plan and the majority of schools currently have an approved level 3 school travel plan.

3.42 The 'My Journey' campaign was set up by Hampshire County Council using funding acquired through the Hampshire Sustainable Transport Towns Project via Central Government investment in the Local Sustainable Transport Fund (LSTF). Funding has been made available to encourage those living and working in the six towns, one of which is Andover to consider the full range of travel choices available to them for local journeys. An important part of this is the 'My Journey' website and branding of 'My Journey' which is replicated across Hampshire ([www.myjourneyhampshire.com](http://www.myjourneyhampshire.com)). The web site offers journey planning information, project news, details of events and resources to download. It also supports the publication of a new cycle/walking maps and leaflets 'Walking and Cycling in Andover' and the setting up of Travel Plan Networks to help employers to support more sustainable commuting habits. A

networking forum meets quarterly in Andover.

3.43 Although Hampshire County Council is leading on the delivery of the project, it is working with a range of project partners and specialists, including the Borough Council, cycling charity the CTC, Sustrans, local bus and rail operators and community groups.

3.44 A further successful bid to Department for Transport saw Hampshire gain funding for 2016/2017 to support the Hampshire rural economy through supporting and making public and community transport, walking and cycling, viable and attractive for those within rural communities. A total of £2 million is available.

## Trends

3.44 There are three key trends that are likely to contribute to future challenges to transport provision, increasing long term traffic numbers; population is increasing and ageing and climate change.

- In 2013, overall motor vehicle traffic in Great Britain was 303.7 billion vehicle miles, a slight increase (0.4%) on 2012. Vehicle miles travelled by cars and taxis were broadly similar when comparing 2013 to 2012. LGV traffic reached a new peak in 2013, of 42.6 billion vehicle miles, a 3.2 per cent increase on 2012 levels. HGVs, and buses and coaches also showed increases (0.9% and 2.9%, respectively).
- Since the 1950s the long term trend in road traffic has been one of growth. However, over the last 20 years there has been a decline in the rate of traffic growth. Motor vehicle traffic grew by 50 per cent during the 1980s, by 14 per cent during the 1990s and by six per cent between 2000 and 2009. Motor vehicle traffic peaked at

<sup>7</sup> Cains et al, 2004. Smarter Choices – Changing the Way We Travel.

314.1 billion vehicle miles in 2007 after which it fell for three consecutive years; the first consecutive annual falls since traffic records began. Since 2010 traffic levels have been broadly stable, and in 2013 traffic is similar to levels seen in 2003. (DfT, Annual Road Traffic Estimates: Great Britain 2013).

- Bus and coach traffic saw an increase of 2.9 per cent between 2012 and 2013, to 2.8 billion vehicle miles. However, bus and coach traffic has decreased by 15.4 per cent decrease since 2003 and 16.5 per cent decrease since its peak in 2007 (3.4 billion vehicle miles). Motorcycle traffic has decreased 22.0 per cent between 2003 (3.5 billion vehicle miles) and 2013, travelling 2.7 billion vehicle miles.

aged 45 and over.<sup>8</sup> Changes to the age profile of the population will have implications on the patterns and purposes of people's trips and new facilities and approaches will be required to maintain and improve the accessibility of key services such as healthcare and retailing. Many people become unable or unwilling to drive or suffer other mobility impairments as they age; ensuring appropriate walking, public and community transport facilities are available will therefore become increasingly important.

- 3.47 Climate change is likely to lead to a number of changes to weather patterns with potential effects for transport planning and accessibility. New developments and transport schemes need to be designed to account for higher temperatures as well as episodes of high rainfall and flood risk.

3.45 The long term trend of growth in traffic has mainly been a result of growth in car ownership. Growth in people's incomes, especially those on lower incomes, makes car ownership more affordable. There may be a saturation point in car ownership in the future. However, there currently appears to still be some scope for further growth in ownership in some sections of the population, particularly for those households where the choice of not owning a car is as a result of constrained income. According to the National Travel Survey 2012, there are around a quarter of households without access to a car, down from 30 per cent in 1995/97, and a larger proportion of lower income households without access to a car.

3.46 The age profile of the population is likely to change broadly in line with projected trends for Hampshire. An increase of around 50% in the number people aged 65 or over is expected between 2001 and 2026. Most growth however, is forecast in the population

8 Demographics Facts & Figures for Test Valley, March 2011 HCC.



# 4 Improving Accessibility in Test Valley

## The Challenge

- 4.1 Current trends and the development planned for Test Valley could lead to substantial increases in traffic in the coming years. It is therefore important to ensure that there are sufficient mitigation measures identified to ensure that any growth in traffic is managed and controlled in a way that ensures that sustainable modes are not compromised and that all road users are able to travel safely to their chosen destination.
- 4.2 The Test Valley Access Plan needs to identify ways to improve access within the Borough and to key destinations and facilities. Table 1 identifies those barriers to good access. It is recognised that the car plays a vital role for many in providing convenient access to services and destinations, especially those in rural areas.
- 4.3 This approach supports a range of policy objectives of both Councils, especially:
- The Borough Council will, through its Community Plan aim to ensure “sustainable, efficient and integrated transport network, which is based on the real needs and choices of local people and visitors” this could be achieved by the Councils Revised Local Plan (2011 – 2029). The Revised Local Plan continues to promote alternative modes of transport through specific requirements of its proposed allocations and seeking them from planning applications, where justified, via Policy T1 ‘Managing Movements’.
  - Hampshire County Councils Local Transport Plan 2011-2031 seeks a vision of a “safe, efficient and reliable ways to get around a prospering and sustainable Hampshire”.

Table 1: Barriers to Good Access

<b>Lack of appropriate facilities</b>	A variety of facilities are required to assist and facilitate access, such as dropped kerbs for those with mobility difficulties or children's buggies, or a direct bus service from origin to destination or a surfaced path for those walking to work/school.
<b>Physical barriers</b>	These will vary from large scale barriers such as a main road, dual carriageway, railway or river; to small scale ones such as steps or uneven surfaces for those with buggies, cycles or mobility difficulties.
<b>Road Safety</b>	The perceived risks associated with walking and cycling can deter people from using these modes. High levels of traffic and high traffic speeds and a lack of safe facilities, e.g. cycle lanes and pedestrian crossings, often lead to concerns and prevent people from making a journey or encourage the use of the car.
<b>Security</b>	Fears over personal security are shaped by factors such as lighting and the overlooking of paths by buildings and the wider community, levels of crime and perceived threats. Concerns over personal security can act as a deterrent for using certain routes, travelling at night for public transport, walking and cycling. This can encourage people to use cars or deter them from undertaking particular journeys.
<b>Information and awareness</b>	The availability of information about alternative modes is key when deciding how to travel. Signage, the availability of public transport timetables, real time information and route planning offer choice and confidence when making a journey.
<b>Cost</b>	Cost is often a barrier to the use of motorised forms of transport, including the car.

# 5 Test Valley Access Plan - Issues and Measures

- 5.1 A schedule of potential highway and transport schemes has been drawn together from a number of sources including parish plans, school travel plans, the Test Valley Cycle Strategy (2009) and County schemes (see Appendix 1). Formal consultation has been undertaken with Parish Councils and Elected Members to identify any further schemes or amendments required. These have been included within Appendix 1. The list of schemes is not exhaustive and does not preclude other measures that may be required to enable development e.g. investment in public transport infrastructure such as bus stops and bus shelters. Funding for the implementation of those schemes can be sought from developer contributions and or other available funding sources. In order to seek developer contributions, the Council refers to the National Planning Policy Framework (NPPF) 2012 for guidance directing the funding currently secured through the development control process (Section 106 legal agreements) and any other sources. It will refer to the emerging Community Infrastructure Levy (CIL) Charging Schedule when it is adopted in 2016.

## 6 Next Steps, Monitoring and Review

### How this Document will be Used

- 6.1 The document will be used by Development Control and Highway Officers from both Councils to determine the allocation of funds sought from developers via the development control process. It will later, refer to the Community Infrastructure Levy (CIL) Charging Schedule. The document will also be used by developers in assessing the anticipated level of financial contribution sought by the authorities when mitigating development and what those funds will provide.

### Responsibility for the Implementation of TVAP Action Plan Measures

- 6.2 The TVAP is a jointly prepared document adopted by Borough Council. The responsibility for its implementation will be shared by both councils.

### Likely and Possible Sources of Funding for Schemes

- 6.3 The Plan is currently mainly reliant upon developer contributions obtained through the Transport Contributions Policy and later the CIL Charging Schedule. The Plan will serve as a key document in the negotiation between developers, the Highway Authority and Planning Authority.

- 6.4 There may be the opportunity to direct other sources of funding towards the access plan as the pooling of funds may enable the delivery of schemes. This may include LTP funds, capital funds from TVBC or HCC or other key stakeholders investing in the town such the Department for Transport, Public Transport operators and Sustrans.

### How implementation of this TVAP will be Monitored and Reviewed

- 6.5 The TVAP will be monitored jointly on an annual basis and reviewed every two years. The progress of the Plan and those schemes implemented will be reported to Members. Outstanding issues will be reviewed and new priorities added as necessary and taking account of:-

- Revisions to Policy context at a local level;
- New information on transport/access issues in the Borough;
- The impact of new development;
- Changes to the transport network; and
- The Test Valley District Transport Statement.

# Appendix 1

## Test Valley Access Plan (TVAP) list of Potential Highway and Transport Schemes

District Statement Reference	Parish & TVAP Reference	TVAP Issue	Location	Scheme Proposal	Status/Funding
TVBC 0143	Abbotts Ann AA01	Improve access safety of vehicles and pedestrians at St Johns Cross. Source: HCC/Parish Council	Fullerton Road and Duck Street junction with A343.	Improvements at junction to improve safety and accessibility.	Partial funding identified, additional funding being sought.
TVBC 0144	Abbotts Ann AA02	Lack of access between Bawksbury Hill and Andover Garden Centre. Currently, pedestrians walk in the road Source: Parish residents	Salisbury Road from the Garden Centre to underpass with the A303	Investigate the provision of a footway/cycleway along Salisbury Road.	Initial feasibility undertaken; difficulties in implementing footway/cycleway identified owing to presence of trees and land ownership. A gravel path maybe to considered.
TVBC 0145	Abbotts Ann AA03	Look at improving safety and access adjacent to School. Source: TVBC	Duck Street (formally Red Rice Road).	Traffic calming scheme.	Traffic Calming Scheme delivered by TVBC in 2012/13. Traffic Management Scheme to be investigated 2015/16.

District Statement Reference	Parish & TVAP Reference	TVAP Issue	Location	Scheme Proposal	Status/Funding
TVBC xxxx	Abbots Ann AA04	Consider traffic calming measures in the village. Source: Parish Council	Little Ann Road.	Look at the feasibility of traffic calming in specific locations. HGV restriction in Monxton, Abbots Ann, Grateley and Quarley area. Introduction of a TRO to restrict vehicles over weight and or width entering the area except for access to properties within the area. Provision signs on site. Other minor measures such as bollards to reduce damage caused by HGV's.	TVBC scheme in the 2015/2016 traffic management Programme. Linked to above scheme.
TVBC 0147	Ampfield AM02	Provide safe routes for pedestrians and cyclists between Ampfield and Romsey. Source: Test Valley Cycle Strategy 2009.	Ampfield to Romsey	Provision of cycle route.	Two phases completed, more to follow.
TVBC 0148	Ampfield AM03	Improve footways. Source: HCC	Baddesley Road from St James Park eastwards to Flexford Close.	Widen footways to improve safety and accessibility.	Some work has been completed.
TVBC 0149	Ampfield AM04	Safety of pedestrians adjacent to A3090. Source: Ampfield Primary School.	Along the A3090 between the school and the village hall.	Railings considered, however they would reduce the width of the footway to the minimum, other options to be explored.	No funding yet identified.

District Statement Reference	Parish & TVAP Reference	TVAP Issue	Location	Scheme Proposal	Status/Funding
TVBC 0147	Ampfield AM02	Provide safe routes for pedestrians and cyclists between Ampfield and Romsey. Source: Test Valley Cycle Strategy 2009.	Ampfield to Romsey	Provision of cycle route.	Two phases completed, more to follow.
TVBC 0148	Ampfield AM03	Improve footways. Source: HCC	Baddesley Road from St James Park eastwards to Flexford Close.	Widen footways to improve safety and accessibility.	Some work has been completed.
TVBC 0149	Ampfield AM04	Safety of pedestrians adjacent to A3090. Source: Ampfield Primary School.	Along the A3090 between the school and the village hall.	Railings considered, however they would reduce the width of the footway to the minimum, other options to be explored.	No funding yet identified.
TVBC xxxx	Ampfield AM05	Look at improving access for pedestrians/cyclists between from Ampfield to the Borough boundary Source: TVBC	Along the A3090 to the Borough boundary.	Look at implementing shared foot/cycleway.	No funding yet identified.
TVBC xxxx	Ampfield AM06	Look at traffic calming to reduce speeds and improve safety through village. Source: Parish Council	On A3090.	Feasibility of traffic calming measures along sections of A3090 to be carried out.	No funding yet identified.

District Statement Reference	Parish & TVAP Reference	TVAP Issue	Location	Scheme Proposal	Status/Funding
TVBC 0150	Amport AMP01	Provision and/or enhancement to footways. Source: HCC.	C17, in the vicinity of the school.	Provision of a new footway to improve safety and accessibility. Virtual footway proposed adjacent to the school.	Developer funding potentially available.  Some minor works funding available.
TVBC 0151	Appleshaw APP01	Provision of an off-road cycle route and cycle crossing opportunities to improve safety and accessibility. Source: TVBC BUG Group.	A342 Andover to Ludgershall	Off-road cycle route alongside the A342 to improve safety and accessibility. Phase I to, connect the off-road route from Weyhill Fair to the junction of Biddesden Lane and associated cycle crossing to Fyfield.	Prefeasibility – some developers funding available to implement the first phase of the scheme.
TVBC 0152	Appleshaw APP02	Provision of a new footway to provide access to bus services. Source: Parish Council	Specifically, additional footway either side of the A342	Installation of footway adjacent to the A342. Phase II	No funding yet identified.
	Ashley Parish	No schemes currently identified			



District Statement Reference	Parish & TVAP Reference	TVAP Issue	Location	Scheme Proposal	Status/Funding
Removed from District Statement	Awbridge AW01	Provision of footway within parish to improve safety and accessibility for pedestrians. Source: HCC.	Along Romsey Road to connect village hall and school.	Provide footway	Phase 1 constructed. The remainder to be delivered following land acquisition or alternative scheme, HCC investigating.
TVBC 0153	Awbridge AW02	Concern regarding traffic speeds, look at traffic calming within parish to reduce traffic speeds and improve safety. Source: Parish Council.	Romsey Road	No scheme proposed. Monitoring of traffic speeds with radar or other speed measuring devices taking place.	TVBC has undertaken traffic speed monitoring.
TVBC 0161	Barton Stacey BS02	Provision of safer crossing opportunities to improve safety and accessibility Source: Parish Plan.	Village centre.	Provision of safer informal crossing points within the village centre.	Scheme being designed by TVBC.
TVBC 0162	Barton Stacey BS 03	Improve safety and accessibility of pedestrians. Source: Parish Plan.	Bullington Lane between Kings Elms and Roberts Road	Provision of footway along to improve safety and accessibility.	Scheme being designed by TVBC.
TVBC 0154	Bossington BO 01	Improve highway safety Source: HCC Area Team.	C17	Provision of a passing bay along C17 to ensure adequate opportunity for vehicles to safely negotiate each other.	Several informal passing places exist. Funding to formalise this has not been identified.

District Statement Reference	Parish & TVAP Reference	TVAP Issue	Location	Scheme Proposal	Status/Funding
TVBC 0155	Braishfield BRA 01	Improve safety and accessibility of pedestrians in the village. Source: HCC.	Braishfield Road	Improved crossing points for pedestrians and traffic calming proposed.	Some developer funding available.
TVBC 0156	Braishfield BRA 02	Improve safety at the road junction Source: Parish Council.	Common Hill Road at junction with Braishfield Road by school.	Re-alignment of the road.	No funding yet identified.
TVBC xxxx	Braishfield BRA 03	Lack of pedestrian access from the town to Sir Harold Hillier Gardens and footway link to Braishfield	Braishfield Road/ Jermyns Lane	Provide footway to link to entrance to Sir Harold Hillier Gardens and to link to new development at Abbotswood with Braishfield.	To be provided as part of the development at Abbotswood. Developer's contributions.
TVBC 0157	Broughton BRO 01	Safety of pedestrians and cyclists in the village. Source: SRtS.	Upper High Street (near the Old Baptist Chapel).	Investigate opportunities along the bend for improvement for pedestrians.	No funding yet identified.
TVBC 0158	Broughton BRO 03	Lack of footway and crossing facilities outside the School, look at improving safety and accessibility. Source: HCC SRtS & Parish Council	School Lane, Broughton	Investigate opportunities to extend the footway along School Lane.	Crossing facilities delivered. Footway along School Lane in the School Travel Plan. No funding yet identified to deliver it.

District Statement Reference	Parish & TVAP Reference	TVAP Issue	Location	Scheme Proposal	Status/Funding
TVBC 0163	Bullington BUL 01	Inappropriate parking and access by HGV. Source: Parish Council	A303 onto the U54 at Bullington and C55 as an access road to A30.	Consider action to deter heavy vehicles parking on the slip from using the (east) and Barton Stacey (west).	Highways Agency to investigate concerns regarding heavy vehicles parking on the A303 deceleration lane. HCC have confirmed parking in the A30 lay-by is not considered to be a significant problem.
TVBC 0164	Bullington BUL 02	Investigate improvement and operations of Bullington Junction the back-up of traffic, particularly at peak times can be dangerous. Source: Parish Council	A34/A30 on slip road A303 West at Bullington Cross.	Any potential scheme requires the input of Highway Agency.	Advice is being sought from the Highway Agency and HCC.
TVBC xxxx	Charlton CH 01	Need to address traffic calming and pedestrian movements in Charlton Source: Parish Council	Charlton Lane and Foxcotte Lane	Feasibility scheme underway looking a traffic calming and pedestrian crossing opportunities.	Some funding identified.
TVBC xxxx	Charlton CH 02	Need for a footway from the village to the cemetery/ sports centre. Source: Parish Council	Charlton Road	Investigate the option extending the footway to the cemetery/sports centre.	No funding yet identified.

District Statement Reference	Parish & TVAP Reference	TVAP Issue	Location	Scheme Proposal	Status/Funding
TVBC 0165	Chilbolton CB 01	Concern regarding the safety due to a lack of visibility at the A3057 junction with the bridge over the River Test Source: Parish Council	Coley Lane with A3057.near The Mayfly PH	Improve visibility splays at junction by possibly realigning the approach roads.	Some funding identified.
TVBC xxxx	Chilbolton CB 02	Provide additional parking and facilities for cyclists and walkers to avoid use of bridge carrying A3057 to access Test Way/PH. Source: Parish Council	Adjacent to A3057 south of Coley Lane.	Consider additional cycle parking in Coley Lane and/ or alternative access to PH	Some funding identified.
TVBC xxxx	Chilbolton CB 03	Improve access for cyclists to the Test Way. Source: Parish Council	Length of Test Way within parish particularly Mayfly Bridge	Investigate option of improved cycling access	No funding yet identified.
TVBC xxxx	Chilbolton CB 04	Junction improvements. Source: Parish Council	Winchester Street/ Martins Lane.	Investigate junction improvements to improve access and safety.	No funding yet identified.
TVBC xxxx	Chilbolton CB 06	Provide up to 8 vehicle passing places. Source: Parish Council	Martins Lane.	No scheme yet considered.	No funding yet identified.
TVBC xxxx	Chilbolton CB 07	Introduce 20 mph limit in village. Source: Parish Council	Village wide.	20 mph scheme for village	HCC including this in rural pilot scheme.

District Statement Reference	Parish & TVAP Reference	TVAP Issue	Location	Scheme Proposal	Status/Funding
TVBC xxxx	Chilbolton CB 03	Improve access for cyclists to the Test Way. Source: Parish Council	Length of Test Way within parish particularly Mayfly Bridge	Investigate option of improved cycling access	No funding yet identified.
TVBC xxxx	Chilbolton CB 04	Junction improvements. Source: Parish Council	Winchester Street/ Martins Lane.	Investigate junction improvements to improve access and safety.	No funding yet identified.
TVBC xxxx	Chilbolton CB 06	Provide up to 8 vehicle passing places. Source: Parish Council	Martins Lane.	No scheme yet considered.	No funding yet identified.
TVBC xxxx	Chilbolton CB 07	Introduce 20 mph limit in village. Source: Parish Council	Village wide.	20 mph scheme for village	HCC including this in rural pilot scheme.
TVBC 0170	Chilworth CW 01	Progression of cycle route to link Chilworth, and North Baddesley. Source: Test Valley Cycle Strategy 2009.	Chilworth to North Baddesley.	Continuation of route. Also, look at the priority/conflict across vehicular accesses	Some limited funding identified.
TVBC 0171	Chilworth CW 02	Provision of on-road cycle routes. Source: Test Valley Cycle Strategy 2009	Birch Road across A27, Pinelands Road – Hadrian Way to Chilworth Ring.	No scheme yet considered.	No funding yet identified.
TVBC 0172	Chilworth CW 03	Provision of off-road cycle route. Source: Test Valley Cycle Strategy 2009.	Along Old Roman Road.	No scheme yet considered.	No funding yet identified.

District Statement Reference	Parish & TVAP Reference	TVAP Issue	Location	Scheme Proposal	Status/Funding
TVBC 0173	Chilworth CW 04	Provision of off-road cycle route. Source: Test Valley Cycle Strategy 2009.	Along Manor Road and Chilworth Drove then onwards to the boundary with Southampton	No scheme yet considered.	No funding yet identified.
TVBC 0174	Chilworth CW 05	Provision of on-road cycle route. Source: Test Valley Cycle Strategy 2009.	From Castle Lane to Chilworth Road along Misselbrook Lane	No scheme yet considered but provision likely to include traffic management measures.	No funding yet identified.
TVBC 0175	Chilworth CW 06	Provision of Cycleway. Source Test Valley Cycle Strategy 2009.	Along Winchester Road from Chilworth to Chandler's Ford	Off road route being considered linking with Eastleigh and Southampton boundaries.	Sustrans have prepared an initial feasibility report. Some funding towards scheme.
TVBC 0180	East Dean ED 01	Provision of a missing footpath link. Source: Parish Council	To join the CROW12 land in East Dean to Top Green.	No scheme yet considered.	No funding yet identified.
TVBC 0181	East Dean ED 02	Improve footpaths through the village. Source: Parish Council	From Newman's Cottages to the railway crossing to improve pedestrian safety.	No scheme yet considered.	No funding yet identified.
TVBC 0182	East Dean ED 03	Improve footpaths through the village. Source: Parish Council	Specifically along East Dean Road.	No scheme yet considered.	No funding yet identified.

District Statement Reference	Parish & TVAP Reference	TVAP Issue	Location	Scheme Proposal	Status/Funding
TVBC 0183	East Tytherley ET 01	Reduction of vehicle speeds in the village. Source: Parish Council.	Consider reducing speed limit to 30mph from existing 40mph through village.	No scheme yet considered.	No funding yet identified.
TVBC xxxx	East Tytherley ET 02	Improve footpaths through the village. Source: Parish Council	Coach Road and Cedars View to the children's play area	No scheme yet considered.	Submission for HCC Minor Works Programme 2016/17.
TVBC 0176	Enham Alamein EA 01	Upgrade footways to include provision for cycles, including removal of the gate/s. To improve access to the countryside. Source: TVBC	Footpath 717 (The Cinder Path) from Anton Lane to Woodhouse Lane	No scheme yet considered.	Developer contributions available.
TVBC 0178	Enham Alamein EA 03	Improved railing for pedestrian safety. Source: Parish Council	Newbury Road up to the Doctors Surgery.	No scheme yet considered, widths of footway require checking.	No funding yet identified.
TVBC 0179	Enham Alamein EA 04	Improved pedestrian access to the Countryside. Source: Parish Council	By-way 755 from Ickneild Way towards Enham village, linking with footpath 717.	The route to the farm access via Anton Lane to be resurfaced. Remainder of route to be unaffected with the exception of junction with Ickneild Way. Including measures to address ponding.	Some works undertaken, improving access to farm. Remainder upon adoption of playing fields at East Anton

District Statement Reference	Parish & TVAP Reference	TVAP Issue	Location	Scheme Proposal	Status/Funding
TVBC xxxx	Enham Alamein EA 07	Improved pedestrian access. Source: Parish Council	A343 near Knights Enham School, linking Roman Way with King Arthurs Way.	Feasibility undertaken, preferred option identified to enhance pedestrian access and reduce congestion in the vicinity of the schools accesses.	Developer funding and some HCC funding available
TVBC xxxx	Enham Alamein EA 08	Consideration of appropriate and/or necessary traffic calming measures. Source: TVBC	Along A343 as a result of development of East Anton.	No scheme yet considered.	Developer contributions available.
TVBC xxxx	Enham Alamein EA 10	Look at implementing improved community transport links facilitating the movement of people with mobility impairment. Source: TVBC	Enham Alamein to the town centre,	Creation of the Enham Way route, suitable for all.	Funding secured, works to be implemented during 2015.
TVBC 0184	Facombe FA 01	Improvements to facilitate cycle usage, including small scale infrastructure improvements e.g. widening paths and or gates to allow safe passage of cyclists. Source: Sustrans	NCN 246 through Facombe	No scheme yet considered.	No funding yet identified.
TVBC 0185	Fyfield FY 01	Improve the safety and accessibility for pedestrians and cyclists. Source: TV BUGS Group.	Weyhill Fair roundabout towards Ludgershall.	Part of proposed off-road cycle route from Andover to Ludgershall.	No funding yet identified.



District Statement Reference	Parish & TVAP Reference	TVAP Issue	Location	Scheme Proposal	Status/Funding
TVBC 0187	Goodworth Clatford GC 02	Footway provision to improve pedestrian safety and access within the village. Source: Local residents	Along eastern end of Barrow Hill to The Crescent.	No scheme yet considered.	No funding yet identified.
TVBC 0189	Grateley GR 01	Footway provision within the village. Source: HCC	Across Cholderton Road and along Station Road (C43) between Cholderton Road and pedestrian access to Railway Station.	Provision of a footway and footpath link to north platform of Railway Station to improve safety and accessibility to the railway station and bus stop.	Feasibility undertaken, works to implemented 2015/2016 subject to landowners consent.
TVBC 0190	Grateley GR 02	Junction improvements. Source: Parish Council and TVBC	Wallop Road and Old Stockbridge Road (B3084) <sup>4</sup>	Priority change.	This scheme is part of Over Wallop whole village traffic management scheme.
TVBC xxxx	Grateley GR 03	Consider revising speed limits through the village Source: Parish Council	Village wide.	HCC to consider HGV restrictions on vehicle width and weight and other minor measures such as bollards to reduce damage caused by HGV's.	Scheme in TVBC 2015/2016 Traffic Management Programme.
TVBC 0191	Grateley GR 04	Improve the safety of pedestrians Source: Parish Council.	Specifically, crossing the B3084 either side of the bridge.	Consider lining measures on the approach to the bridge and possible realigning the kerb lines and/or provision of a pedestrian refuge island.	Linked to TVBC 0189/GR 01 above.

District Statement Reference	Parish & TVAP Reference	TVAP Issue	Location	Scheme Proposal	Status/Funding
TVBC 0192	Houghton HO 01	Footway provision to link two sections of the Clarendon Way footpath. Source: HCC	North of Mayfield House, south to the road junction at South End Cottages.	No scheme yet considered.	Some funding identified.
TVBC xxxx	Houghton HO 03	Improve Filed Path in Houghton. Source: Parish Council	Field path runs between the Houghton Farm and the Church.	Consider the inclusion of Field Path as it does provide an alternative to pedestrians walking on carriageway through the village.	A site visit will be made to determine the extent and feasibility of work.
TVBC 0196	Hurstbourne Tarrant HT 03	Improvements to facilitate cycle usage, including small scale infrastructure improvements e.g. widening paths and or gates to allow safe passage of cyclists. Source: Sustrans	NCN246 through Hurstbourne Tarrant.	No scheme yet considered.	No funding yet identified.

District Statement Reference	Parish & TVAP Reference	TVAP Issue	Location	Scheme Proposal	Status/Funding
TVBC 0198	Kimpton KI 01	Improve the safety and accessibility for pedestrians and cyclists. Source: TV BUGS Group	Weyhill Fair roundabout towards Ludgershall.	No scheme yet considered.	No funding yet identified.
TVBC 0199	King Somborne KS 01	Improve accessibility for pedestrians. Source: HCC Area Team/ Parish Council	From Spencer's Farm to New Farm on Winchester Road.	Provision of a new footway to improve safety and accessibility.	No funding yet identified.
TVBC 0201	King Somborne KS 03	Improve accessibility for pedestrians. Source: TVBC	From Cemetery to Sunnyside View (former Carlton Civil Engineering office) on the A3057	Provision of a new footway to improve safety and accessibility.	Funding secured through S106 linked to development.
TVBC 0202	King Somborne KS 04	Improve accessibility for pedestrians. Source: TVBC	From the School to Eldon Road and the Village Hall	Provision of a new footway to improve safety and accessibility.	HCC progressing the scheme.
TVBBC 0203	King Somborne KS 05	Improve accessibility for pedestrians. Source: TVBC	An uncontrolled pedestrian crossing outside the School and at the end of Froghole Lane (note limited land available)	Investigate the possibility of a crossing point to improve safety and accessibility.	Acquisition of land is likely to be required. No funding yet identified.
TVBC 0204	King Somborne KS 06	Improve accessibility for cyclists. Source: TVBC	Test Way via Horsebridge Lane	Provision of cycle route.	No funding yet identified.
TVBC xxxx	King Somborne KS 07	Speed and volume of traffic a concern for the accessibility and safety for pedestrians. Source: Local residents	Furzedown Road.	Parish Council looking at introducing regular speed monitoring.	Posts to be ordered.

District Statement Reference	Parish & TVAP Reference	TVAP Issue	Location	Scheme Proposal	Status/ Funding
TVBC 0206	Leckford LE 01	Concern regarding the safety due to a lack of visibility at the A3057 junction with the bridge over the River Test Source: Parish Council	Coley Lane with A3057.near The Mayfly PH	Improve visibility splays at junction by re-aligning of approach roads.	Some funding identified.
	Linkenholt LI 01	No schemes currently identified.			
	Little Somborne LS 01	Safety issue regarding parked vehicles and junction. Local Member	Strawberry Lane.	Consider white lines to mark junction.	TVBC to consider implementing.
TVBC 0206	Lockerley LO 01	Improve accessibility for pedestrians. Source: Parish Council	Romsey Road between the school and church and then along East Dean Road towards Lockerley Green	Provide footway improve safety and accessibility.	Phase 1 - section of footway from the school to the railway bridge has been completed.
TVBC 0207	Lockerley LO 02	Improve accessibility for pedestrians. Source: SRtS	Romsey Road	Proposed crossing improvement to improve safety and accessibility.	No funding yet identified.
TVBC 0208	Lockerley LO 03	Provide parking opportunities. Source: SRtS.	On The Green.	Scheme to provide alternative and appropriate car parking	No funding yet identified.
TVBC xxxx	Lockerley LO 04	Improve accessibility for pedestrians. Source: Parish Council	Access into Jubilee Field.	Investigate improved pedestrian access.	No funding yet identified

District Statement Reference	Parish & TVAP Reference	TVAP Issue	Location	Scheme Proposal	Status/ Funding
TVBC xxxx	Lockerley LO 05	Junction improvements. Source: Parish Council	East Dean Road junction with Romsey Road.	Change the priority.	In TVBC design programme for 2015/2016
TVBC	Longstock LS 01	No schemes currently identified.			
TBVC xxxx	Longparish LP 01	Road Safety.	Southside Hill.	Creation of a vehicle passing place on Southside hill to allow vehicles to pass one another.	No funding yet identified.
TVBC xxxx	Longparish LP 03	Possible safety issues outside village hall. Source: Parish Council	Adjacent to village Hall B3048.	Improve and define highway adjacent to B3048 by appropriate use of kerbing, surfacing, planting and drainage to create safe access and a safe area which can be used for vehicles needing to stop off the road.	No funding yet identified.
TVBC 0215	Melchet Park & Plaitford  MPR 01	Consider measures to ease traffic congestion. Source: Parish Council.	Church Lane between Comptons Drive and the Ford.	Implementation of a formal passing place to allow traffic to safety pass.	Submission for HCC Minor Works Programme 2016/17

District Statement Reference	Parish & TVAP Reference	TVAP Issue	Location	Scheme Proposal	Status/ Funding
TVBC 0216	Michelmersh and Timsbury MT 01	Improve safety and accessibility of cyclists and pedestrians. Source: TVBC Cycle Strategy 2014.	Timsbury to Romsey Town.	Provision of an off-road cycle route	Partly constructed; remainder to be delivered when funding and land becomes available.
TVBC xxxx	Monxton MON 03	Look at delivering improved parking for Village Hall. Source: Parish Council	Adjacent to Village Hall.	Phase 1 –lining and timber posts. Phase 2 metalling of part of the highway verge.	Phase 1 – implemented. Phase 2 – funding secured.
TVBC xxxx	Monxton MON 04	Consider changes to speed limit and traffic calming within the village	Andover and Grateley roads.	Installation ‘Gateway’s on approach to village.	Works funded, detailed design and location to be agreed.
TVBC 0213	Mottisfont MOT 01	Improve accessibility for pedestrians. Source: HCC & Parish Council	B3084 from the railway station to Hatt Lane and continuing to the Village Hall.	Provision of a new footway to improve safety and accessibility.	Phase 1 completed, railway station to public footpath. No funding yet identified for phase 2, to village hall.

District Statement Reference	Parish & TVAP Reference	TVAP Issue	Location	Scheme Proposal	Status/Funding
TVBC 0232	Nether Wallop NW 01	Improvements to bus stop infrastructure To improve access to vehicles. Source: HCC Passenger Transport.	Along the route of the 77/87 through Nether/ Middle Wallop.	New poles, hardstandings, information and shelter for passengers required.	No funding yet identified.
TVBC 0233	Nether Wallop NW 02	Consider revising speed limits through the village. Source: Parish Council	Station Road and Salisbury Lane.	Investigate the reduction of the speed of through traffic using by providing traffic calming/ management.	Consideration of alternation of traffic calming measures being considered by HCC. Parish Council advised by HCC. Traffic calming of A343/ Station Road constructed 2015.
TVBC 0217	North Baddesley NB 01	Consider measures to ease traffic congestion. Source: TVBC	Baddesley Crossroads.	Investigate improvements to Baddesley Crossroads and possible removal of the island in Nutburn Road to reduce congestion.	The County Council is upgrading the traffic signals and the road surfacing at the junction in 2-15 to reduce traffic queue lengths and increase the capacity of the junction.  The scheme also involves improvements to the ped/cycle crossing facilities and will future proof the junction for cycle improvements in the coming years.
TVBC 0218	North Baddesley NB 02	Provision of bus infrastructure improvements for the benefits of passengers. Source: HCC Passenger Transport	North Baddesley.	Improvements to bus stop infrastructure along the route of the Bluestar 4 to improve access to vehicles, information (including Real Time) and shelter for passengers.	No funding yet identified.

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TVBC 0219	North Baddesley NB 03	Improve safety and accessibility of cyclists. Source: TVBC Cycle Strategy 2009	Firgrove Road to the Science Park.	Provision of an off-road cycle way to improve safety and accessibility. Source: TVBC Cycle Strategy 2009.	No funding yet identified.
TVBC 0220	North Baddesley NB 04	Improve safety and accessibility of cyclists. Source: TVBC Cycle Strategy 2009 Source: SRtS	Rownhams Lane.	Improve cycle lanes as they are regularly obstructed by parked vehicles. This could be provided by a shared use cycleway/footway with a combination of carriageway and or verge reduction.	No funding yet identified.
TVBC 0221	North Baddesley NB 05	Improve safety and accessibility of cyclists. Source: TVBC Cycle Strategy 2009	Sylvan Drive linking Hoe Lane to Rownhams Lane.	Provision of on-road cycle route.	No funding yet identified.
TVBC 0222	North Baddesley NB 06	Improve safety and accessibility of cyclists. Source: TVBC Cycle Strategy 2009	A3057 to Rownhams Lane and/or to reduce traffic speeds in Hoe Lane.	Provision of on-road cycle route from and possible widening of footways to create off-road routes to improve safety and accessibility.	No funding yet identified.
TVBC 0223	Nursling & Rownhams NR 01	Improve accessibility for pedestrians Source: SRtS Team.	Nursling Street.	Improvements to footway.	No funding yet identified.
TVBC 0224	Nursling & Rownhams NR 02	Provision of bus infrastructure improvements for the benefits of passengers. Source: HCC Passenger Transport	Along the route used by BlueStar4.	Provision of additional bus infrastructure (including shelters, raised kerbs and hardstandings)	Some funding secured. Initial investigation underway.



District Statement Reference	Parish & TVAP Reference	TVAP Issue	Location	Scheme Proposal	Status/Funding
TVBC 0224	Nursling & Rownhams NR 02	Provision of bus infrastructure improvements for the benefits of passengers. Source: HCC Passenger Transport	Along the route used by BlueStar4.	Provision of additional bus infrastructure (including shelters, raised kerbs and hardstandings)	Some funding secured. Initial investigation underway.
TVBC 0225	Nursling & Rownhams NR 03	Consider changes to speed limit and traffic calming within Hillyfields.	Hillyfields.	Proposed traffic calming in Hillyfields area. Source: TVBC	TVBC have undertaken initial feasibility. Need to reappraise whole area in a new study.
TVBC 0226	Nursling & Rownhams NR 04	Improve safety and accessibility of cyclists. Source: TVBC Cycle Strategy 2009	Romsey to Redbridge	Provision of cycle route.	No funding yet identified.
TVBC 0227	Nursling & Rownhams NR 05	Improve safety and accessibility of cyclists. Source: TVBC Cycle Strategy 2009	Nursling Street, Horns Drove and Routs Way to Rownhams Lane.	Provision of on-road cycle route.	No funding yet identified.
TVBC 0229	Nursling & Rownhams NR 07	Improve safety and accessibility of cyclists. Source: TVBC Cycle Strategy 2009	Balmoral Way and Bakers Drove.	Provision of on-road cycle route.	No funding yet identified.
TVBC 0230	Nursling & Rownhams NR 09	Improve accessibility for pedestrians. Source: Parish Council.	Station Road between Dairy Lane and Church Lane.	Provision of a footway.	No funding yet identified.
TVBC 0231	Nursling & Rownhams NR 10	Junction improvements to manage traffic congestion. Source: Parish Council	Bakers Drove/ Redbridge Lane junction.	Junction improvements	Some funding identified.

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TVBC 0234	Over Wallop OW 1	Consideration of appropriate and/or necessary traffic calming and management measures. Source: Parish Council	Station Road and Salisbury Lane. Also, at cross road A343 with Salisbury Rd. Installation pedestrian refuges and bell mouth narrowing	Investigate reduction of traffic speed by providing traffic calming/management.	Reclassification of B3084/C250 implemented. Remaining stage junction improvements at both ends of Salisbury Lane and traffic calming/management along Station Rd and Salisbury Lane.
TVBC 0235	Over Wallop OW 2	Consideration of appropriate works and/or traffic management measures. Source: Parish Council	Old Stockbridge Road.	Investigate change of priority to encourage use of Old Stockbridge Road for through traffic at Grateley end and improvement at A343 end.	See above.
TVBC 0236	Over Wallop OW 3	Consideration of appropriate and/or necessary traffic calming measures. Source: Parish Council	Salisbury Lane.	Possible closure of Salisbury Road to reduce 'rat running.'	See above.
TVBC 0237	Penton Grafton PG 01	Improve safety and accessibility of cyclists. Source: TV BUGS Group	Weyhill Fair roundabout to Ludgershall.	Proposed off-road cycle route. This will improve the safety and accessibility for pedestrians and cyclists.	Some funding available.

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TVBC 0237	Penton Grafton PG 01	Improve safety and accessibility of cyclists. Source: TV BUGS Group	Weyhill Fair roundabout to Ludgershall.	Proposed off-road cycle route. This will improve the safety and accessibility for pedestrians and cyclists.	Some funding available.
TVBC 0238	Penton Grafton PG 02	Consideration of appropriate and/or necessary traffic calming/management measures. Source: Parish Council	Along Foxcotte Lane.	Extension to speed limit proposed, after traffic calming trial was unsuccessful.	HCC progressing amendment to speed limit.
TVBC 0239	Penton Mewsey PM 01	Improve the safety and accessibility for pedestrians and cyclists. Source: TV BUGS Group	Weyhill Fair roundabout towards Ludgershall.	Proposed off-road cycle route.	Some developer funding identified.
TVBC 0240	Penton Mewsey PM 02	Investigate traffic calming within the village. Source: Parish Council	C33 Weyhill to Charlton Road.	Traffic calming scheme implemented and unsuccessful. Speed reduction scheme now beginning investigated by HCC.	Some funding available.
TVBC xxxx	Quarley QU 01	Consider traffic calming measures in the village. Source: Parish Council	Parish wide	HGV restriction proposed in the area to restriction, width and weight of HGV vehicles. Also, minor measures to reduce vehicle damage, e.g. bollards	In TVBC traffic management programme for 2015/16

Note: please also see the Romsey Town Access Plan (2015) for Romsey Extra schemes

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TVBC 0241	Romsey Extra RE 01	Improve safety and accessibility for pedestrians. Source: Parish Council.	Highwood Lane around the bend opposite Stroud School to link with Botley Road.	Enhance foot links westwards towards Halterworth Land and continue route southwards down the length of Highwood Lane to junction of Botley Road.	First phase complete 2013. Prefeasibility on next phase.
TVBC 0243	Romsey Extra RE 03	Improve the safety and accessibility for pedestrians and bus passengers. Source: Parish Council	Crampmoor	Improve accessibility to the bus stops by introducing a pedestrian refuge on Winchester Road. Source: Parish Council.	Developer funding available.
TVBC 0244	Romsey Extra RE 04	Improve the safety and accessibility for cyclists. Source: TVBC Cycle Strategy 2014.	Straight Mile (A3090) phase 2 Crampmoor Lane and Phase 3 from eastern end of Straight Mile towards Ampfield.	Provision of both on & off road cycle route forming part of Romsey – Ampfield cycleway.	Phases 1 & 2 complete. Prefeasibility of phase 3.
TVBC 0245	Romsey Extra RE 05	Improve the safety and accessibility for cyclists. Source: TVBC Cycle Strategy 2014.	Adjacent to Romsey Canal between Romsey & Timsbury and on-road through Belbins.	Provision of off road cycle route.	Some developer funding available.

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TVBC 0246	Romsey Extra RE 06	Improve the safety and accessibility for cyclists. Source: TVBC Cycle Strategy 2014.	Romsey to Wellow .	Provision of off road cycle route.	Some developer funding available.
TVBC 0245	Romsey Extra RE 05	Improve the safety and accessibility for cyclists. Source: TVBC Cycle Strategy 2014.	Adjacent to Romsey Canal between Romsey & Timsbury and on-road through Belbins.	Provision of off road cycle route.	Some developer funding available.
TVBC 0246	Romsey Extra RE 06	Improve the safety and accessibility for cyclists. Source: TVBC Cycle Strategy 2014.	Romsey to Wellow .	Provision of off road cycle route.	Some developer funding available.
TVBC 0247	Romsey Extra RE 07	Improve the safety and accessibility for cyclists. Source: TVBC Cycle Strategy 2014.	Romsey to Redbridge	Provision of Cycleway.	Some developer funding available.
TVBC 0248	Romsey Extra RE 08	Improve the safety and accessibility for all adjacent to the waterways of Romsey. Source: TVBC	Within Romsey and its surroundings.	Development of access routes in conjunction with Romsey's waterways and Wetlands enhancement strategy 2013. Linking with the cycle route adjacent to the Canal (see above)	No funding yet identified.

District Statement Reference	Parish & TVAP Reference	TVAP Issue	Location	Scheme Proposal	Status/Funding
TVBC xxxx	Romsey Extra RE 09	lack of pedestrian access from the town to Sir Harold Hillier Gardens and footway link to Braishfield.	Braishfield Road/ Jermyns Lane	Provide footway to link to entrance to Sir Harold Hillier Gardens and to link to new development at Abbotswood with Braishfield.	To be provided as part of the development at Abbotswood. Developer's contributions.
TVBC 0250	Sherfield English SE 01	Improve the safety and accessibility for pedestrians. Source: Parish Council.	A27 and accessibility from Melchett View to Village Hall.	Improve footway and provide pedestrian island	Due to be constructed in phases. First phase constructed.
TVBC 0251	Sherfield English SE 02	Improve the safety and accessibility for pedestrians and bus passengers. Source: Parish Council	A27	Provide improved bus infrastructure including kerbs, shelters and hardstanding. Source: HCC Passenger Transport.	Improvements to hard standing/ new poles/ shelters and information are proposed in HCC minor works programme for 2016/2017
TVBC 0249	Shipton Bellinger SB 01	Highway safety improvements. Source: Parish Council	A338 Salisbury Road/Watery Lane and A338 Salisbury Road/High Street.	Junction improvements to improve highway safety.	A scheme will commence in summer 2015 providing a new right turn lane on the A338 for traffic travelling south and wanting to turn right into Watery Lane (just south of existing tank crossing) There will also be two new short sections of footway on both sides of the A338 with a pedestrian refuge island in the centre of the carriageway to link tow footpaths.

District Statement Reference	Parish & TVAP Reference	TVAP Issue	Location	Scheme Proposal	Status/Funding
TVBC 0252	Smannell SM 01	Improve the safety and accessibility for pedestrians and cyclists within the village. Source: TVBC Councillor.	Smannell to Ridges Copse/Little London and from Little London into Smannell	Investigate a scheme to upgrade/create a through cycle route.	Some developer funding available.
TVBC 0253	SM 02	Improve the safety and accessibility for pedestrians. Source Parish Council	Footway along Smannell Road and/or improvements to public footways.	Look at appropriate improvements to facilitate access.	Some developer funding available and some initial feasibility was undertaken in 2014/2015..
TVBC 0254	SM 03	Improve the safety and accessibility for pedestrians. Source Parish Council	School/PH The Oak direct to Woodhouse	Improvements to permissive paths.	Some developer funding available.
TVBC 0255	SM 04	Improve the safety and accessibility for pedestrians. Source Parish Council	Footpaths 714, 717 and 756	Improve gates and surfacing and improved access.	Some developer funding available.
TVBC 0256	SM 05	Improve the safety and accessibility for pedestrians. Source Parish Council	Smannell Road.	Look at introducing a gateway entrance sign at the north end of the Parish.	Some developer funding available.
	SM 06	Improve the safety and accessibility for pedestrians. Source Parish Council	Entrances to local footpaths.	Improve 'kissing gate' entrances to local footpaths enabling for access for all.	Some developer funding available.
TVBC 0257	SM 07	Improve highway Safety and reduce traffic speeds. Source: Parish Council	Near School.	Investigate the provision of light coloured surfacing and speed signs on the road.	Some developer funding available.

District Statement Reference	Parish & TVAP Reference	TVAP Issue	Location	Scheme Proposal	Status/Funding
TVBC xxxx	SM 08	Improve highway Safety and reduce traffic speeds. Source: TVBC	A343	Consideration of appropriate and/or necessary traffic calming measures along as a result of development of East Anton	Some developer funding available.
TVBC 0258	Stockbridge ST 01	Improve the safety and accessibility for pedestrians and bus passengers. Source: HCC Passenger Transport	Stockbridge Town Centre.	Improvements to Stockbridge Bus Interchange as there is now a waiting time between services- 68, 77, 79 and 90 services.	Maintenance needs to be agreed with Parish Council.
TVBC 0259	Stockbridge ST 02	Improve highway safety through traffic calming and provision of additional car parking. Source: HCC	High Street	Investigate provision of traffic calming and car parking to improve safety and accessibility.	Proposal to install 30+ car parking spaces in a layby off A30 between roundabouts to commence in summer 2015. Scheme includes realignment of the carriageway into the eastern verge and construction of a lay-by adjacent to cycle route. In addition, a footway will connect the pedestrian refuge and parking area with the school. .
	Tangley			No schemes currently identified.	
	Thrupton			No schemes currently identified.	



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	Upper Clatford			No schemes currently identified.	
TVBC 0265	Valley Park VP 01	Need to improve safety for cyclists. Source: Test Valley Cycle Strategy 09	Templars Way	Provision of cycle route along Templars Way.	Footway along Templars Way has been installed between School Lane and Raglan Close. A Traffic Regulation Order is required to allow cyclists to use the route from Raglan Close to Montgomery Way. Coordination with Eastleigh Borough Council is also required.
	Vernham Dean			No schemes currently identified.	
TVBC 0269	Wellow PC WE 01	Improve the safety and accessibility for cyclists. Source: TVBC Cycle Strategy 09	Romsey and Wellow along the A3090, Ryedown Lane Whinwhistle Road & Romsey Road	Provision of a cycle route to improve safety and accessibility.	No funding yet identified.
TVBC 0270	Wellow PC WE 02	Improve the safety and accessibility for pedestrians and bus passengers. Source: HCC Passenger Transport.	Improvements to bus route X7,	To include bus stop, hardstanding; and shelter.	No funding yet identified.

District Statement Reference	Parish & TVAP Reference	TVAP Issue	Location	Scheme Proposal	Status/Funding
TVBC 0271	Wellow PC WE 03	Improve safety and accessibility and crossing opportunities for pedestrians Source: New Forest National Park Authority	A36	Provision for safe pedestrian and cyclists crossings opportunities.	No funding yet identified.
TVBC 0272	Wellow PC WE 04	Improve the safety and accessibility for pedestrians. Source: Parish Council	Romsey Road	Provision of a footway.	No funding yet identified.
	West Tytherley & Frenchmoor PC			No schemes currently identified.	
TVBC 0274	Wherwell PC WH 01	Improve the safety and accessibility for cyclists. Source: Sustrans	Make improvements to NCN 246	To facilitate cycle usage along the route, including land purchase, small scale infrastructure improvements e.g. widening paths and or gates to allow safe passage of cyclists.	No funding yet identified.

\* The Borough Statement references relate to all transport schemes within Test Valley and will not necessarily run in numerical order, particularly since those schemes that have been completed are then removed from the table.

\*\* Not all of the schemes are listed and referenced on Hampshire County Council's Borough statement on their website. Some are not included because they are being implemented by developers and others because they are yet to be given a reference or updated on the web. Where this is the case it is shown as TVBCXXXX in the table.

## **Planning Policy and Transport Service**

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