

RIDGE

TEST VALLEY LOCAL PLAN 2040
PRELIMINARY TRANSPORT
ASSESSMENT
January 2024

TEST VALLEY LOCAL PLAN 2040

January 2024

Prepared for

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Contents

Executive Summary	8
Introduction	8
Baseline Study	8
Baseline Accessibility	9
Conclusions of the Transport Modelling (Preliminary Transport Impact)	9
Recommendations	10
1 Introduction	11
1.1 Introduction	11
1.2 Local Plan Progress	11
1.3 Purpose of this Assessment	12
1.4 Report Structure	13
2 Plan and Policy Review	14
2.1 Introduction	14
2.2 National Plans and Policies	14
2.3 Regional and Local Plans and Policies	16
2.4 Planned Investment	22
2.5 Key Opportunities and Challenges for Test Valley	26
3 Baseline Study	28
3.1 Introduction	28
3.2 Test Valley Travel Overview	28
3.3 Test Valley North and South Travel Overview	33
3.4 Committed Infrastructure	51
4 Baseline Accessibility	54
4.1 Overview	54
4.2 Accessibility Maps	55
5 North Hampshire and Solent Sub-Regional Transport Models Review	56
5.1 Assessment Tools	56
5.2 Base Model Volume over Capacity Review	59
6 Preliminary Transport Impacts (based on NHTM and SRTM Model Runs)	64
6.1 Growth Options 1 and 2	64
6.2 Overview	65
6.3 Test Valley North - NHTM Outputs	66
6.4 2040 DM Volume /Capacity AM Peak hour	76
6.5 2040 DS1 Volume/Capacity AM Peak Hour	78
6.6 2040 DS2 Volume/Capacity AM Peak Hour	80
6.7 2040 DM Volume/Capacity PM Peak Hour	82
6.8 2040 DS1 Volume/Capacity PM Peak Hour	84
6.9 2040 DS2 Volume/Capacity PM Peak Hour	86

6.10	Test Valley South - SRTM Outputs.....	89
6.11	2041 DM Volume /Capacity AM.....	99
6.12	2041 DS1 Volume/Capacity AM Peak Hour	101
6.13	2041 DS2 Volume/Capacity AM Peak Hour	103
6.14	2041 DM Volume/Capacity PM Peak Hour	105
6.15	2041 DS1 Volume/Capacity PM Peak Hour	107
6.16	2041 DS2 Volume/Capacity PM	109
6.17	SRTM Modelling Summary	111
7	Summary and Conclusions	112
7.1	Summary	112
7.2	Conclusions	115

Figures

Figure 2-1	– Proposed southern Test Valley Network Overview	23
Figure 2-2	– Short Term (1-3 years): Public Realm Improvements.....	25
Figure 2-3	- Medium Term (3-5 years): New Mobility Hub and Mixed Use Development.....	25
Figure 2-4	– Long Term: Aldi Relocation	26
Figure 3-1	– Number of Trips by Trip Purpose and Year	29
Figure 3-2	– Average Number All-Purpose Trips per Person per Year by Start Time	30
Figure 3-3	– Proportion of All-Purpose Trips (%) by Start Time.....	30
Figure 3-4	– Average Number of Trips per Person per Year by Purpose	31
Figure 3-5	– Commuting in Test Valley.....	32
Figure 3-6	– Commuting from Test Valley North.....	34
Figure 3-7	– Commuting from Test Valley South	34
Figure 3-8	– Commuting from Test Valley North and South	35
Figure 3-9	– Test Valley North and South Peak Hour Travel Demand and Patterns (Combined AM and PM Peak Periods)	37
Figure 3-10	– Test Valley North Peak Hour Trip Distribution	38
Figure 3-11	– Andover’s Walking & Cycling Network Plan.....	39
Figure 3-12	– Test Valley South Walking & Cycling Network Plan	40
Figure 3-13	– Romsey Walking & Cycling Network Plan.....	41
Figure 3-14	– Andover Bus Map.....	42
Figure 3-15	- Romsey Bus Map.....	43
Figure 3-16	– NHTM 2019 AM Actual Flow	44
Figure 3-17	– NHTM 2019 PM Actual Flow.....	45
Figure 3-18	– SRTM 2019 AM Actual Flow	47
Figure 3-19	– SRTM 2019 PM Actual Flow	48
Figure 3-20	– Northern Area Accident Locations	50
Figure 3-21	– Southern Area Accident Locations	50
Figure 3-22	– Committed Residential and Commercial Development	52
Figure 5-1	Extent of Each Model.....	56
Figure 5-2	: NHTM model coverage	58
Figure 5-3	: SRTM model coverage.....	59
Figure 5-4	: NHTM 2019 Base V/C >85% AM Peak.....	60
Figure 5-5	: NHTM 2019 Base V/C >85% PM Peak.....	61
Figure 5-6	: SRTM 2019 Base V/C >85% AM Peak	62
Figure 5-7	: SRTM 2019 Base V/C >85% PM Peak	62
Figure 6-1	– NHTM AM Actual Flow Difference DS1-DM.....	69
Figure 6-2	– NHTM AM Actual Flow Difference DS2-DM.....	71
Figure 6-3	– NHTM PM Actual Flow Difference DS1-DM.....	73

Figure 6-4 – NHTM PM Actual Flow Difference DS2-DM	75
Figure 6-5 – NHTM AM V/C DM	77
Figure 6-6 – NHTM AM V/C DS1	79
Figure 6-7 – NHTM AM V/C DS2	81
Figure 6-8 – NHTM PM V/C DM	83
Figure 6-9 – NHTM PM V/C DS1	85
Figure 6-10 – NHTM PM V/C DS2	87
Figure 6-11 – SRTM AM Actual Flow Difference DS1-DM	92
Figure 6-12 – SRTM AM Actual Flow Difference DS2-DM	94
Figure 6-13 – SRTM PM Actual Flow Difference DS1-DM	96
Figure 6-14 – SRTM PM Actual Flow Difference DS2-DM	98
Figure 6-15 – NHTM AM V/C DM	100
Figure 6-16 – NHTM AM V/C DS1	102
Figure 6-17 – NHTM AM V/C DS2	104
Figure 6-18 – NHTM AM V/C DM	106
Figure 6-19 – NHTM AM V/C DM	108
Figure 6-20 – NHTM AM V/C DM	110
Figure A-1 – Draft LTP4 at a glance	122

Tables

Table 1-1 – Stages of TVBC LP Preparation	11
Table 2-1 – Key National Plans and Policy and Principles	14
Table 2-2 – Regional Plans and Policies	16
Table 2-3 - Local Plans and Policies	19
Table 3-1 – Test Valley Population Distribution (Census 2021)	28
Table 3-2 - Distance Travelled to Work	33
Table 3-3 - Distribution of commuting trips generated by Test Valley North, by mode (Census 2011 TTW)	36
Table 3-4 – Distribution of commuting trips generated by Test Valley South, by mode (Census 2011 TTW)	36
Table 3-5: Total Accidents within Test Valley Borough	49
Table 6-1 – Growth Options 1 and 2 Residential Sites	64
Table 6-2 – Growth Options 1 and 2 Employment Sites	64
Table 6-3– Local Plan Growth Options 1 & 2 Residential Development in the North and South HMAs	65
Table 6-4 – Local Plan Growth Options 1 & 2 Total Employment (m ²) in the North and South HMAs	65
Table 6-5 – Network Statistics – 2040 AM Peak	67
Table 6-6 - Network Statistics – 2040 PM Peak	67
Table A-1 – Hampshire Walking Strategy Objectives and Strategy Themes	125
Table A-2 – Hampshire Cycling Strategy Objectives and Strategy Themes	125

Appendices

Appendix A	Full Plan and Policy Review
Appendix B	Site Assessment Plots



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EXECUTIVE SUMMARY

Introduction

This Transport Assessment has been prepared to inform the spatial options of Test Valley Borough Council's emerging Local Plan. The Local Plan 2040 will guide future development within the Test Valley area and will set out the scale and location of new development across the Borough in the period up to 2040.

The assessment considers the baseline position of the existing transport network in Test Valley and the transport implications of the Local Plan growth options. The growth options provide two combinations of potential sites to aid comparison of impact. The two Growth Options considered in the assessment are:

- **Growth Option 1** – 5,516 residential units and 162,165m² of employment space
- **Growth Option 2**– 5,546 residential units and 142,338m² of employment space

The assessment has been undertaken using transport models covering Test Valley, to understand the high-level transport impacts of the alternative Growth Options and provide a comparison between these.

Baseline Study

A high-level study of Test Valley baseline transport conditions has been undertaken for the two housing market areas within Test Valley (North and South). This shows:

- **Population:** The majority of residents in Test Valley North live in Andover. Within the south, a third of residents live in Romsey, and a large percentage of the population live in rural areas.
- **Peak hour travel:** During the morning and evening peak periods, there are in the region of 30,000 trips into Test Valley, and in the region of 31,000 trips out of Test Valley, including vehicle trips and person trips within the public transport network. Additionally, c. 15,000 internal trips are made within the AM and PM peak periods within Test Valley.
- **Walking and cycling:** Andover's walking and cycling network comprises a mix of footpaths, on-road and off-road cycle lanes. The main active travel routes within Test Valley South run between Salisbury, Romsey and Eastleigh, and between Romsey, Stockbridge and Andover.
- **Public transport:** The town of Andover is currently served by a network of bus routes. Andover railway station is served by South Western Railway hourly connections to Basingstoke and London, to the east, and Salisbury and Exeter, to the west. Romsey train station is on the Wessex Main Line and provides services to Southampton, Portsmouth, Salisbury, Brighton and Cardiff. There are a number of bus services which provide public transport within the borough, and service to nearby towns and cities.
- **Highway network:** Test Valley North: Andover's Ring Road provides a northern bypass for traffic not using the town centre. The A303 provides strategic connections to the West Country. Test Valley South: The M27 routes through the south of the Borough, and both the M3 and M271 have short sections within the Borough. Between Test Valley South and North: the A3057 runs north from Romsey to Andover.

- Accident review: in the past five years there have been 24 fatal, 294 serious and 811 slight accidents in Test Valley.
- Committed infrastructure:
 - Housing and commercial development: 518 sites within Test Valley have got permission to build a total of 6,192 dwellings (as of March 2022).
 - Public transport schemes: HCC is leading the Andover railway station forecourt redevelopment proposals. Romsey bus station improvements are also proposed as part of the Romsey South of Town Centre masterplan.
 - Highway schemes: M3 Junction 14 Smart Motorway Scheme, M27 Junction 3 and M271 Junction 1/ Brownhill Way

Baseline Accessibility

An initial review of the baseline accessibility of potential Local Plan sites to local facilities and services (employment, education, health, shopping, leisure, green spaces, public transport and active travel infrastructure) has been undertaken within a 10 and 20-minute cycle, 20-minute walk and 20-minute public transport of each site (>350 dwellings).

The initial review concluded that, overall, the sites in close proximity to existing urban areas have good accessibility to key destinations and public transport services. The sites to the north of the borough situated around Andover have greater access to existing facilities and public transport. Whilst in the southern part of the borough, the sites with closer proximity of the urban centres of Romsey, Eastleigh and the neighbourhoods of Southampton, have good accessibility.

Note: The accessibility of the sites could be improved through the provision of new facilities/land uses, active travel routes and public transport services. A full accessibility assessment will be presented as part of the Regulations 19 work, further work is required to develop this.

Conclusions of the Transport Modelling (Preliminary Transport Impact)

There are two models that cover Test Valley Borough:

- North Hampshire Transport Model (NHTM) and Solent Sub Regional Transport Model (SRTM). The NHTM has a base year of 2019 and is focussed around the areas of Andover, Basingstoke and Fleet.
- The SRTM also has a base year of 2019 and covers the districts of Southampton, Eastleigh, Fareham, Havant, Portsmouth, Gosport and the Isle of Wight, with parts of the districts of Winchester, New Forest and the Test Valley also being included.

These models have been used to identify where there are likely to be issues in the transport network as a result of the Growth Options 1 and 2; and where mitigation may be required. The scenarios tested are:

- Future Baseline Year (2040 for the NHTM and 2041 for the SRTM) without Local Plan.
- Growth Option 1: Future Year (2040 for the NHTM and 2041 for the SRTM) with Local Plan Growth Option 1

- Growth Option 2: Future Year (2040 for the NHTM and 2041 for the SRTM) with Local Plan Growth Option 2.

The results of the modelling show:

- The NHTM modelling shows that the performance of the junctions within the northern parts of Test Valley do not significantly deteriorate (i.e. over 85% volume over capacity) between the future baseline without Local Plan and with Local Plan Growth Option 1 or 2, except at junctions around Andover, key locations along the A303, and along the A338 near the junction with the A303
- The results of the SRTM modelling for the southern part of the borough indicate that parts of the highway network are expected to be congested in the future baseline without Local Plan. There is not any significant impact of the performance of the junctions with the Local Plan Growth Option 1 or 2.

Recommendations

A high-level baseline study has been carried out and summarised within this report, but it is recommended that a full baseline study is carried out as part of the Local Plan transport evidence.

A review of accessibility of the potential Local Plan sites (i.e. those above 350 dwellings) has been undertaken and data provided in **Appendix B**.

It is recommended that the following detailed assessment should be considered for the individual and combined sites within the preferred Growth Option:

- Full accessibility study for the individual and combined sites, considering both existing and potential accessibility (in line with the sustainable transport strategy). This would help identify the necessary land uses/facilities and transport infrastructure and services to improve accessibility
- Development of a sustainable transport strategy for the site and combined sites, in line with TVBC and HCC's adopted and emerging policy.
- Travel demand assessment of the detailed development proposals, considering a range of transport scenarios, including a 'Decide & Provide' approach that takes into account emerging travel trends and the proposed transport strategy for the site.
- Further work to identify detailed mitigation measures required for the preferred option, and development of a Monitoring and Evaluation Plan (MEP) including triggers for investment in transport infrastructure and services.

1 INTRODUCTION

1.1 Introduction

- 1.1.1 This Transport Assessment (TA) has been prepared by Ridge & Partners LLP on behalf of Test Valley Borough Council (TVBC) to inform the spatial options and detailed policies in the preparation of TVBC's emerging Local Plan 2040 (LP 2040).
- 1.1.2 The LP 2040 will guide future development within the Test Valley area and will set out the scale and location of new development across the Borough in the period up to 2040. It will be used by the Council in assessing planning applications.
- 1.1.3 Upon adoption it will replace the current Test Valley Revised Local Plan 2011-2029.

1.2 Local Plan Progress

- 1.2.1 Two public consultations on key issues, challenges and potential priorities for Test Valley were undertaken in 2018 and 2020. These helped to identify the draft vision and strategic planning priorities for TVBC, including a set of strategic policies which explain in further detail how priorities will be delivered. This was set out in the Regulation 18 Stage 1 public consultation.

Table 1-1 – Stages of TVBC LP Preparation

Stages	Timescales
Issue and Options	2018
Refined issues and Options	2020
Regulation 18, Stage 1	Feb 2022
Regulation 18, Stage 2	Q1 2024
Regulation 19	Q1 2025
Submission	Q2 2025

1.3 Purpose of this Assessment

1.3.1 This high-level assessment of the relative transport effects of different spatial options or growth options (as outlined in the report) has informed the assessment of Local Plan sites. It will be refined and evolved as the site allocations are considered in preparing the Local Plan, following Regulations 18 Stage 2.

1.3.2 The objectives of this work are as follows:

- to provide a summary the baseline position of the existing transport network in Test Valley, including:
 - a review of current travel demand
 - distribution and emerging travel trends
 - a review of the walking and cycling public transport and highway networks
 - a high-level review of accident data
 - committed infrastructure, including residential and commercial development, active travel, public transport and highway schemes.
- to use the local transport models to test the Local Plan spatial growth options and help identify high-level transport impacts and where mitigation may be required. In doing this, it is key:
 - to understand any differences between the models in terms of required inputs or how data is gathered and reconcile these to ensure comparative outputs between each model.
 - to interpret and present the model results so comparison can be made for the whole of Test Valley.

Growth Options

1.3.3 The following Growth Options are considered in this Transport Assessment:

- **Growth Option 1** – 5,516 residential units and 162,165m² of employment space
- **Growth Option 2**– 5,546 residential units and 142,338m² of employment space

1.3.4 Further details about the above growth options is provided in **Section 4.2** of this report.

North Hampshire and Solent Sub-Regional Transport Models

1.3.5 Transport models are essential tools in the preparation of transport evidence to inform the Local Plan spatial growth options, as they help to identify:

- Where there are likely to be issues in the transport network
- Where mitigation may be required. Note: this is refined as part of later stage of work e.g. planning application.

1.3.6 There are two transport models covering Test Valley:

- North Hampshire Transport Model (NHTM) and Solent Sub Regional Transport Model (SRTM). The NHTM has a base year of 2019 and is focussed around the areas of Andover, Basingstoke and Fleet.
- The SRTM also has a base year of 2019 and covers the districts of Southampton, Eastley, Fareham, Havant, Portsmouth, Gosport and the Isle of Wight, with parts of the districts of Winchester, New Forest and the Test Valley also being included.

1.4 Report Structure

1.4.1 The remaining of this document is structured as follows:

- **Section 2:** Plans and Policy Review – a review of relevant planning policy and plans at national, regional and local levels.
- **Section 3:** Baseline Study – a review of the baseline transport conditions in Test Valley, split into the two housing market areas of Test Valley, and residential and commercial development and associated infrastructure planned in Test Valley.
- **Section 4:** Baseline Accessibility – an initial review of the current accessibility of Local Plan development sites.
- **Section 5:** North Hampshire and Solent Sub-Regional Transport Models Review – a review of the available transport models available in Test Valley and the base model outputs.
- **Section 6:** Preliminary Transport Impact – a preliminary assessment of the likely transport impacts of the two alternative growth options, based on the results of the North Hampshire Transport Model and Solent Sub-Regional Transport Model.
- **Section 7:** Summary and Conclusions – a summary of the key points raised throughout the report and conclusions drawn from the transport assessment work.

2 PLAN AND POLICY REVIEW

2.1 Introduction

2.1.1 This section provides a review of the adopted and emergency policy at national, regional and local level, relevant in the context of Test Valley Local Plan 2040 and this Transport Assessment.

2.2 National Plans and Policies

2.2.1 The table below summarises the key principles of relevant national plans and policies relating to transport. A full review of national plans and policies is provided in **Appendix A**.

Table 2-1 – Key National Plans and Policy and Principles

Policy, Plan, Strategy Document	Relevant section	Principles
National Planning Policy Framework (Updated December 2023) Sets out national policy for delivering sustainable growth and development.	Paras. 20 – 22	Sufficient provision for <ul style="list-style-type: none"> • residential and other land uses • infrastructure • community facilities • conservation of the natural, built and historic environment
	Para. 21	Identification of strategic policies
	Para. 22	Long-term requirements of strategic policies
	Para. 104	Consideration of transport issues at early stage of plan-making
	Para. 115	Highways grounds for prevention or refusal of development: <ul style="list-style-type: none"> • Unacceptable impact on highway safety • Residual cumulative impacts on the road network severe
Transport Investment Strategy (2017) Sets out the Department for Transport's priorities and approach for future transport investment decisions	Objectives	<ul style="list-style-type: none"> • reliable, less congested and better connected transport network • stronger, more balanced economy • enhanced global competitiveness • supportive of new housing

Policy, Plan, Strategy Document	Relevant section	Principles
<p>Cycling & Walking Investment Strategy (2017) Sets out the Government’s ambition for cycling and walking in England</p>	Ambition	Cycling and walking as the natural choice for shorter journeys or as part of longer journeys
	Objectives	<ul style="list-style-type: none"> • Better safety • Better mobility • Better streets
	2020 Targets	<ul style="list-style-type: none"> • Increase cycling activity • Increase walking activity • Reduce the rate of cycle fatalities and serious
	2025 Targets	<ul style="list-style-type: none"> • Aim to double cycling • Aim to increase walking activity to 300 stages per person per year • Increase % of children that walk to school from 49% to 55%
<p>Future of Mobility: Urban Strategy (2019) Sets out the Government’s approach to seize opportunities from the changes happening in urban transport</p>	Urban mobility for freight, passengers and services	<ul style="list-style-type: none"> • Safety and security by design • Innovation across the UK • Walking, cycling and active travel remain best options • Importance of mass transit • Transition to zero emissions • Reduction of congestion • Open marketplace • Integration of public, private and different modes • Data sharing
<p>Decarbonising Transport: a better, greener Britain (2021) Sets out how to deliver carbon emission reductions from all modes of transport to achieve net zero by 2050</p>	Commitments	Decarbonisation through: <ul style="list-style-type: none"> • Increase in walking and cycling • Zero emissions buses and coaches • Decarbonisation of railways • Zero emission fleet of surface vehicles • Accelerating maritime decarbonisation • Accelerating aviation decarbonisation
	Key enablers	<ul style="list-style-type: none"> • Zero emissions freight and logistics sector • Decarbonisation through places • Low carbon fuels • Hydrogen’s role • More choice, better efficiency • Support of research and development
	Strategic priorities	<ul style="list-style-type: none"> • Modal shift to public and active transport • Decarbonising road transport • Decarbonising deliveries

2.3 Regional and Local Plans and Policies

2.3.1 The tables below summarise the key principles of relevant regional and local plans and policies. A full review of national plans and policies is provided in **Appendix A**. Furthermore, a review of documents relating to planned investment in Test Valley is provided in **Section 2.5**.

Table 2-2 – Regional Plans and Policies

Policy, Plan, Strategy Document	Relevant section	Principles
Draft Local Transport Plan 4 (2022) Proposed vision, guiding principles, policies and route that the County Council believes are required to deliver a set of core outcomes within the next 30 years	Objectives	<ul style="list-style-type: none"> • Supportive of vibrant economy • Safe and healthy to use • Non-polluting • Removes severance and disparities in streets and communities. • Allows healthier and empowered lives
	Contents of the plan	<ul style="list-style-type: none"> • 2050 vision • Transport-related outcomes: <ul style="list-style-type: none"> ○ Climate change ○ Environment ○ Economy ○ Society • Guiding principles • Core and theme-related policies
	Vision	A carbon neutral, resilient and inclusive transport system designed around people, which: supports health, wellbeing and quality of life for all; supports a connected economy and creates successful and prosperous places; and respects and seeks to enhance Hampshire’s unique environment
Hampshire County Council Climate Change Strategy (2020 – 2025) Sets out the Council’s approach to delivering a strategic focus to tackling climate change	Targets	<ul style="list-style-type: none"> • 2050 – Carbon Neutrality • 2°C – resilience to the impacts of temperature rise
	Key principles	<ul style="list-style-type: none"> • Avoid carbon-intensive activities (and rethink business strategy) • Do whatever you do more efficiently • Replace high-carbon energy sources with low-carbon energy ones • Offset those emissions that cannot be eliminated by the above

Policy, Plan, Strategy Document	Relevant section	Principles
<p>Hampshire County Council Strategic Plan 2021 – 2025 Sets out key aims to enable the HCC to support the most vulnerable residents in Hampshire, whilst building healthy, resilient and prosperous communities</p>	<p>Transport priorities</p>	<ul style="list-style-type: none"> • Planning and delivering low carbon and economically critical infrastructure, and promoting a sustainable and more resilient transport network
<p>Transport for South-East Strategic Infrastructure Plan (2022) Built around people and the place where they live, work and do business.</p>	<p>Vision</p> <p>Elements</p>	<p>By 2050, the South East of England will be a leading global region for net-zero carbon, sustainable economic growth where integrated transport, digital and energy networks have delivered a step change in connectivity and environmental quality. A high-quality, reliable, safe and accessible transport network will offer seamless door-to-door journeys enabling our businesses to compete and trade more effectively in the global marketplace and giving our residents and visitors the highest quality of life</p> <ul style="list-style-type: none"> • Three goals: economy, society and the environment • Priorities: environmental, social and economic • Five principles: <ul style="list-style-type: none"> ○ Supporting sustainable economic growth ○ Protecting the environment ○ Creating great places to live ○ Putting people first ○ Planning for short, medium and long terms
<p>Final Draft Strategic Investment Plan for the South East (2022) Aligned with wider policy and government priorities at different levels and across different transport modes</p>	<p>Interventions</p>	<ul style="list-style-type: none"> • Decarbonisation and environment • Adapting to a new normal • Levelling up left behind communities • Regeneration and growth • World class urban transport systems • Transforming east-west connectivity • Resilient radial corridors • Global gateways and freight

Policy, Plan, Strategy Document	Relevant section	Principles
	Intervention Categories	<ul style="list-style-type: none"> • Global policy interventions • Solent and Sussex Coast • London to Sussex Coast • Wessex Thames • Kent, Medway and East Sussex
<p>Hampshire county Council Walking Strategy (2016)</p> <p>In response to increasing interest in walking at both a national level and specifically within the county</p>	Aims	To provide: <ul style="list-style-type: none"> • Clarity on overall aspiration to support walking • Framework to support local walking strategies • A means to provide HCC’s funding • Support to HCC in realising additional funding opportunities
	Vision	By 2025, walking will be the travel mode of choice for short trips and the most popular and accessible means of recreation.
	Objectives	<ul style="list-style-type: none"> • Make waking the most popular mode for short trips • Improve the quality and usability of walking routes • Promote walking as a healthy means of trave • Improve perceptions of safety and security
<p>Hampshire County Council Cycling Strategy (2015)</p> <p>To deliver the aspiration to increase cycling. It accompanies LTP4</p>	Aims	To provide: <ul style="list-style-type: none"> • Clarity on overall aspiration to support cycling • Framework to support local cycling strategies • A means to provide HCC’s funding • Support to HCC in realising additional funding opportunities
	Vision	In 2025, cycling will be a convenient, safe, healthy, affordable and popular means of transportation and recreation within Hampshire

Policy, Plan, Strategy Document	Relevant section	Principles
	Objectives	<ul style="list-style-type: none"> • Make waking a daily travel choice • Reduce cyclist casualties and safety concerns • Encourage regular cycling for health • Enable more people to enjoy Hampshire by cycling • Ensure appropriate balance between needs of all

Table 2-3 - Local Plans and Policies

Policy, Plan, Strategy Document	Relevant section	Principles
Test Valley Draft Local Plan 2040 Regulations 18 Stage 1 Consultation (2022)	Vision	<p>By 2040, Test Valley Borough’s communities will be prosperous and resilient by delivering:</p> <ul style="list-style-type: none"> • Access to good quality homes • Thriving economy • Safeguarding natural, built and cultural resources
	Themes	<ul style="list-style-type: none"> • Climate Change • Our communities • Town Centres • Built, historic and natural environment • Ecology and biodiversity • Health, wellbeing, culture, leisure and recreation • Design • Housing • Economy, employment and skills • Transport and movement
	Transport and movement theme	<p>Encourage active and sustainable modes of transport, that are accessible, safe and attractive to use, whilst also seeking to reduce the impact of travel in particular by private car. Ensure new development facilitates improvements to accessibility, safety and connectivity in our transport infrastructure</p>
Test Valley Climate Emergency Action Plan (2020.) Sets out the actions to tackle climate change and achieve carbon neutrality as soon as possible	Themes	<ul style="list-style-type: none"> • Corporate action • Property & Energy • Smarter working and use of technology • Housing, development and infrastructure • Transport, travel and plant • Supporting communities and businesses • Natural environment •

Policy, Plan, Strategy Document	Relevant section	Principles
	Transport, travel and plant theme	<ul style="list-style-type: none"> • Introduction of electric or alternative fuel refuse vehicles • Preparation of walking and cycling strategy • Support the delivery of Electric Vehicle infrastructure • Consider viability of electrically operated bin lifts for refuse collection • Investigate the infrastructure required for an electric fleet • Transition to electrically operated hand plant • Ensure the end of life vehicles and plant are disposed in an environmentally-friendly way
<p>Test Valley Corporate Plan 2023 – 2027</p> <p>Outlines strategic priorities that will provide the focus for TVBC’s activities over the 2023 -2027 period</p>	Strategic priorities	<ul style="list-style-type: none"> • Sustainability • Connection • Prosperity • Inclusion • Environment
	Environmental priorities	<ul style="list-style-type: none"> • Taking positive action to become a carbon neutral organisation through the delivery of the Climate Emergency Action Plan • Work with communities and business to help Test Valley become a greener borough • Open up opportunities for communities to play their part • Take opportunities to further invest in the natural environment
<p>Test Valley Access Plan SPD (2015)</p> <p>Details out a strategy that will positively contribute to improving access to facilities</p>	Barriers to good access	<ul style="list-style-type: none"> • Lack of appropriate facilities • Physical barriers • Road safety • Security • Information and awareness • Cost

Policy, Plan, Strategy Document	Relevant section	Principles
<p>and services within Test Valley</p>	<p>Proposals</p>	<p>Range of proposals addressing the key challenges identified, relating to:</p> <ul style="list-style-type: none"> • Road safety improvement (inc. traffic calming, 20mph schemes) • Active travel: <ul style="list-style-type: none"> ○ Improved and new footways ○ Improved and new cycleways ○ Improved and new shared foot/cycleways ○ New crossing points ○ Improved permissive paths • Additional bus infrastructure • Monitoring • Traffic management (inc. HGV restrictions) • Design improvements (realignment of road,
<p>Romsey Town Access Plan SPD (2015)</p>	<p>Objectives</p>	<ul style="list-style-type: none"> • Agree transport schemes (funding purposes) • Encourage sustainable modes of transport • Improve accessibility to public transport • Improve personal safety • Reduce severance • Encourage development of town-wide active travel network • Make local transport network resilient • Encourage healthier and more active lifestyles • Respond to the needs of those with impaired mobility • Enhances the character and setting of Romsey • Support enhancements to Romsey urban realm
<p>Sets out a shared vision for how access to facilities and services within Romsey will be improved.</p>	<p>Schemes</p>	<ul style="list-style-type: none"> • Reduction of impact of additional traffic • Parking control and management • Improvement of walking and cycling • Public and Community Transport Schemes • Smarter choices initiatives

Policy, Plan, Strategy Document	Relevant section	Principles
<p>Andover Town Access Plan SPD (2015) Sets out a shared vision for how access to facilities and services within Andover will be improved</p>	Objectives	<ul style="list-style-type: none"> • Agree transport schemes (funding purposes) • Develop measure to accommodate planned development • Encourage sustainable modes of transport • Improve accessibility to public transport • Improve personal safety • Reduce severance • Encourage development of town-wide active travel network • Make local transport network resilient • Encourage healthier and more active lifestyles • Respond to the needs of those with impaired mobility

2.4 Planned Investment

Hampshire Bus Service Improvement Plan (October 2021)

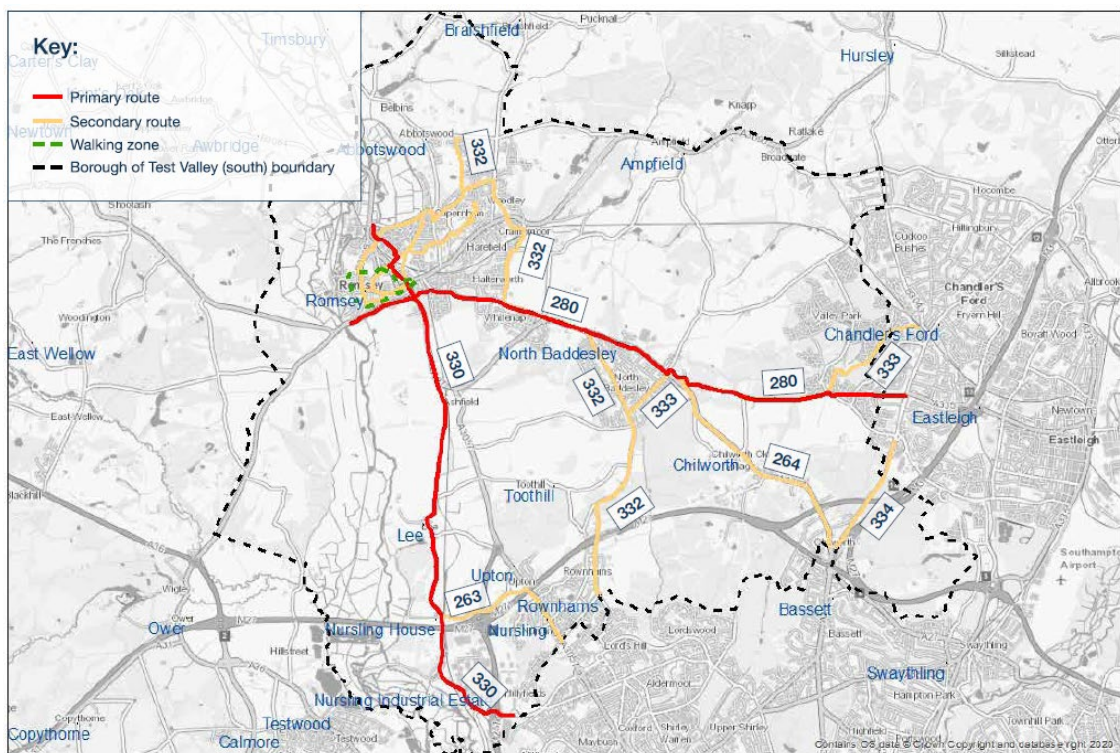
- 2.4.1 The Hampshire BSIP sets out the high-level vision for Hampshire’s bus network, including journey times and reliability targets. It is aligned with the emerging Hampshire Local Transport Plan 4 and covers the period up to 2030. The documents commits to annual review.
- 2.4.2 Section 3 of the document sets headline targets for the county and different areas identified, as well as timescales for monitoring. Section 4 of the documents sets out how HCC and local bus operators will work together to deliver the improved and enhanced bus network in Hampshire, in order to realise the planned growth in bus use. The ten commitments of the plan are:
- 1) Deliver intensive services and investment on key corridors, with routes that are easier to understand
 - 2) There must be significant increases in bus priority
 - 3) Fares must be better value and simpler
 - 4) There must be seamless, integrated local ticketing between operators and this should be across all types of transport
 - 5) Service patterns must be integrated with other modes
 - 6) The local bus network is presented as a single system that works together, with clear passenger information
 - 7) Modern buses and decarbonisation
 - 8) Give bus passengers more of a voice and a say

- 9) More ‘socially necessary’ and demand-responsive services
 - 10) Longer term transformation of networks through Bus Rapid Transit and other measures
- 2.4.3 A number of potential bus infrastructure options are listed in Appendix 1 of the BSIP. It is understood that these measures are currently undergoing a feasibility assessment by HCC to sift and prioritise schemes.

Test Valley (South) Local Cycling and Walking Infrastructure Plan (LCWIP, 2022)

- 2.4.4 In June 2019, Hampshire County Council declared a Climate Emergency. The LCWIP for southern Test Valley was developed to support mitigation and adaptation to climate change, including targets for carbon neutrality.
- 2.4.5 A plan showing the proposed cycle network and walking zone for the southern Test Valley area has been extracted from the document and is presented in Figure 2-2.

Figure 2-1 – Proposed southern Test Valley Network Overview



2.4.6 The top three priority routes from the consultation carried out in October 2021 are route 280, 330 and 264 shown above. The Core Walking Zones and Cycle Route priorities are identified in the plan.

2.4.7 With regard to a LCWIP for the north of Test Valley, the document states:

“As the primary focus of this southern Test Valley LCWIP is the travel to work area around Southampton, the continuation of routes north of Romsey into the remainder of the borough of Test Valley will be considered by the LCWIP developed for northern Test Valley.”

2.4.8 HCC plans to work closely with the local borough in helping to deliver the outcomes of the LCWIP.

Test Valley (North) Local Cycling and Walking Infrastructure Plan (LCWIP, TBC)

2.4.9 Stakeholder engagement on this LCWIP was undertaken earlier this year and draft document likely to be consulted on in early 2024.

Andover Masterplan (September 2020)

2.4.10 The Andover Town Centre Masterplan is the document that sets out a range of transformative projects for Andover town centre, including opening up the River Anton. It is based around its goal to “[...] embrace the changing nature of town centres. Creating a place for people to visit, work, live and spend time with their family, friends and colleagues, as well as indulge in some good old-fashioned retail therapy.

2.4.11 The document includes:

- A baseline assessment of Andover’s operation as a town centre in the historic, social economic and built context, as well as its movements patterns
- A spatial framework setting out the overarching strategy that underpins the town centre proposals, including movement strategy, approach to the Ring Road and parking, and a public realm strategy
- Area Masterplans, presenting the illustrative masterplans for the four priority areas highlighted in the Spatial Framework, which are:
 - The Chantry Centre;
 - The Wellbeing Quarter;
 - Western Avenue/ River Corridor; and
 - Eastern Avenue/ Vigo Park.
- Action Plan outlining the key steps needed to progress the delivery of the Area Masterplans, and interim measures to enhance the town centre.

South of Romsey Town Centre Masterplan (September 2020)

2.4.12 This document sets out the strategic vision and masterplan proposals for the land south of Romsey Town Centre. The Masterplan proposals are split into the following stages:

Figure 2-2 – Short Term (1-3 years): Public Realm Improvements

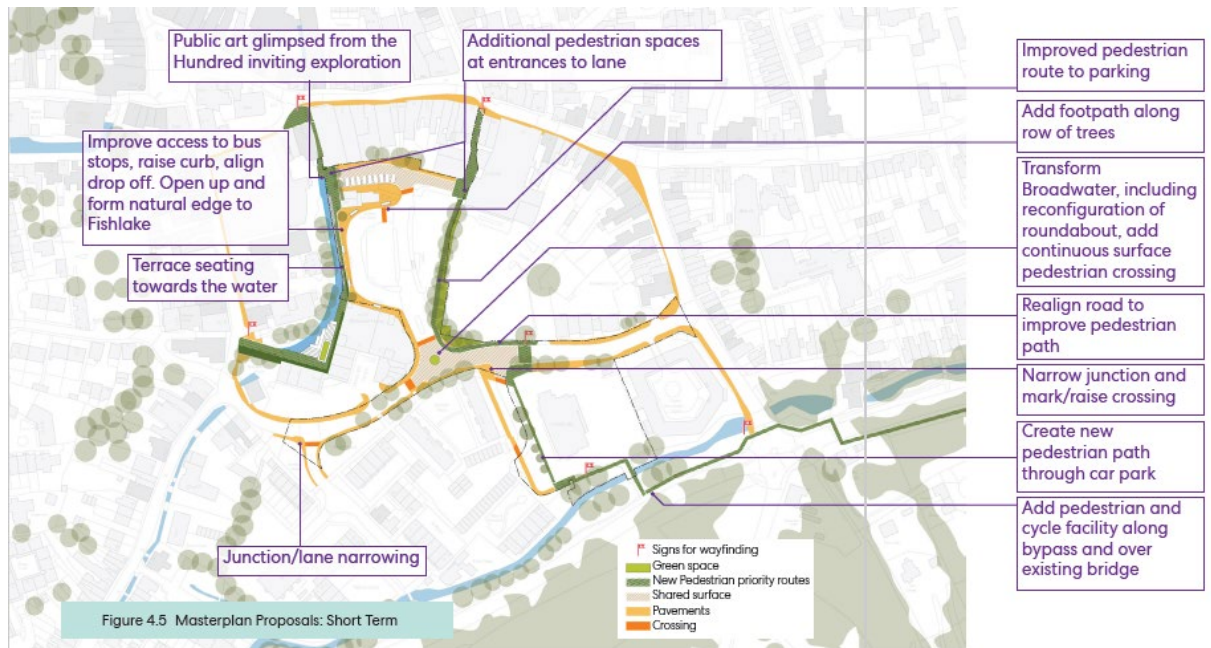


Figure 2-3 - Medium Term (3-5 years): New Mobility Hub and Mixed Use Development

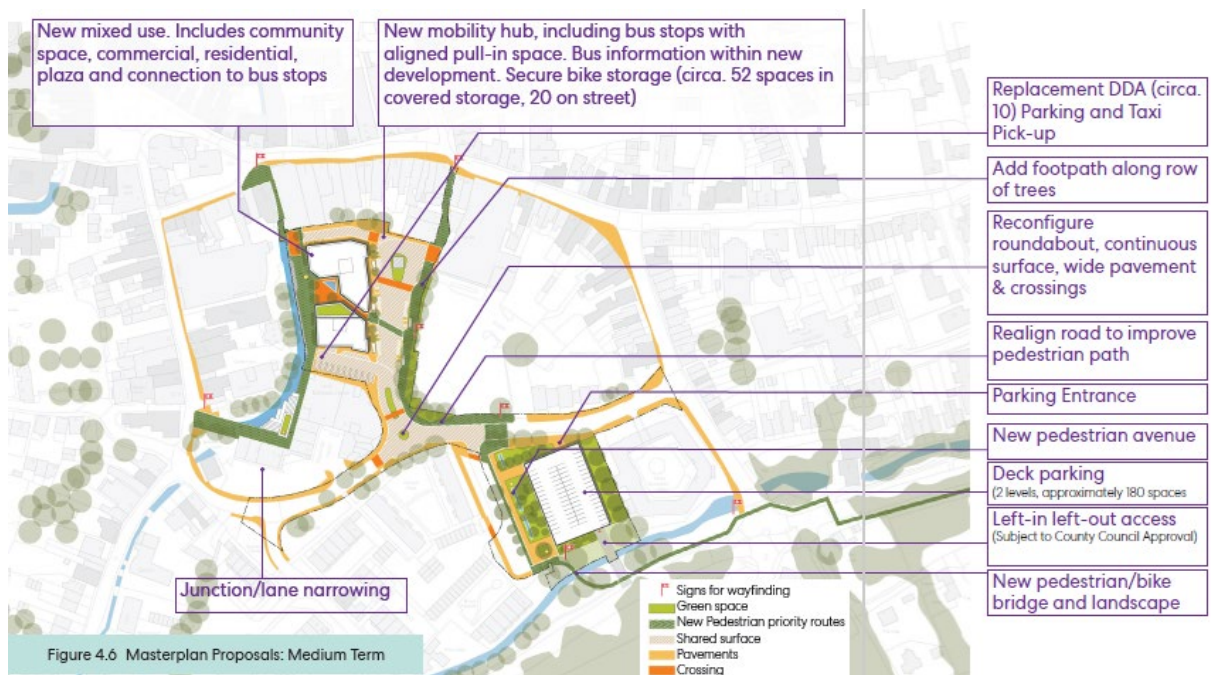
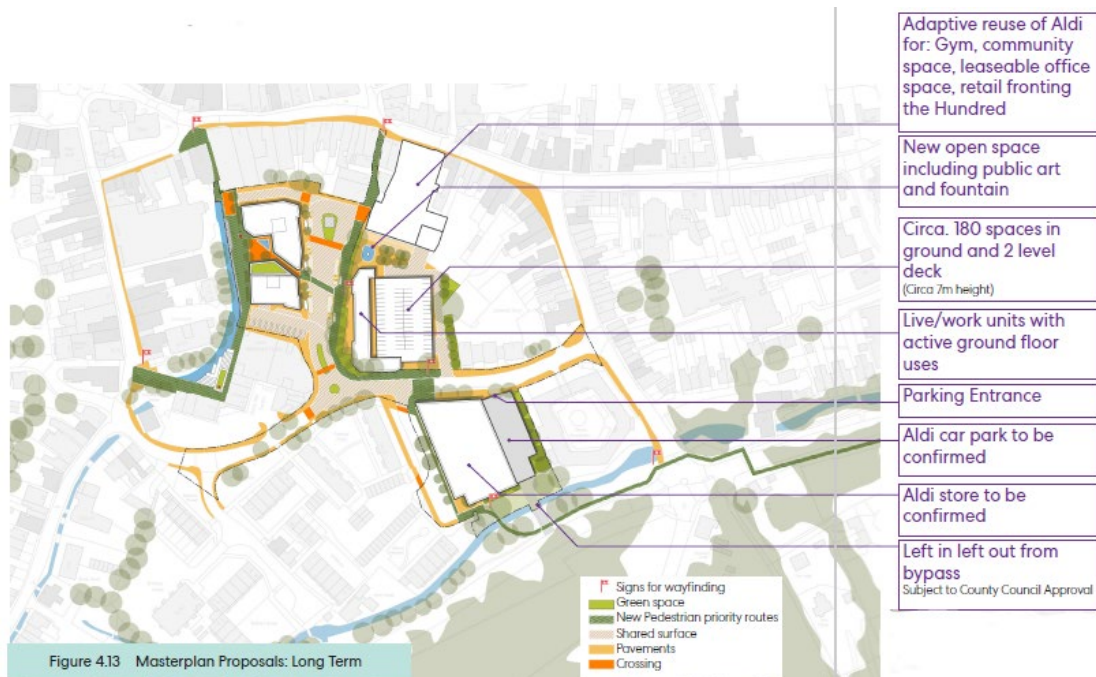


Figure 2-4 – Long Term: Aldi Relocation



2.4.13 The Masterplan was approved and published by Romsey Future and Test Valley Borough Council in September 2020. TVBC will take the Masterplan and embed the key principles within the emerging Test Valley LP.

2.5 Key Opportunities and Challenges for Test Valley

2.5.1 The key transport opportunities identified as a result of the review of policies, plans and planned investment are:

- Opportunities to provide development in sustainable locations as part of the Local Plan process
- Opportunities to improve public transport accessibility of existing and Local Plan development through Local Transport Plan policies and planned investment (Hampshire BSIP).
- Opportunities to increase walking and cycling accessibility of existing and Local Plan development through LTP4 policies, Hampshire Walking and Cycling Strategies, and planned investment (Test Valley LCWIPs)
- Opportunities to reduce background and Local Plan traffic through LTP4 policies, Hampshire Walking and Cycling Strategies, and planned investment (Hampshire BSIP, Test Valley LCWIPs)
- Opportunities to increase sustainable travel in urban areas of the Borough through the delivery of the Andover and South of Romsey Town Centre masterplans.

2.5.2 The key transport challenges facing Test Valley in relation to achieving policy and plan objectives and commitments are:

- Limited access to public transport, considering the rural nature of the Borough, and reduction of public transport provision currently being proposed by HCC.

- Car ownership in the Borough being higher than the UK average
- Most journeys in Test Valley being made by private car

3 BASELINE STUDY

3.1 Introduction

3.1.1 This chapter provides a high-level review of the following transport conditions:

- Test Valley (whole) Population and Travel Overview, i.e. the distribution of population within Test Valley and overall movement within/to/from Test Valley
- Test Valley North and South
 - Peak Hour Travel Demand
 - Walking and Cycling
 - Public Transport
 - Highway

3.1.2 While a travel overview of the whole of Test Valley is provided below, it should be noted that the study reviews two housing market areas (HMAs) within Test Valley (North and South), where travel patterns are clearly different (as demonstrated in Section 3.3 below). This is in line with Test Valley draft Local Plan 2040 (Regulations 18, Stage 1) and the Housing Market Area Study.

3.2 Test Valley Travel Overview

Population Distribution

3.2.1 The Test Valley Borough has a population of around 130,500 (based on Census 2021 data) and is located to the north of the city of Southampton and between the cities of Salisbury, in Wiltshire, and Winchester. At almost 63,000 ha in size, it borders the authority areas of Southampton, Eastleigh, Winchester, New Forest, Basingstoke and Deane, West Berkshire and Wiltshire.

3.2.2 Census 2021 'Usual Resident Population' shows that the population within Test Valley North and South is split as follows:

Table 3-1 – Test Valley Population Distribution (Census 2021)

Area	Population	% (of TV Population)
TV North	52,455	40.20%
TV South	78,040	59.80%
All TV	130,495	100%

3.2.3 As indicated in **Table 3-1** the majority (95.7%) of residents in Test Valley North live in Andover. The main settlement in the rural area of Test Valley South is Stockbridge, located at the heart of the Borough.

3.2.4 Settlements in the south of the Borough include: Romsey, Nursling, Rownhams, North Baddesley, Chilworth, and Ampfield. Within the south, a large percentage of the population live outside these settlements in rural areas.

Baseline Travel Demand

3.2.5 The following data sets have been analysed to understand the existing travel demands in Test Valley:

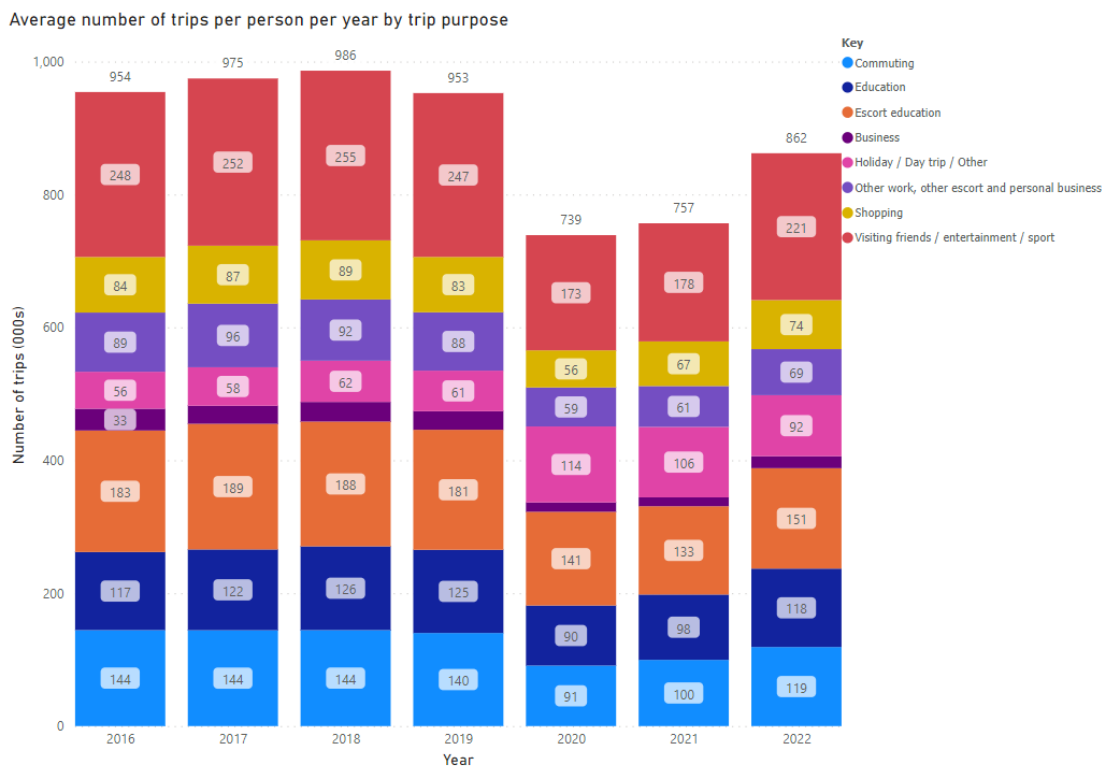
- National travel trends – National Travel Survey 2016 to 2022
- Commuter trips - Census 2011 Travel to Work (TTW) data
- All purpose peak hour vehicle trips – data from the NHTM and SRTM
- All purpose peak hour public transport trips - data from the NHTM and SRTM.

3.2.6 While Census 2021 TTW data was available at the time of writing this document, this reflects the results of the survey undertaken on 21 March 2021 when COVID-19 travel restrictions were still in place. These results reflect higher levels of homeworking, lower car mode share and might not account for travel patterns of people who were furloughed at the time, due to limitations of the survey. For this reason, the 2011 data has therefore been analysed.

National Travel Survey 2016 – 2022

3.2.7 The results of the most recent NTS show a declining trend in travel for all purpose over the most recent 7- year period, as shown below:

Figure 3-1 – Number of Trips by Trip Purpose and Year

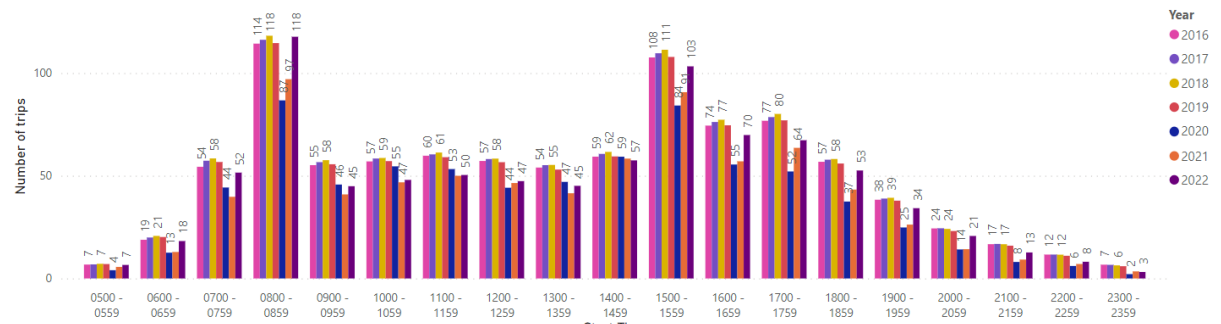


Note: the sharp reduction in the number of trips during 2020 and 2021 is the result of travel restrictions associated with the COVID-19 pandemic, which started on 23rd March 2020 and finished in August 2021.

Reduction in Evening Peak Hour Travel

3.2.8 A review of the NTS start time of trips indicates that people are making fewer trips post COVID-19 pandemic than prior to the pandemic during most periods, except the AM peak hour (08:00 – 09:00) where small or no changes are observed between 2022 data and 2016 – 2019 data. A reduction of between 12% and 16% in trips during the PM peak period (17:00 – 18:00) has been observed when comparing 2022 data with pre-pandemic years 2016 – 2019.

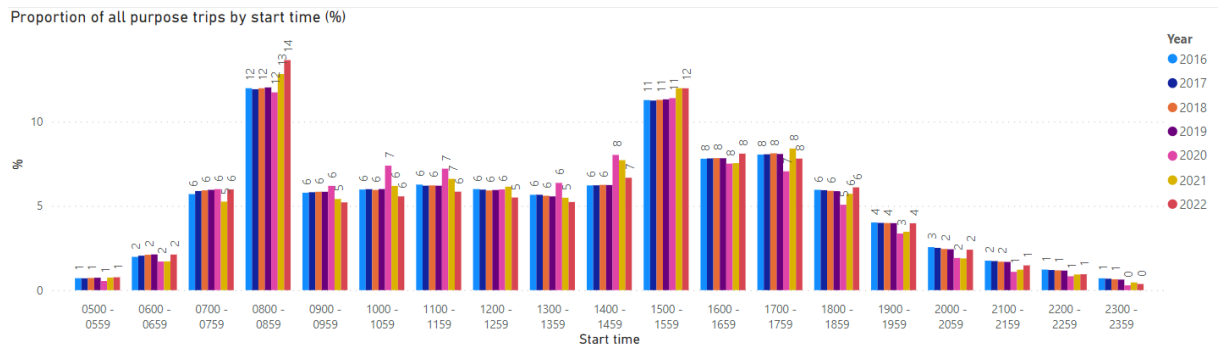
Figure 3-2 – Average Number All-Purpose Trips per Person per Year by Start Time



Note: the sharp reduction in the number of trips during 2020 is the result of travel restrictions associated with the COVID-19 pandemic, which started on 23rd March 2020 and finished in August 2021.

3.2.9 The daily profile, however, shows that the proportion of trips across the day (hourly) has remained consistent.

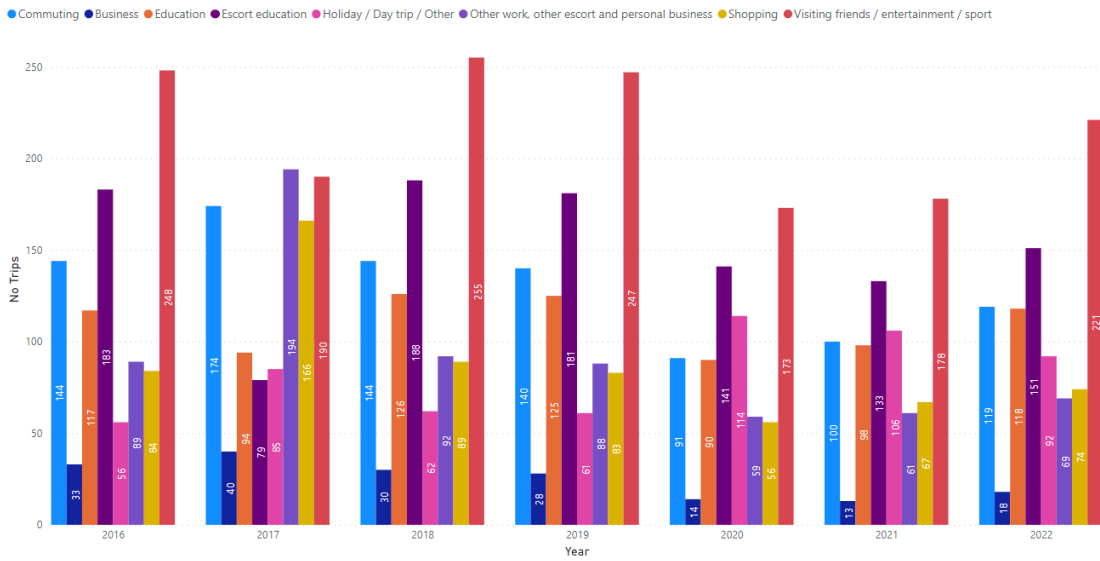
Figure 3-3 – Proportion of All-Purpose Trips (%) by Start Time



Reduction in Commuting and Shopping Trips

3.2.10 A review of the number of trips by purpose indicates a reduction in commuting and shopping trips is observed across the 2016 – 2022 period (**Note:** 2020 and 2021 period should be taken with caution due to anomalies in the data associated with travel restrictions imposed as a result of the COVID-19 pandemic).

Figure 3-4 – Average Number of Trips per Person per Year by Purpose



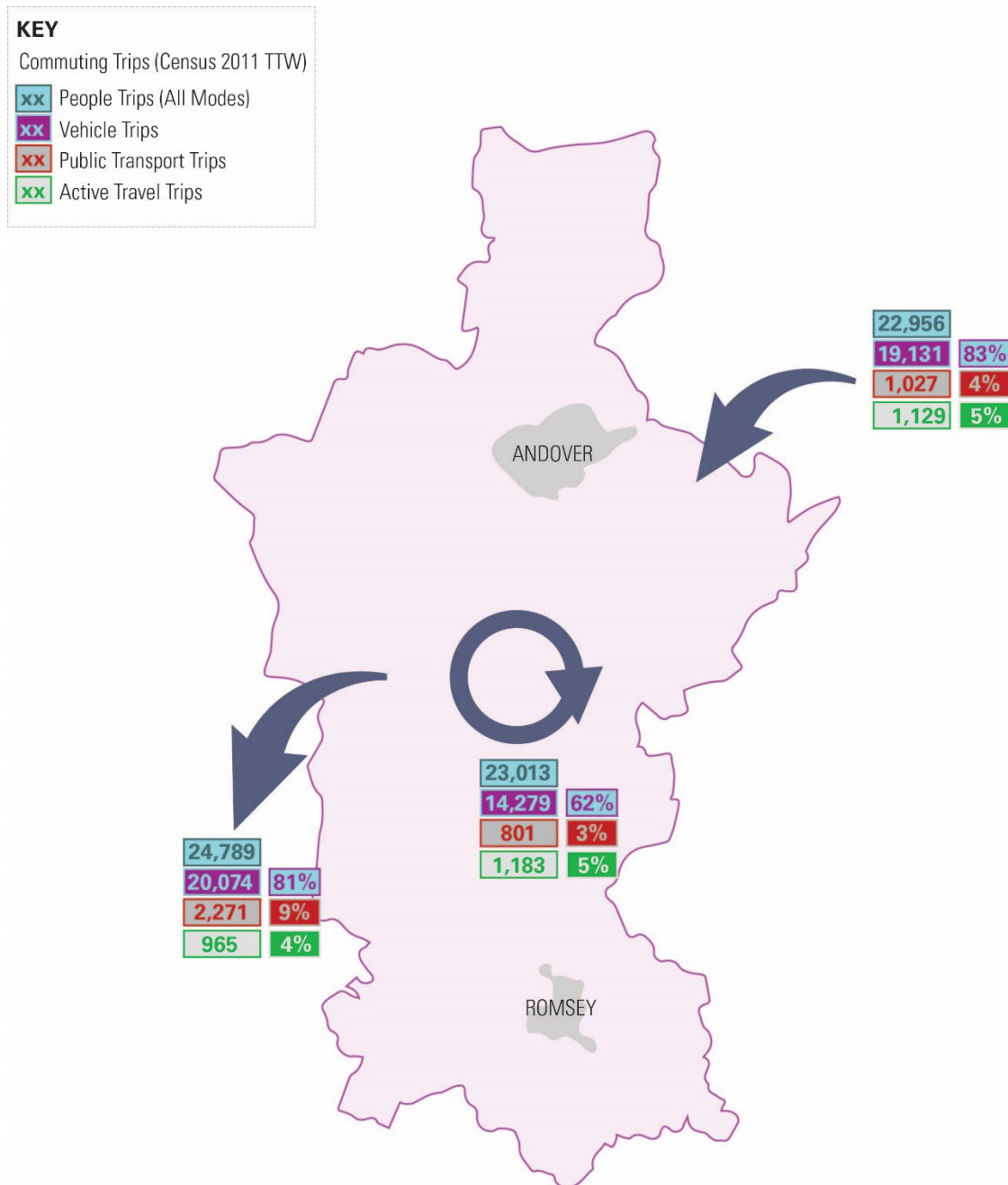
2011 Census Travel to Work Analysis (Commuting Purpose)

3.2.11 Commuting trips in Test Valley are summarised below and illustrated in **Figure 3-5** based on Census 2011 TTW data:

- In the region of 23,000 in-commuting (into Test Valley from other areas) trips per day. 83 % of these are vehicle trips, 4% public transport trips, and 5% active travel trips¹.
- In the region of 25,000 out-commuting trips (from Test Valley to other areas) per day. 81 % of these are vehicle trips, 9% public transport trips, and 4% active travel trips¹.
- In the region of 23,000 internal commuting trips (within Test Valley) per day. 62 % of these are vehicle trips, 3% public transport trips, and 5% active travel trips¹.

¹: the remaining up to 100% are car passenger, taxi or other mode trips.

Figure 3-5 – Commuting in Test Valley



3.2.12 Distance travelled to work, based on Census 2011 data for the district of Test Valley is summarised in **Table 3-2**. This shows that just under 60% of people who travel to work travel for a distance of 10km or under. This data also shows that, in 2011, 7,402 of the resident population in employment worked mainly from home.

Table 3-2 - Distance Travelled to Work

Distance	Test Valley		Hampshire		South East of England	
	No	%	No	%	No	%
Less than 2km	10,592	17.6%	151,178	17.2%	710,241	16.6%
2km to less than 5km	8,723	14.5%	158,613	18.0%	691,441	16.1%
5km to less than 10km	8,523	14.2%	144,690	16.4%	607,788	14.2%
10km to less than 20km	7,840	13.1%	116,848	13.3%	585,034	13.6%
20km to less than 30km	5,007	8.3%	51,398	5.8%	302,819	7.1%
30km to less than 40km	2,098	3.5%	21,784	2.5%	157,435	3.7%
40km to less than 60km	1,916	3.2%	25,153	2.9%	168,824	3.9%
60km and over	3,137	5.2%	39,184	4.5%	170,011	4.0%
Works mainly from home	7,563	12.6%	93,455	10.6%	512,475	11.9%
Other	4,643	7.7%	77,355	8.8%	382,501	8.9%
Total	60,042	100.0%	879,658	100.0%	4,288,569	100.0%

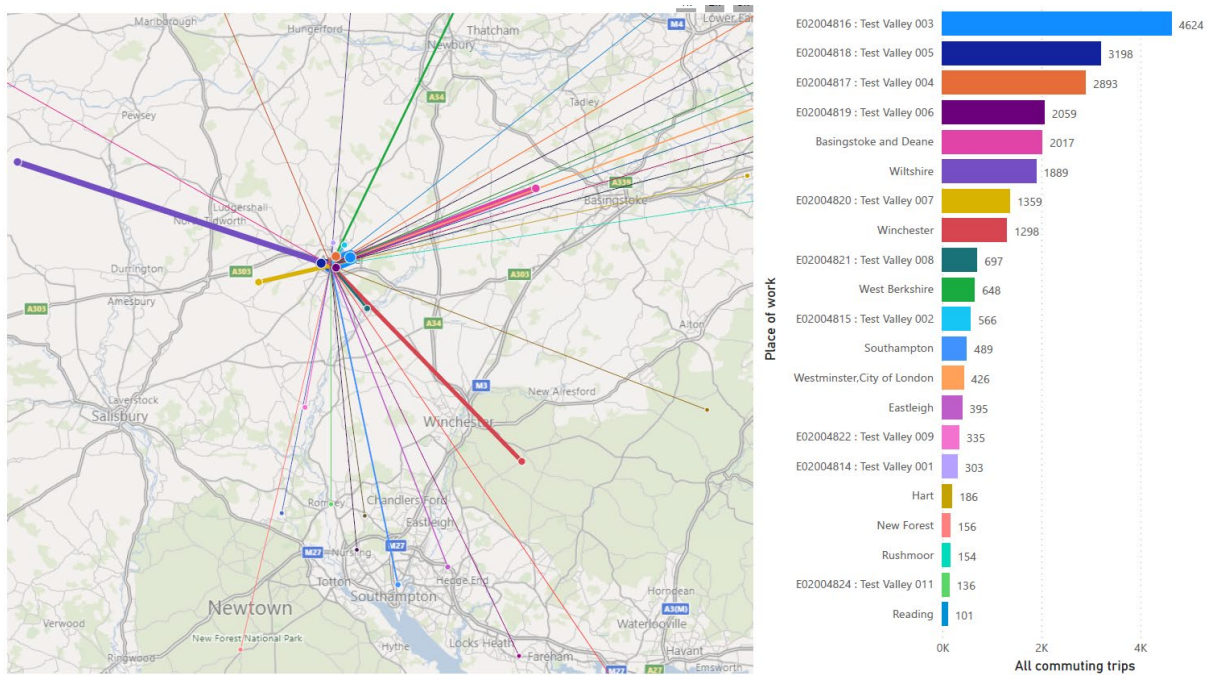
3.3 Test Valley North and South Travel Overview

3.3.1 There are two HMAs identified in Test Valley, known as Test Valley North and South, as outlined in Test Valley draft Local Plan 2040.

- Test Valley North: Andover is the main town within Test Valley North and largest settlement in Test Valley. Within Test Valley North, employment sites are mainly distributed in and around Andover, with much of the employment concentrated on business parks, close to the strategic road network. Major employers include the MoD, Stannah Stairlifts, Le Creuset, Abel & Cole and Ocado. Andover also has new businesses growing in Andover's Enterprise Centres at Basepoint (East Portway) and Walworth. Within Andover Town Centre, TVBC is an important employer, located approximately 800m west of the town centre. Other key trip generation within Andover are its key community assets: the Lights Theatre, Andover Leisure Centre, St. Mary's Church and The Guildhall.
- Test Valley South: within Test Valley South, Romsey town centre is a destination for employment, leisure, tourism and shopping; the main settlement in the rural area is Stockbridge. Other large employment sites include Nursling Industrial Estate, Hampshire Corporate and Chandler's Ford Industrial Estate (these last two in Eastleigh District). Further educational and healthcare facilities are among other key trip generators.

3.3.2 It is clear when reviewing the commuter patterns for the two housing market areas that the majority of residents in Test Valley North travel to work within the area (including MSOAs Test Valley 003 – 006 which cover the area of Andover) or travel to Basingstoke, Wiltshire and Winchester. This is shown in **Figure 3-6**.

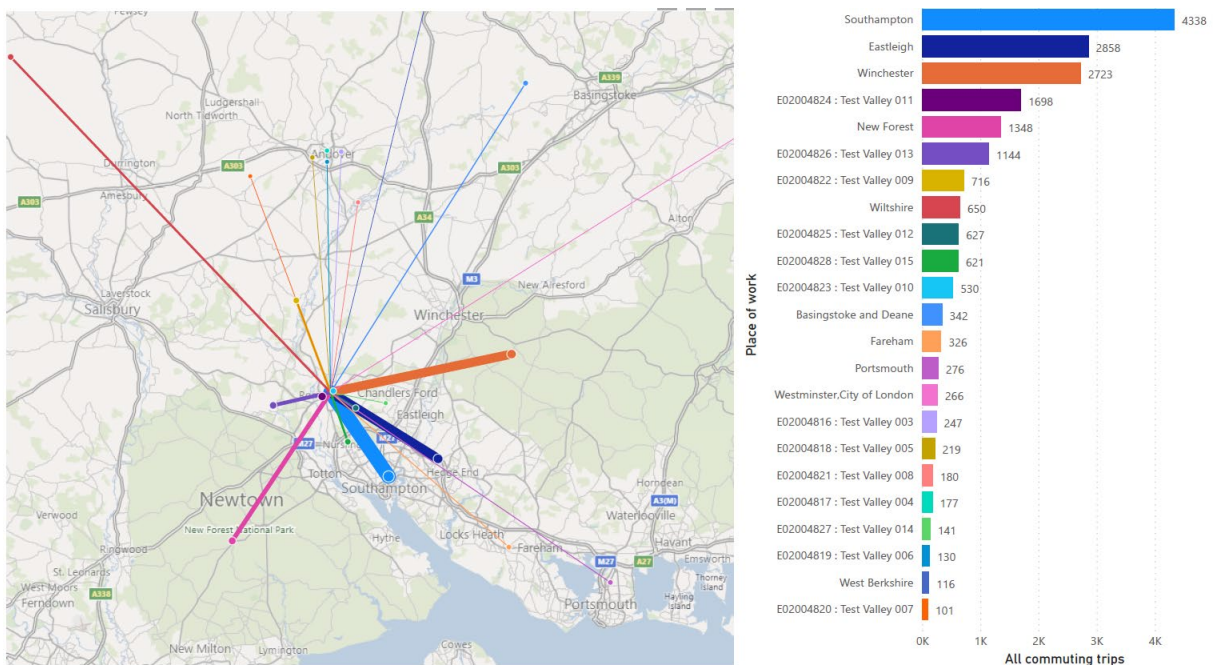
Figure 3-6 – Commuting from Test Valley North



Note: map above shows lines for >50 trips; chart shows workplaces with >100 trips.

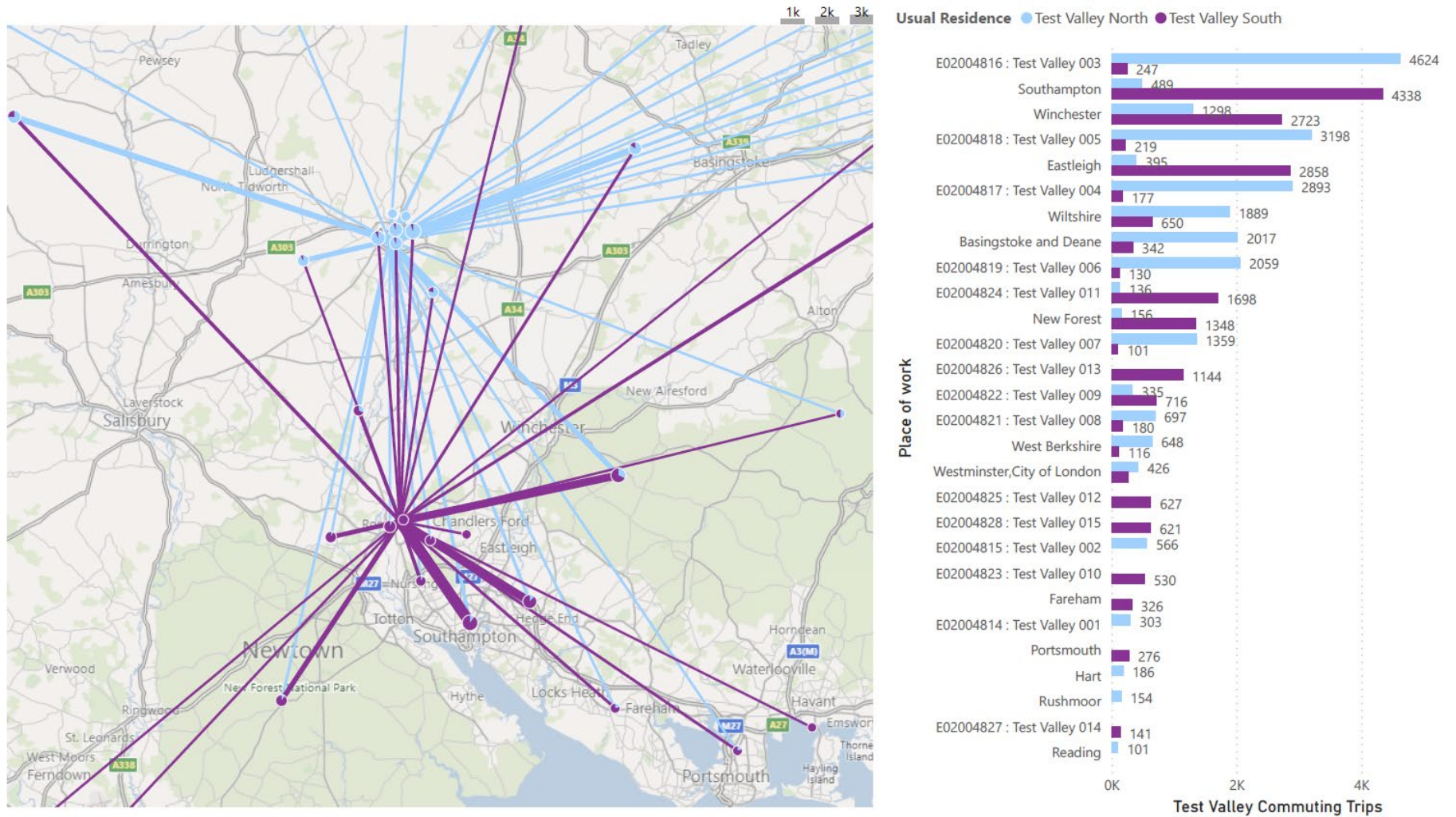
3.3.3 The majority of residents in Test Valley South travel to work in Southampton, Eastleigh, Winchester and MSOA Test Valley 001 which covers part of Romsey. This is shown in Figure 3-7.

Figure 3-7 – Commuting from Test Valley South



Note: map above shows lines for >50 trips; chart shows workplaces with >100 trips.

Figure 3-8 – Commuting from Test Valley North and South



Note: map above shows lines for >50 trips; chart shows workplaces with >100 trips.

- 3.3.4 The two Test Valley housing markets therefore have very different travel patterns.
- 3.3.5 The distribution of commuting trips generated by residents of Test Valley North and South have been summarised in **Tables 3-3** and **3-4**, by mode.

Table 3-3 - Distribution of commuting trips generated by Test Valley North, by mode (Census 2011 TTW)

Area	All Modes	Public Transport	Car Driver	Active Travel
Within Test Valley	15,699 (59.6%)	585 3.7%	9,319 59.4%	4,299 27.4%
To Test Valley South	732 (2.8%)	17 2.3%	576 78.7%	91 12.4%
Outside Test Valley	9,900 (37.6%)	1,101 11.1%	7,808 78.9%	361 3.6%

Table 3-4 – Distribution of commuting trips generated by Test Valley South, by mode (Census 2011 TTW)

Area	All Modes	Public Transport	Car Driver	Active Travel
Within Test Valley	1,105 (5.2%)	38 3.4%	834 75.5%	139 12.6%
To Test Valley North	5,477(25.5%)	161 2.9%	3,550 64.8%	1,298 23.7%
Outside Test Valley	14,889 (69.3%)	1,170 7.9%	12,266 82.4%	604 4.1%

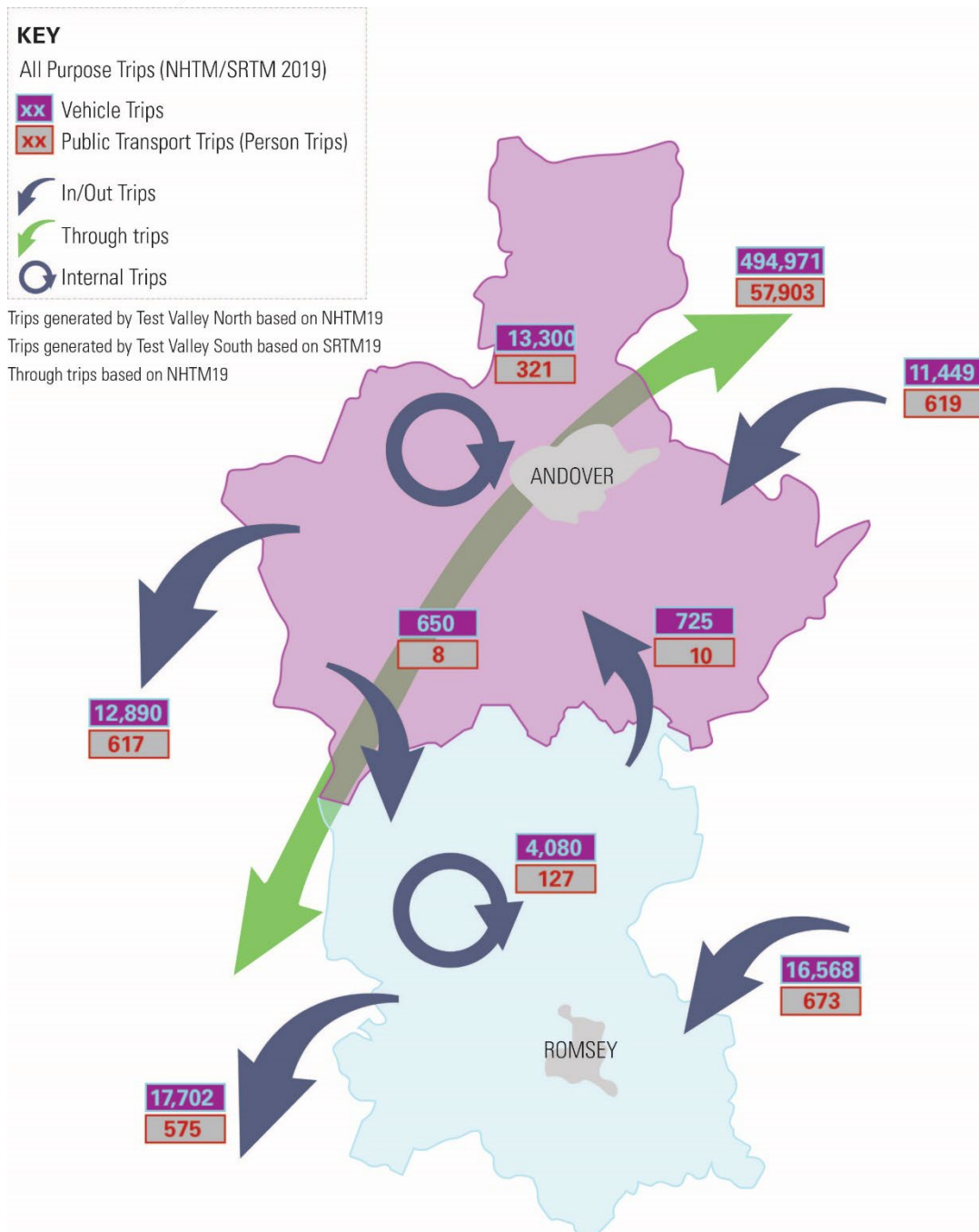
- 3.3.6 This shows that out-commuting is significantly higher in Test Valley South (69.3% of commuting trips generated by Test Valley South) and there is a low level of commuting trips from Test Valley North to work in Test Valley South (2.8% of commuting trips generated by Test Valley North).
- 3.3.7 The above tables also show that car driver share is generally lower and active travel higher for commuting trips generated by Test Valley North. Public transport use is low for internal commuting trips generated both by Test Valley North (3.7%) and Test Valley South (3.4%). Public transport use is significantly higher for commuting trips travelling from Test Valley North to other areas outside Test Valley.

Peak Hour Travel Demand (Private Vehicle and Public Transport All Purpose Trips)

- 3.3.8 Data from the NHTM and SRTM have been analysed to understand the travel demands within, to and from the two HMAs in Test Valley, as well as through-trips. This relates to:
- Public transport trips (one trip per person using the public transport network)
 - Vehicle trips: car, Light Goods Vehicles, Heavy Goods Vehicles.

- 3.3.9 During the AM (08:00 – 09:00) and PM (17:00 – 18:00) peak periods, there are in the region of 30,000 trips into Test Valley, and in the region of 31,000 trips out of Test Valley, including vehicle trips and person trips within the public transport network. Additionally, c. 15,000 internal trips are made within the AM and PM peak periods within Test Valley.
- 3.3.10 Test Valley North generates in the region of 12,000 inbound trips and in the region of 13,000 outbound trips in the AM and PM peak periods. Test Valley South generates in the region of 17,000 inbound trips and in the region of 18,500 outbound trips during the AM and PM peak periods. Travel demand in Test Valley North and South is illustrated in **Figure 3-9**.

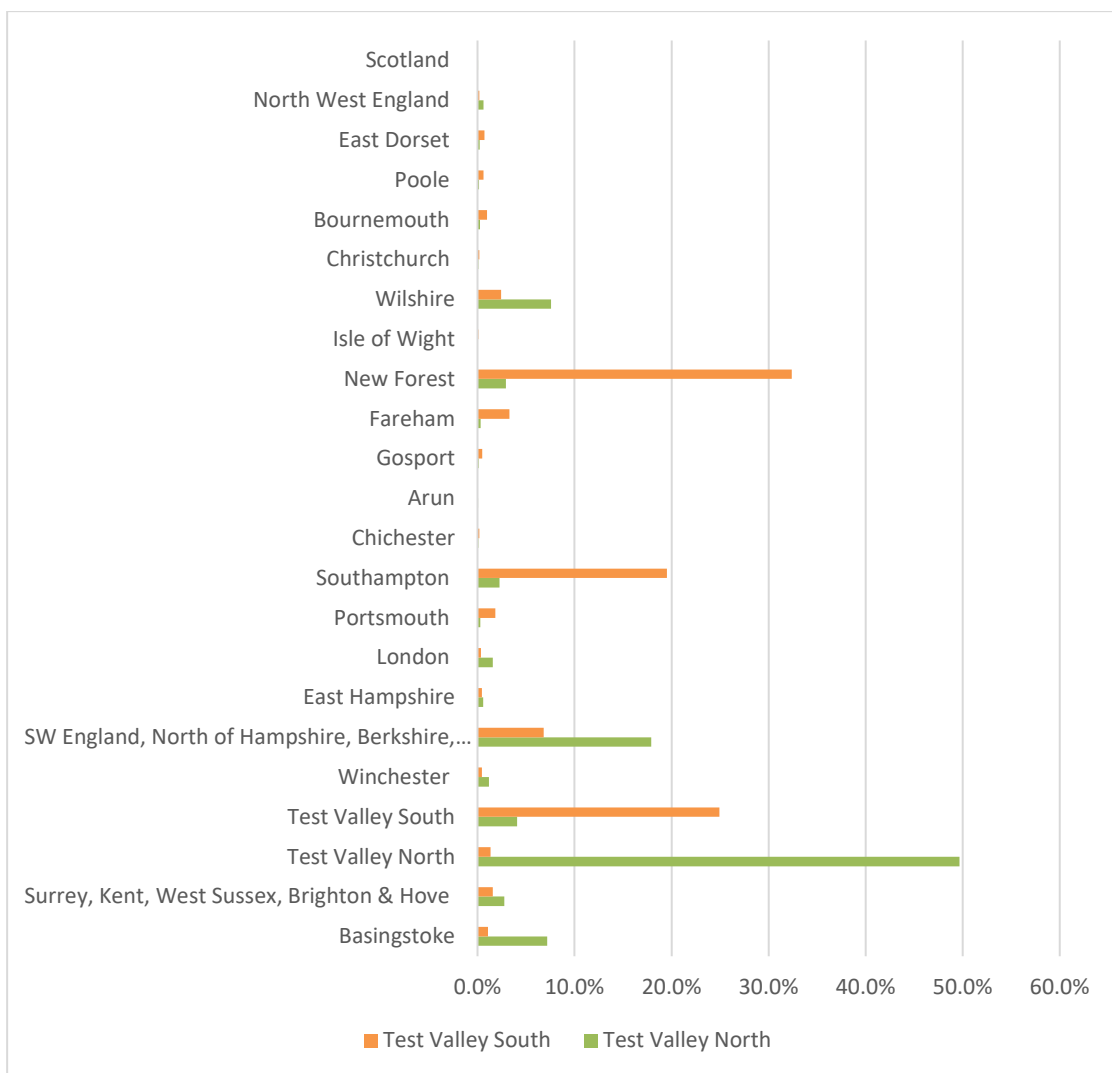
Figure 3-9 – Test Valley North and South Peak Hour Travel Demand and Patterns (Combined AM and PM Peak Periods)



3.3.11 The distribution of two-way (inbound+ outbound) trips generated by Test Valley North and South is summarised in **Figure 3-5**. This shows that:

- Around 50% of trips generated by Test Valley North are internal, while other trips travel to/from Basingstoke, Wilshire, New Forest, and other areas in the South East. Approximately 18% of trips generated by Test Valley North travel to other areas in the Southwest of England and north of Hampshire and north of London.
- Around 25% of trips generated by Test Valley South are internal, while other trips travel to/from the New Forest (c. 32%) and Southampton (c. 20%). Approximately 7% of trips generated by Test Valley South travel to other areas in the Southwest of England and north of Hampshire and north of London.

Figure 3-10 – Test Valley North Peak Hour Trip Distribution



Walking and Cycling

Test Valley North

3.3.12 Andover’s walking and cycling network comprises a mix of footpaths, on-road and off-road cycle lanes. National Cycle Network (NCN) Route 246 runs across Andover in a southwest-

northeast direction, via the town centre. A plan showing the walking cycling network has been extracted from Test Valley's website and is presented in **Figure 3-11**.

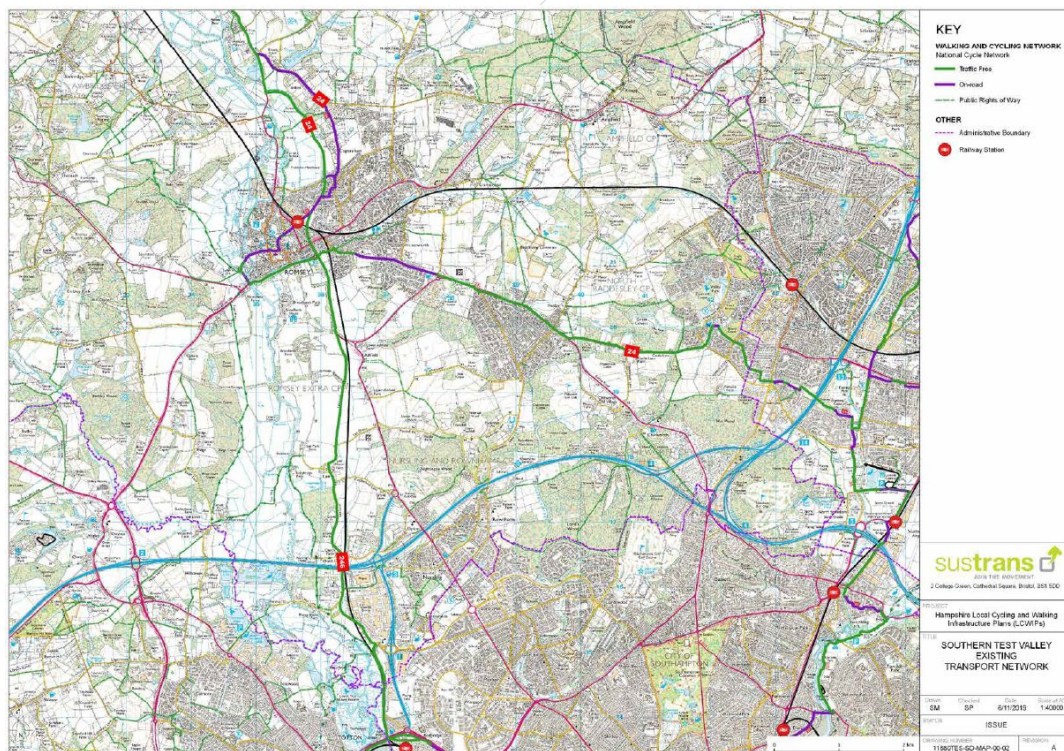
Figure 3-11 – Andover's Walking & Cycling Network Plan



Test Valley South

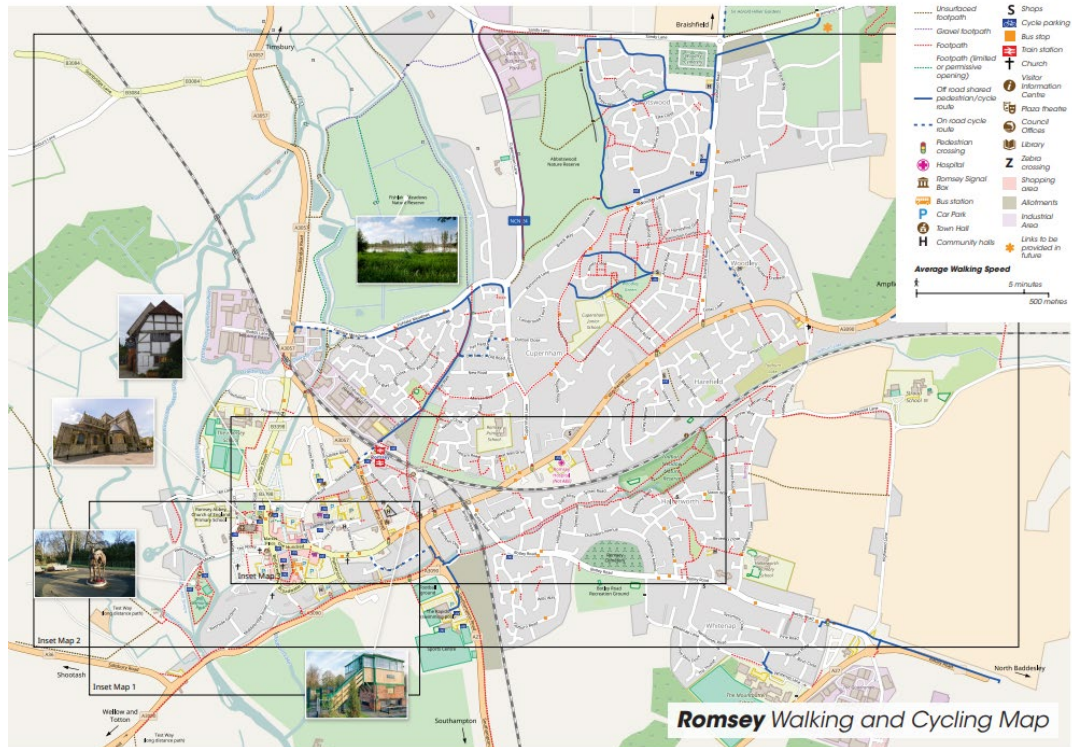
- 3.3.13 The main existing routes within Test Valley South comprise National Cycle Network (NCN) Route 24 along the coast between Salisbury, Romsey and Eastleigh, and Route 246 between Romsey, Stockbridge and Andover. There are a number of existing cycle routes of variable quality, particularly around schools.
- 3.3.14 An extract from Sustrans 'Southern Test Valley Existing Transport Network' is provided in **Figure 3-12**, which shows the walking and cycling network within Test Valley South.

Figure 3-12 – Test Valley South Walking & Cycling Network Plan



- 3.3.15 There is an extensive Public Rights of Way (PRoW) network, with urban public footpaths being fragmented and not comprising a comprehensive joined-up walking network. The Test Valley (south) LCWIP indicates that, with the exception of the Park Lane bridleway, urban PRoWs have limited value for cycling, as they do not serve everyday journeys.
- 3.3.16 Within Romsey, the walking & cycling network comprises a mix of footpaths, off-road and on-road cycle routes, as shown in the plan in **Figure 3-13**.

Figure 3-13 – Romsey Walking & Cycling Network Plan

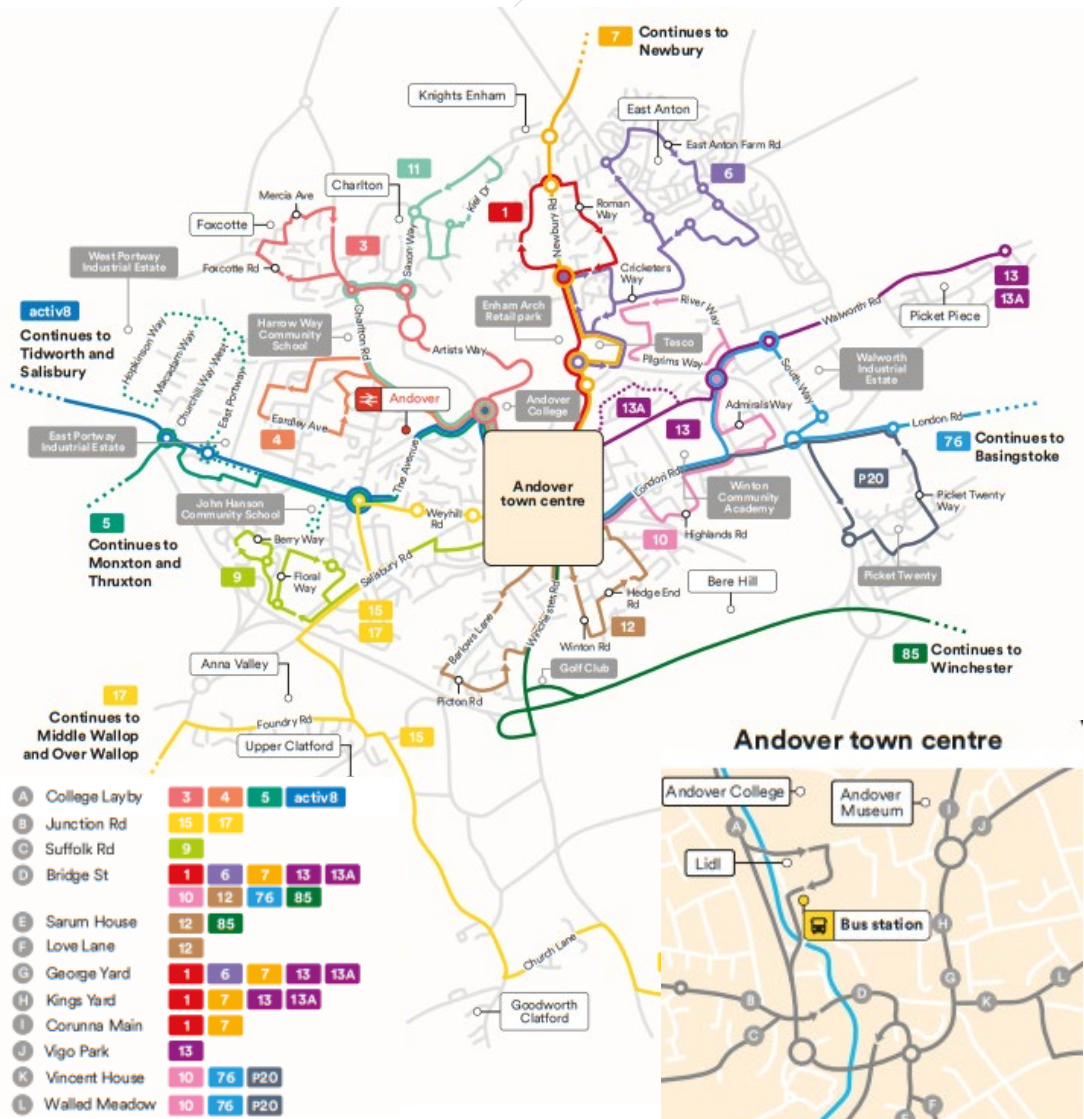


Public Transport

Test Valley North

- 3.3.17 The town of Andover is currently served by a network of bus routes. The most frequent routes serve the residential areas to the north of Andover. On Mondays to Saturdays, the Stagecoach route 1 links the town centre with King Arthurs Way, Roman Way and East Anton areas (around Newbury Road and Smannell Road), every 13-15 minutes. Note: information correct as of December 2023.
- 3.3.18 A map showing the bus connections within Andover has been extracted from HCC's website and is presented **Figure 3-14**.

Figure 3-14 – Andover Bus Map



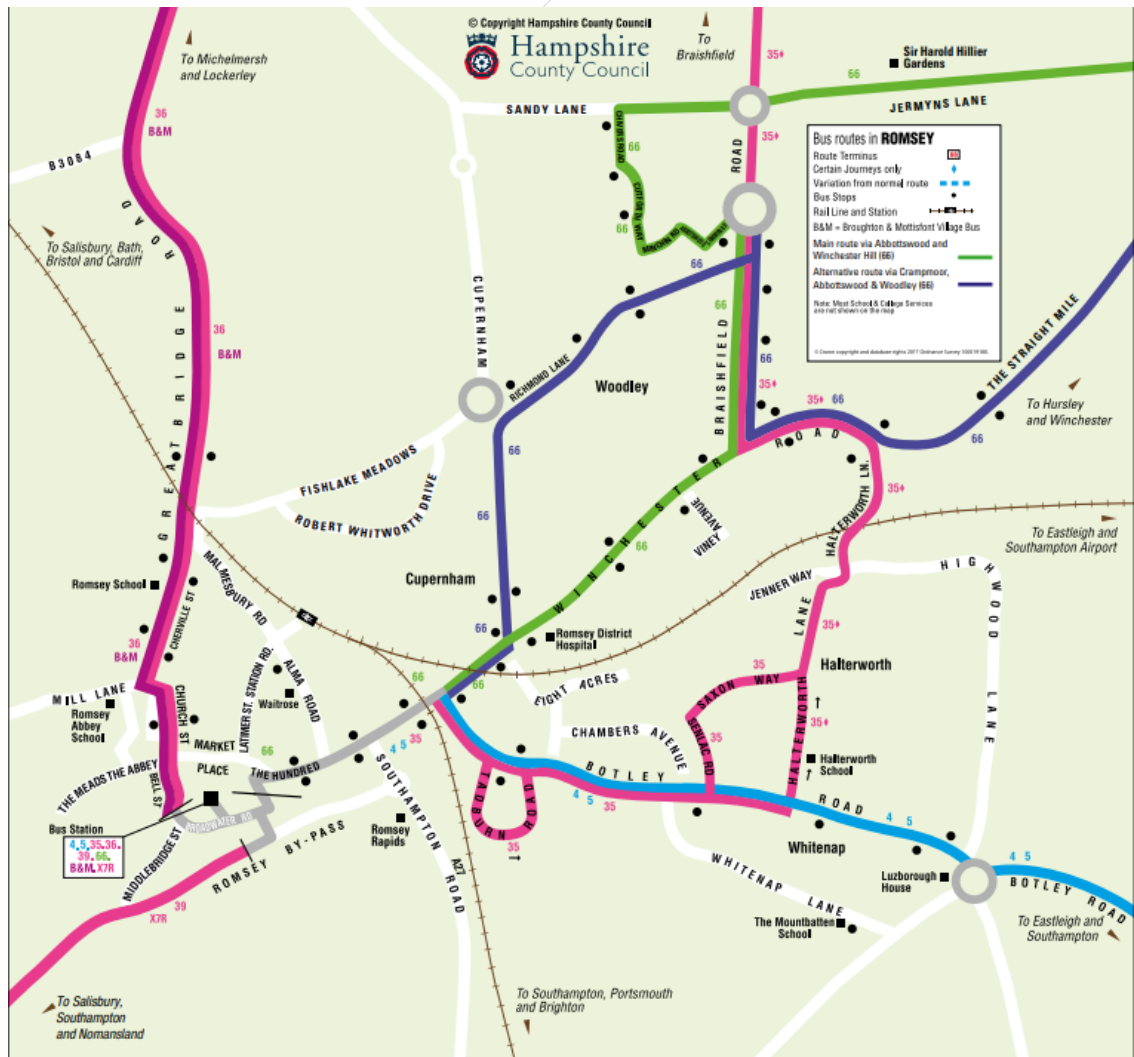
3.3.19 Andover railway station is located approximate 1km (12min walk) northwest of Andover town centre. Andover railway station is served by South Western Railway hourly connections to Basingstoke and London, to the east, and Salisbury and Exeter, to the west. These services can also be reached from Grateley railway station, located within Test Valley North, approximately 12km west of Andover.

Test Valley South

3.3.20 Romsey train station is on the Wessex Main Line. Services travel onwards to Southampton, Portsmouth, Salisbury, Brighton, Cardiff. Services also run to Eastleigh on the Eastleigh-Romsey line via Chandler’s Ford.

3.3.21 There are a number of bus services which provide public transport within the borough, and service to nearby towns and cities. A bus station is situated within Romsey town centre, approximately 700m from the train station. Note: information correct as of December 2023.

Figure 3-15 - Romsey Bus Map



Highway Network

Test Valley North

- 3.3.22 Andover’s Ring Road, made up of the A3093, A3057 and A343 were built in the 1960s and 1970s in order to provide a northern bypass for traffic not using the town centre. The A303 (T) is the southern half of the Ring Road and provides good strategic connections to the West Country. The ring road benefits from strategic road links to Winchester, Newbury and Reading (A34/ M4) and south Hampshire (M3/M27).
- 3.3.23 The ring road facilitates traffic around the town, with congestion happening mainly as vehicles enter and leave the town centre. The most significant delays occur on the B3402, (Weyhill Road) and the A3057 (Winchester Road) when traffic heads into the town during both the morning and evening peaks.
- 3.3.24 Traffic flow plots are shown on **Figure 3-16** and **Figure 3-17** for the AM (08:00 – 09:00) and PM (17:00 – 18:00) peak in the northern areas, as expected the largest flows are identified to be on the core road network and main roads such as the A303, A338 and the A34.

Figure 3-16– NHTM 2019 AM Actual Flow



Figure 3-17 – NHTM 2019 PM Actual Flow



Test Valley South

- 3.3.25 The M27 routes through the south of the Borough, and both the M3 and M271 have short sections within the Borough. The M27 runs east-west between Portsmouth and Cadnam. The M271 routes south towards Southampton. The M3 heads north from Southampton towards Winchester, just entering the southeast corner of the Borough. The A3057 runs north from Romsey to Andover. The A27 runs east-west, south of Romsey, between beyond Eastleigh and the A36 in Wiltshire. The A3090 routes between the A36 on the south-west border of the borough to Winchester.
- 3.3.26 **Figures 3-18** and **3-19** show the AM and PM traffic volumes from the model covering the south of the Borough. As expected, the largest traffic volumes are witnessed on the key arterial routes such as the M27, M3 and the M271, with traffic flow along the A3090 into Romsey showing traffic levels of greater than 500.

Figure 3-18 – SRTM 2019 AM Actual Flow

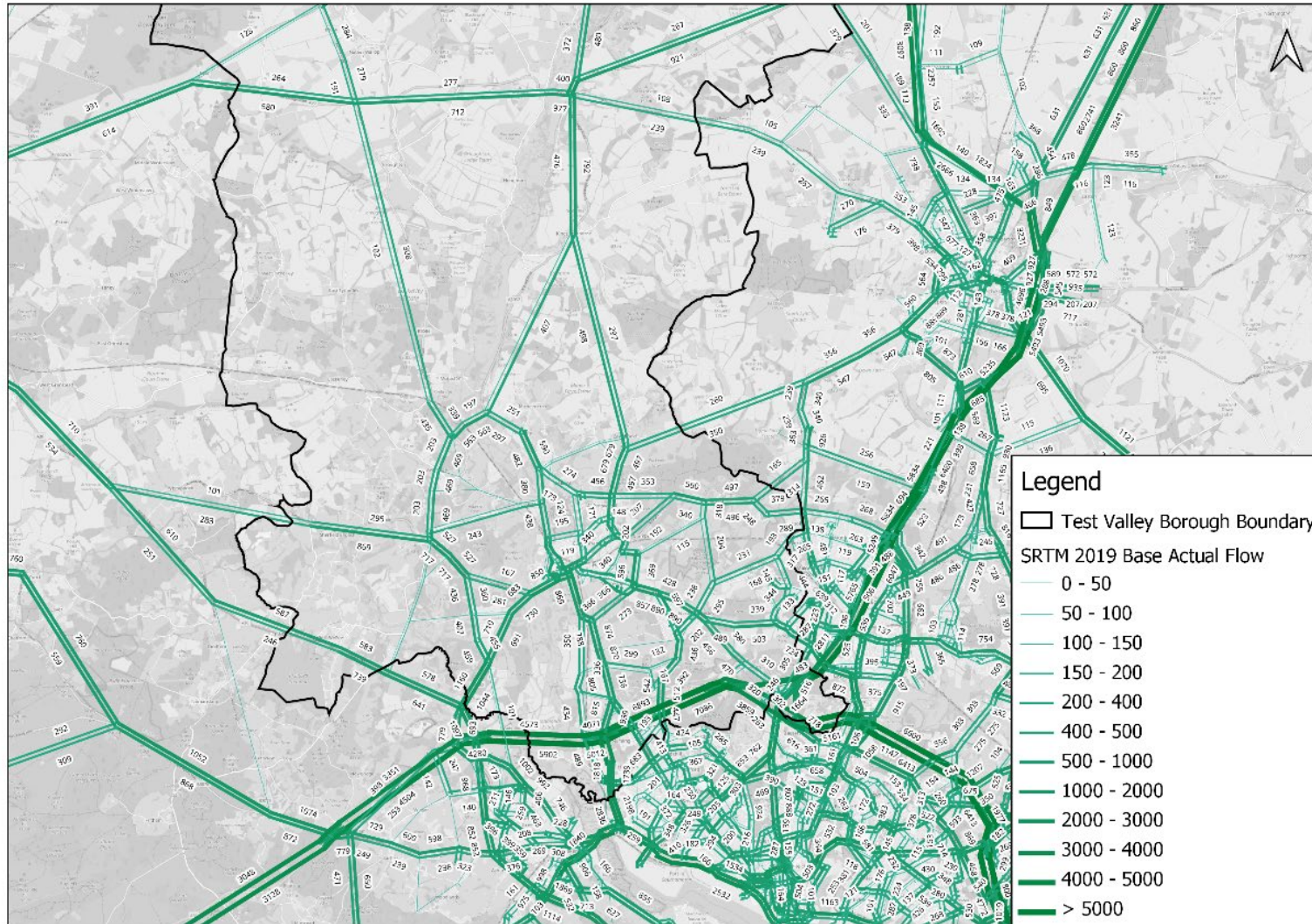
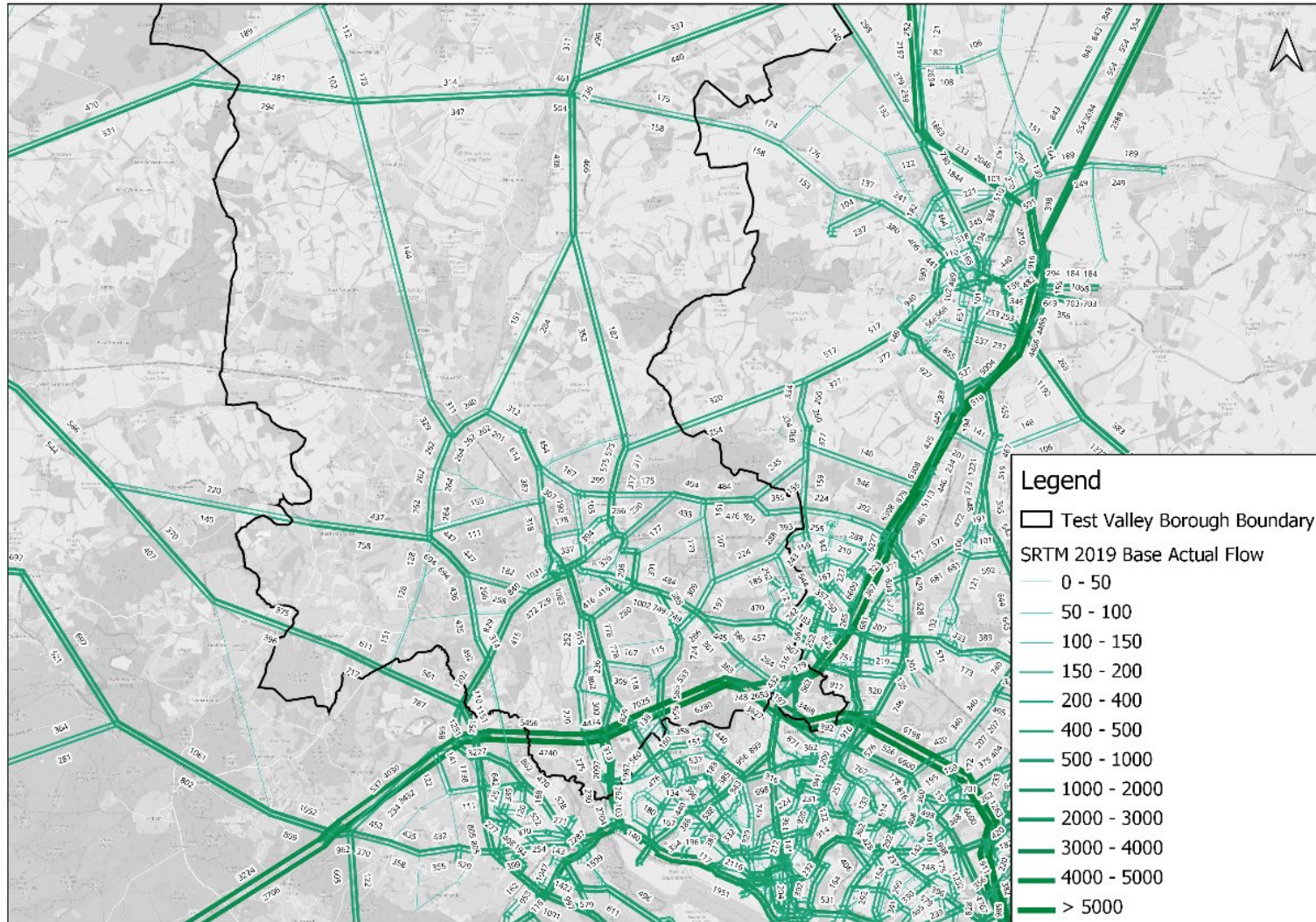


Figure 3-19 – SRTM 2019 PM Actual Flow



Accident Review

3.3.27 The accident data shows that there has been a total of 1,129 accidents within Test Valley boundary between 01/11/2017 and the 28/10/2022.

3.3.28 In the past five years there have been 24 fatal, 294 serious and 811 slight accidents. These are summarised in **Table 3-5**.

Table 3-5: Total Accidents within Test Valley Borough

	Fatal	Serious	Slight	Total
Total Accidents	24	294	811	1,129

3.3.29 The location of the accidents is illustrated within **Figures 3-20** and **3-21** split between the north of the borough and south of the borough, with further detail being provided for Andover and Romsey.

3.3.30 They show the clusters of accidents appear to be located at roundabouts. In Andover accidents are noted along the A303, the junctions along it, as well as the A3093 and the roundabouts to the north of Andover town centre. In Romsey a large number of accidents seem to be clustered at the west side of the railway lines, specifically along the B3398 and the A3090.

3.3.31 The key locations where accidents occurred in the study period are summarised as follows:

Northern Area

- Hundred Acre Interchange, Andover – includes two serious accidents and a cluster of slight accidents.
- A303/A3093, Andover – includes two fatal accidents, three serious and a cluster of slight accidents.
- Folly Roundabout, Andover – three serious and a cluster of slight accidents.
- Enham Arch Roundabout, Andover – a cluster of slight accidents.
- Walworth Roundabout, Andover – one serious and a cluster of slight accidents.
- Bullington Cross – two fatal, two serious and a cluster of slight accidents.

Southern Area

- A3057/A3090, Romsey – two serious and a cluster of slight accidents.
- Botley Road/Nutburn Road/Rownhams Road – a cluster of slight accidents.
- Rownhams Interchange/M27 – six serious accidents and a cluster of slight accidents.
- A3090/Gardeners Lane – four serious and a cluster of slight accidents.
- A3090/Ryedown Lane – one fatal, two serious and three slight accidents.

Figure 3-20 – Northern Area Accident Locations

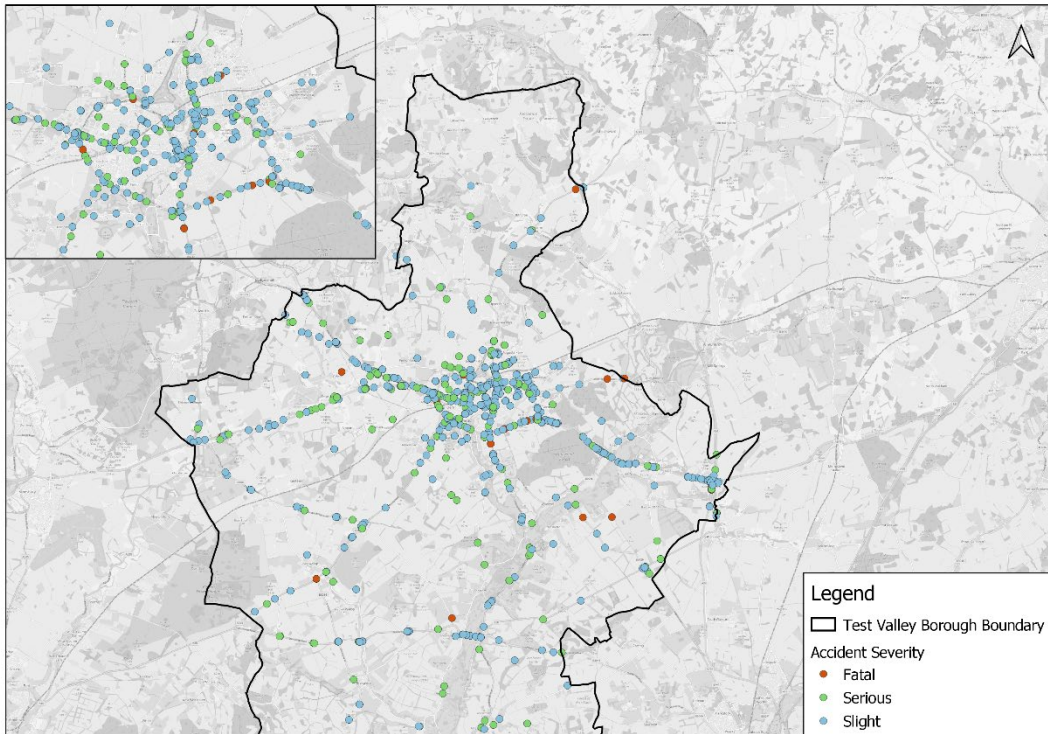
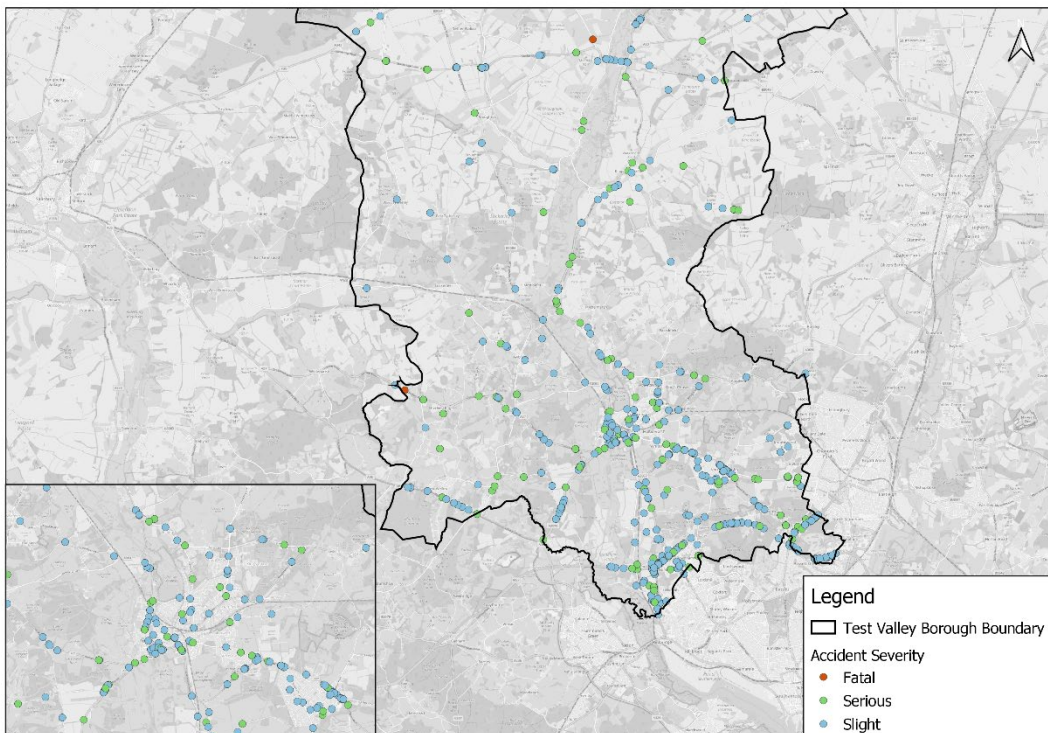


Figure 3-21 – Southern Area Accident Locations



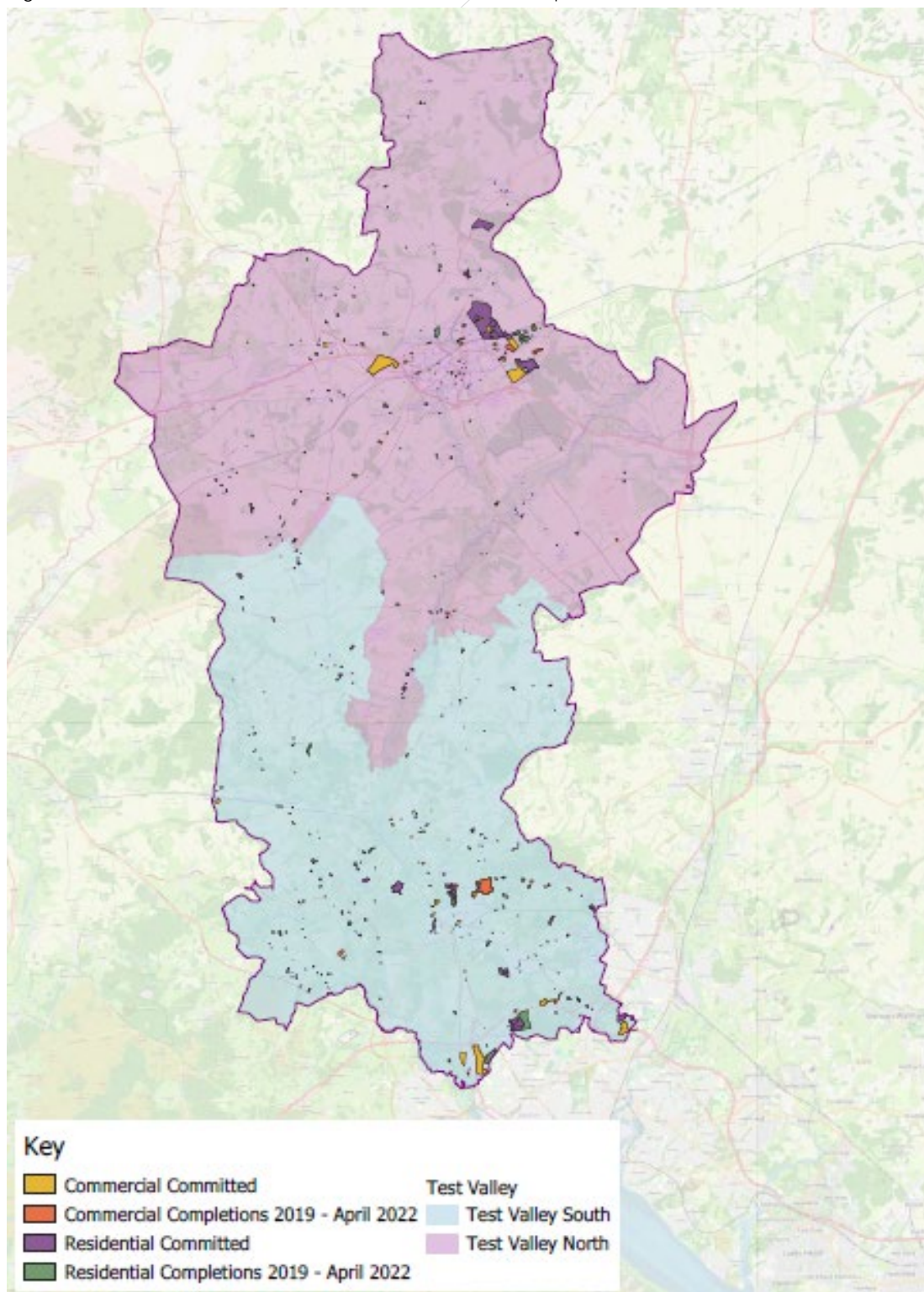
3.4 Committed Infrastructure

- 3.4.1 A review of committed infrastructure in Test Valley has been undertaken to inform the assessment of the future year scenarios (2040 year, with and without Local Plan in place). Further information on the scenarios tested as part of this TA is included in **Section 6.1**.

Residential and Commercial Development

- 3.4.2 Based on Housing Supply data (as of 31st March 2022) provided by TVBC, 518 sites within Test Valley have got permission to build a total of 6,192 dwellings. These sites comprise a mix of small, medium and large sites ranging from 1 to 2,500 dwellings.
- 3.4.3 In terms of commercial development, 38 sites within Test Valley have got permission to build 209,145m² of commercial space. Commercial sites comprise a mix of sites ranging from 200 to c. 67,000 m².
- 3.4.4 A plan showing the distribution of committed housing and residential development, including development that has been completed between 2019 (NHTM and SRTM model base year) and April 2022 and outstanding committed development, is presented below:

Figure 3-22 – Committed Residential and Commercial Development



Active Travel Schemes

3.4.5 HCC is seeking to drive forward active travel schemes to deliver against the objectives of LTP4 (see **Table 2-2**). The most recent active travel schemes have been identified in the Romsey Town Access Plan (TAP), Andover TAP, and Test Valley (South) LCWIP, however

further work is required to assess the feasibility of these, sift and prioritise options. It should be noted that no LCWIP for Test Valley North has been published to date.

Public Transport Schemes

- 3.4.6 The most recent public transport schemes have been identified in the Hampshire BSIP and TfSE Investment Plan (final draft version), however further work is required to assess feasibility, and sift and prioritise options.
- 3.4.7 HCC is leading the Andover railway station forecourt redevelopment proposals. The objectives of the scheme are to:
- Improve facilities for active travel between the town centre and Andover rail station;
 - To provide wayfinding and signage between the Andover rail station and the town centre;
 - Improve the access around Andover station forecourt.
- 3.4.8 Romsey bus station improvements are also proposed as part of the Romsey South of Town Centre masterplan. Current plans are for a new mobility hub created within the new relocated bus station, including bicycle storage and 'Amazon-style' collection and storage lockers.

Highway Schemes

- 3.4.9 The following committed highway schemes are known based on a review of the NHTM and SRTM Forecast Modelling Reports:
- M3 Junction 14 Smart Motorway Scheme – Increase from three lane to four lane running throughout
 - M27 Junction 3 - westbound exit slip-road to be widened to three lanes and M271 northbound and southbound approaches to be widened to three lanes
 - M271 Junction 1/ Brownhill Way – widening of the existing motorway slip roads, the circulatory carriageway and side approach roads, in addition to providing new footpaths/cycleways around the junction.

4 BASELINE ACCESSIBILITY

4.1 Overview

4.1.1 A high-level review of accessibility of the sites proposed to accommodate 350 dwellings or greater has been carried out using GIS for the following criteria (from the central point of the site boundary):

- 10-minute cycle
- 20-minute cycle
- 20-minute walk
- 20-minute public transport travel

4.1.2 The above has been informed by recent guidance on accessibility to local facilities, including 20-minute Neighbourhood Guide (TCPA, 2021), Active Travel England Standing Advice Note: 'Active Travel and Sustainable Development' (ATE, 2023), 'Walkable Neighbourhood' Report (Sustrans, 2022), and the 'walkable neighbourhood' catchment set out in 'Planning for Walking' (CIHT, 2015).

4.1.3 The accessibility to the following key destinations has been reviewed:

- local services (employment, primary and secondary education, GP Surgeries/ Pharmacies, Supermarket, Shopping Areas, Sport and Leisure Centres, Green Spaces)
- public transport (rail stations and bus stops)
- active travel (walking and cycling) infrastructure (national cycle network, off-road cycle trails and Public Rights of Way)

4.1.4 The following data sources have been used to calculate the accessibility:

- Employment – 2011 Census Employment Population
- Local services:
 - Primary and secondary Education – OS Open Data (Important Buildings)
 - Supermarket, Shopping Areas and Sport and Leisure Centres – Open Street Map Data
 - GP Surgeries/ Pharmacies – data provided by Test Valley Borough Council
 - Green Spaces – Public Open Space data provided by Test Valley Borough Council
 - Public transport data: Open Street Map Data
 - Active travel data: Open Street Map Data

4.2 Accessibility Maps

- 4.2.1 Local services and facilities within each isochrone are illustrated in the accessibility maps included in **Appendix B**, to provide an initial review of the current accessibility of potential development sites.
- 4.2.2 It should be noted that the accessibility maps are based on existing infrastructure and could be improved through the provision of new facilities/land uses, active travel routes and public transport services. The isochrones maps represent the initial stages of the accessibility review.
- 4.2.3 A more detailed accessibility assessment will be undertaken as part of the Regulations 19 stage, with the aim of understanding both existing and potential accessibility (in line with the sustainable transport strategy). of individual and combined sites This would help identify the necessary land uses/facilities and transport infrastructure and services to improve accessibility.
- 4.2.4 A full accessibility assessment will be presented as part of the Regulation 19 work.

5 NORTH HAMPSHIRE AND SOLENT SUB-REGIONAL TRANSPORT MODELS REVIEW

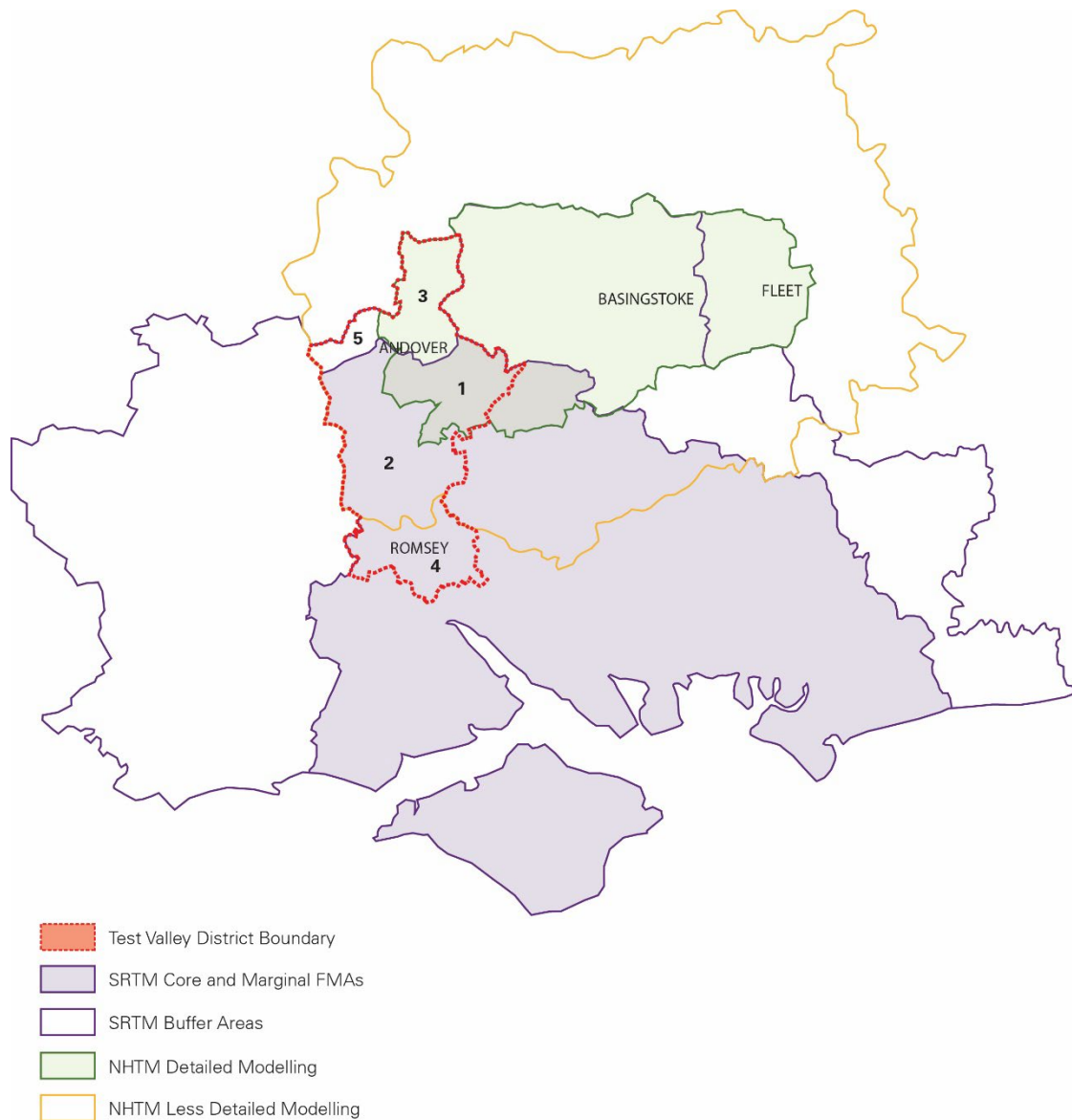
5.1 Assessment Tools

5.1.1 There are two models that cover the Test Valley Borough

- North Hampshire Transport Model (NHTM)
- Solent Sub Regional Transport Model (SRTM)

5.1.2 **Figure 5-1** shows the extents of each model.

Figure 5-1 Extent of Each Model



North Hampshire Transport Model (NHTM) - 2019

- 5.1.3 The NHTM has a base year of 2019 and covers the areas between Andover, in the west, to Fleet, in the east, and Basingstoke, at the centre. The NHTM includes three modelled time periods: an AM Peak hour (08:00 to 09:00), an average interpeak hour between 10:00 to 16:00 (IP) and a PM peak hour (17:00 to 18:00).
- 5.1.4 The model incorporates Private Transport split between
- Car Employer's Business;
 - Car Commute;
 - Car other;
 - LGV, and;
 - HGV
- 5.1.5 As well as a Public Transport user class split between
- Commute;
 - Business;
 - Other, and;
 - Education.
- 5.1.6 The model uses Variable Demand Modelling (VDM) in PTVs VISUM (Version 18) strategic modelling software an industry recognised transport assignment modelling tool widely used in the transport modelling of Local Plans and Infrastructure assessments.
- 5.1.7 The model has three levels of coding each containing a lesser degree of network, these include:
- An area of detailed modelling (AoDM) covering Basingstoke and Deane, Andover, Fleet and Hook;
 - An area of less detailed modelling (AoLDM) covering in full West Berkshire, Reading and Rushmoor, but to a lesser extent, South Oxfordshire, Windsor and Maidenhead, Bracknell Forest, Surrey Heath, Guildford, Waverley, East Hampshire, Winchester, Test Valley and Wiltshire, and;
 - A wider external area, which includes the rest of the country, usually modelled by the means of a network covering the core motorway network and larger zones.

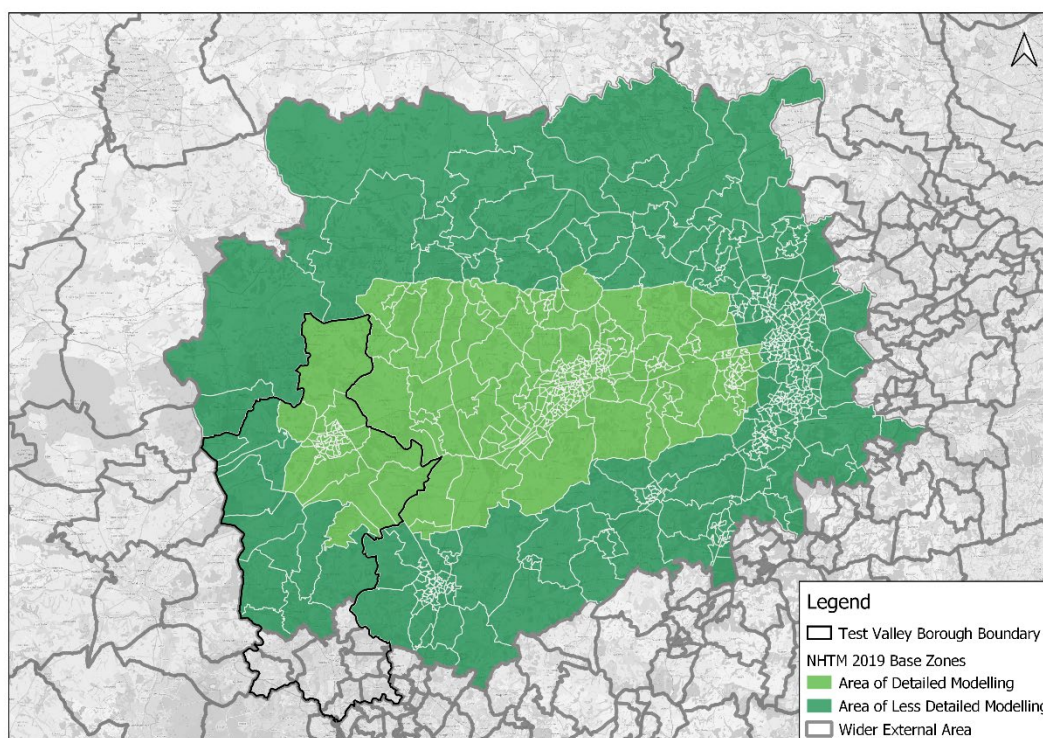


Figure 5-2: NHTM model coverage

- 5.1.8 The NHTM outputs have been used to analyse the transport network in the Test Valley North, where the NHTM provides the greater detail and accuracy (compared with SRTM, as explained below).
- 5.1.9 In addition to the above the Public Transport Model and the Demand Model also includes various detail of zone and network coding in line with the areas of modelling as outlined above.

Solent Sub Regional Transport Model (SRTM) – 2019

- 5.1.10 The SRTM also has a base year of 2019 and covers the districts of Southampton, Eastley, Fareham, Havant, Portsmouth, Gosport and the Isle of Wight, with parts of the districts of Winchester, New Forest and the Test Valley also being included. The model includes four peak periods, a morning peak AM (07:00 to 10:00), inter peak – IP (10:00 to 16:00), evening peak – PM (17:00 to 18:00 and an off-peak (19:00 to 07:00).
- 5.1.11 The model incorporates two key models: a highway model using Saturn and a public transport model using CUBE. In addition, demand associated with the Airport and Seaport, Park and Ride sites are also incorporated.
- 5.1.12 Four user classes are included within the highway model:
- Car Business;
 - Car Non Business;
 - LGV, and;
 - OGV (also classed as HGV).

5.1.13 Similarly, with the NHTM the model has three levels of detail including:

- A Core Fully Modelled Area covering the districts of Eastleigh, Southampton, Fareham, Havant, Portsmouth, Gosport and the Isle of Wight, whilst parts of Winchester, Test Valley, New Forest and East Hampshire are also coded within the core area;
- A Marginal Fully Modelled Area, including the rest of the districts of the New Forest, Test Valley, Winchester, East Hampshire as well as parts of Chichester and Arun districts and;
- A Buffer/External Area covering the rest of the country.

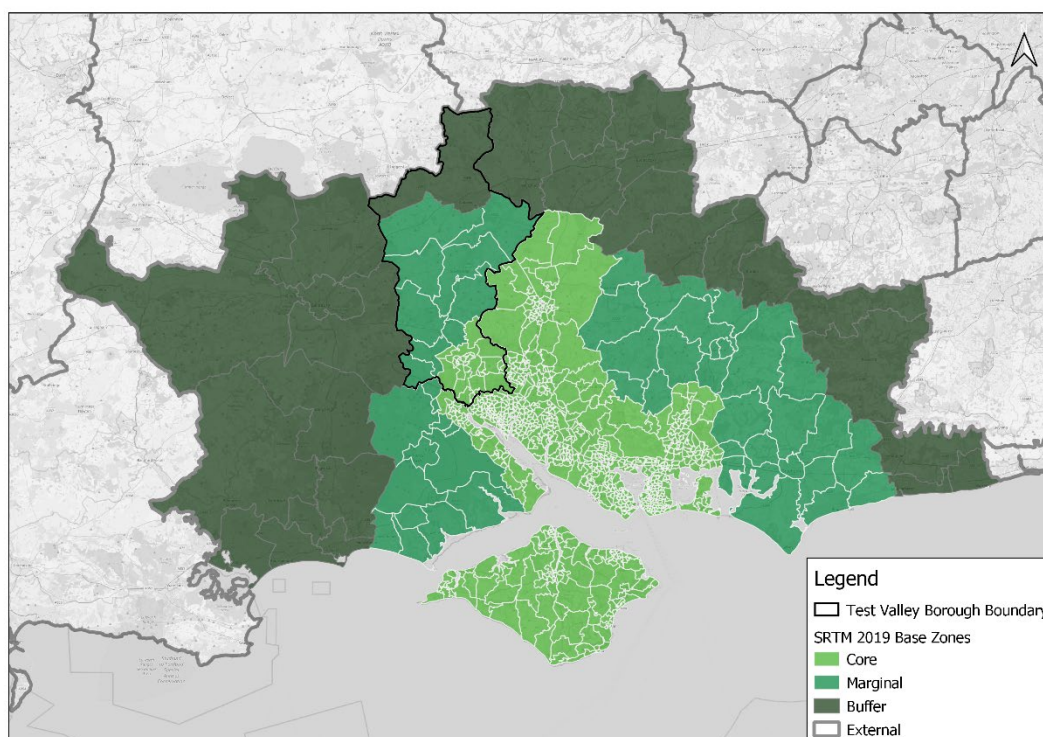


Figure 5-3: SRTM model coverage

5.1.14 The SRTM outputs have been used to analyse the transport network in the Test Valley South, where the SRTM provides the greater detail and accuracy (compared with NHTM, as explained above).

5.2 Base Model Volume over Capacity Review

5.2.1 To gain an understanding of locations within the Borough that current witness congestion issues and are therefore locations that are likely to worsen in the future with increased development a review of Volume over Capacity (V/C) outputs have been reviewed for both models.

5.2.2 Guidance states that locations for priority junctions which are identified to have a V/C of greater than 85% are over capacity, whilst for signalised junctions this is 90%. However, a V/C of greater than 85% on links gives an indication of where capacity issues are located, and therefore, where further investigation within the forecast models are likely to be required. The analysis of the base model network capacity also gives an indication of where additional

development, as a result of Local Plan, could result in 'severe' impact which could lead to development being prevented or refused on highway grounds (NPPF para. 115).

Base NHTM Volume/Capacity Issues

5.2.3 Within the base model a review of the 2019 Base Model Volume over Capacity (V/C) statistics from the model have been reviewed. These are presented within **Figures 5-4** and **5-5** which shows the locations where a V/C above 85% is expected.

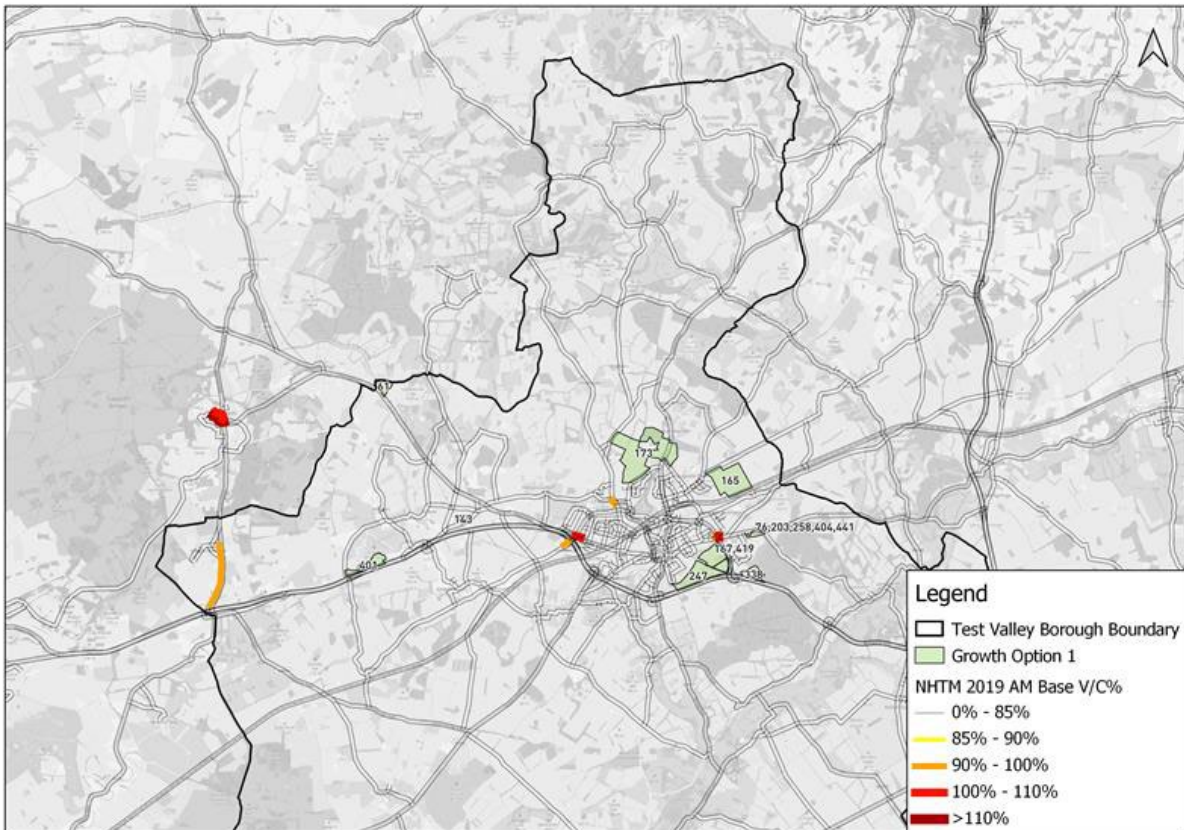


Figure 5-4: NHTM 2019 Base V/C >85% AM Peak

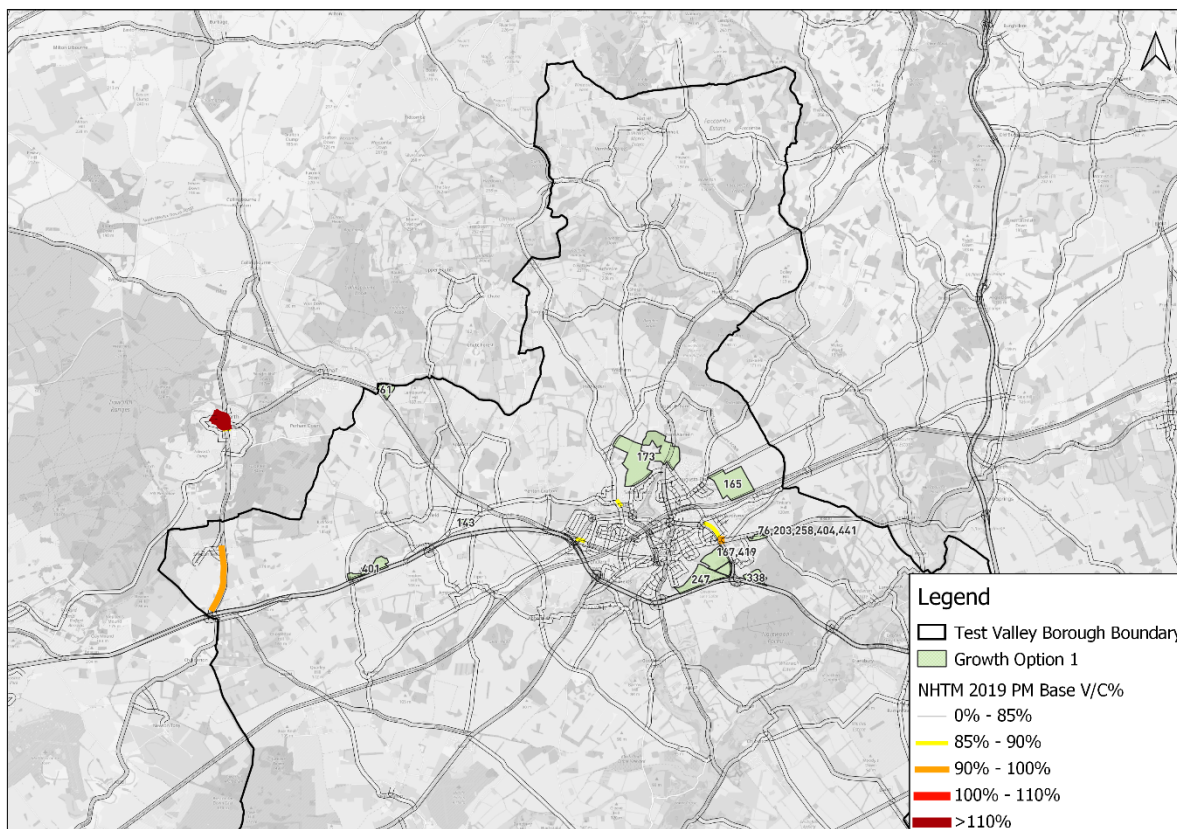


Figure 5-5: NHTM 2019 Base V/C >85% PM Peak

5.2.4 The base model V/C outputs for both the AM and PM show there is limited congestion within Andover and the modelled highway network at the north of the borough. With the exception at the following locations:

- A V/C in both peaks of between 90% and 100% - northbound along Salisbury Road A338/Bulford Road.

5.2.5 As well as at three locations which are identified to have a V/C of greater than 85% at:

- The gyratory of Monxton Road/A303/A343;
- The roundabout at Hatherden Road/Goch Way, and;
- The Andover Down Roundabout.

5.2.6 It is noted that in general the AM peak witnesses the largest V/Cs of greater than 90% on these junctions within Andover, with the PM peak V/Cs in the most part being between 85% and 90%.

Base SRTM V/C Issues

5.2.7 Understanding the levels of congestion and delay within SRTM link V/C plots have also been presented for the AM and PM peak periods for the 2019 Base Model as illustrated within **Figures 5-6** and **5-7**.

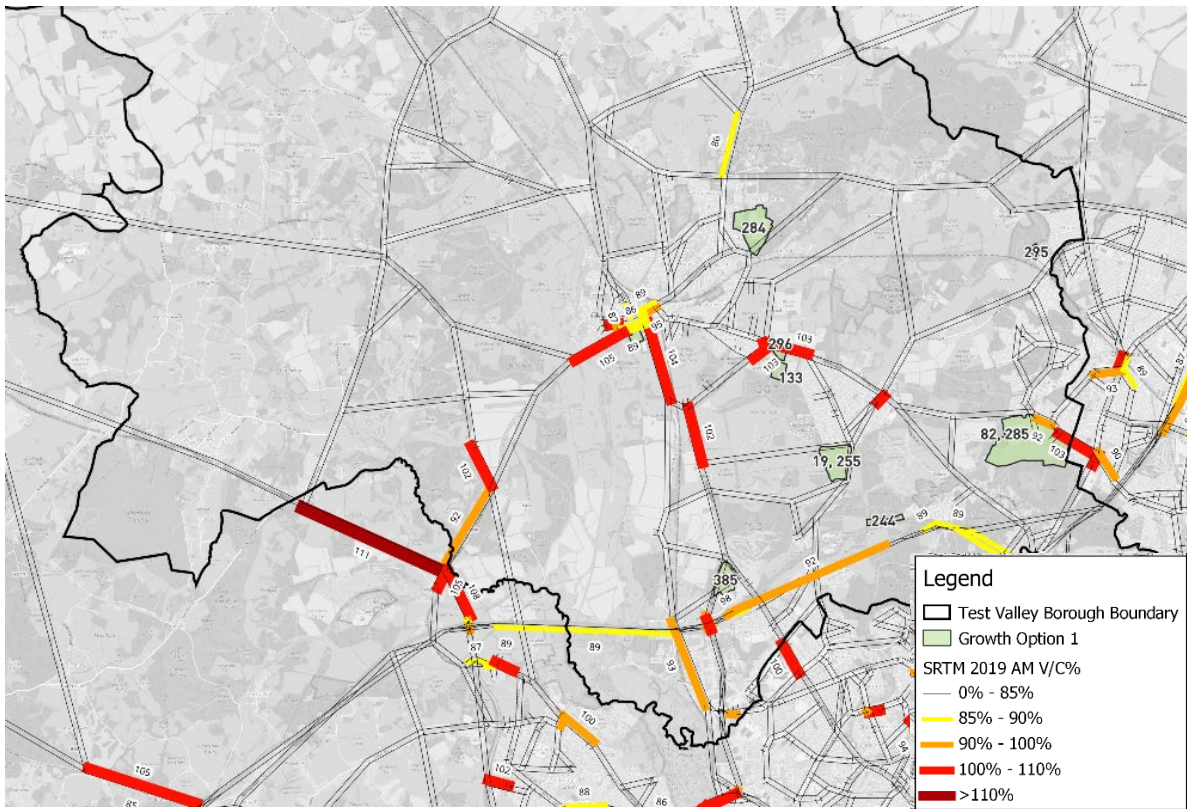


Figure 5-6: SRTM 2019 Base V/C >85% AM Peak

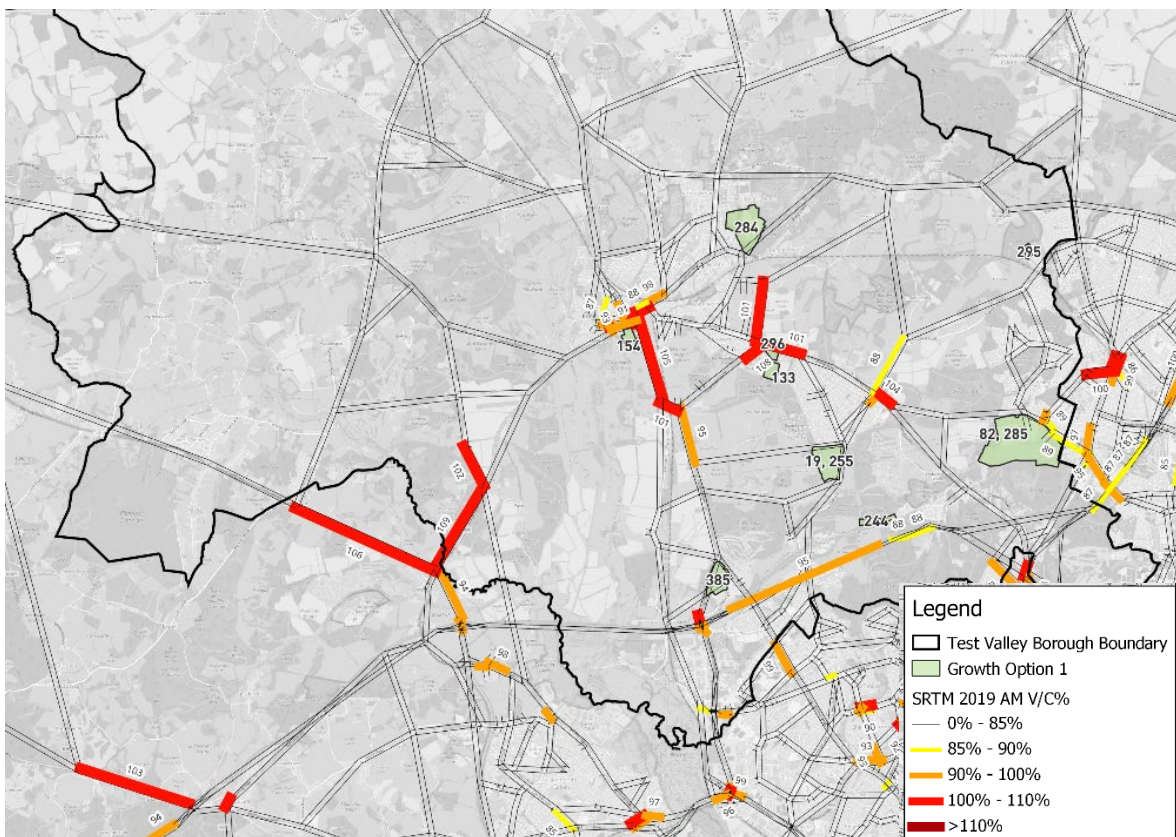


Figure 5-7: SRTM 2019 Base V/C >85% PM Peak

- 5.2.8 In both peak periods the SRTM base models show a number of locations that witness a V/C percentage greater than 85 with the AM peak showing higher number of capacity issues than the PM peak.
- 5.2.9 During the AM peak the links that are showing a V/C are in the most part located to the south of Romsey, with the key locations including:
- A27/A3090 Bypass Road
 - Broadwater Road/Palmerston Street
 - A36/Romsey Road (Ower Roundabout)
 - Junction 3 of the M27
 - A27/ Botley Road
 - Braishfield Road/Jermyns Lane/Sandy Lane
- 5.2.10 The PM peak issues are noted to be in similar locations to those outlined above, with the exception of the Braishfield Road/Jermyns Lane/Sandy Lane which shows no capacity issues within the PM peak.

6 PRELIMINARY TRANSPORT IMPACTS (BASED ON NHTM AND SRTM MODEL RUNS)

6.1 Growth Options 1 and 2

6.1.1 Two growth options comprising a combination of selected sites have been selected for further assessment, these are presented below:

Table 6-1 – Growth Options 1 and 2 Residential Sites

SHELAA Ref.	Site Name	Growth Option 1 (dwells)	Growth Option 2 (dwellings)
61	Land east of Ludgershall	350	350
154	Land south of bypass	110	110
165	Land at Finkley Down Farm	900	
153	Field's Farm		120
173	Land at Manor Farm	800	800
247	Land at Bere Hill Farm	600	400
284	Land at Ganger Farm South	340	80
295	Land N King Edward Park St James Park Wheelhouse Park	44	44
324	Land south of A342 and east of Shoddesden Lane		1,150
338	Land south of Forest Lane	270	
344	Brentry Nursery Jermyns Lane		250
139_282_356_370	Halterworth		1,150
167_419	Land at Bere Hill and Bayliffs Bottom	792	792
19_255	Packridge Farm and land south of Hoe Lane	150	
204_281_316	Penton Corner		210
76_203_258_404_441	Land south of London Road	90	90
82_285	Velmore Farm / Castle Lane	1,070	
Total Residential		5,516 dwellings	5,546 dwellings

Table 6-2 – Growth Options 1 and 2 Employment Sites

SHELAA Ref.	Site Name	Growth Option 1 (m ²)	Growth Option 2 (m ²)
133	Land adj to Abbey Park	19,588	19,588
143	Land west of Ordnance Lane Weyhill	22,000	
173	Land at Manor Farm (as part of residential-led mixed use development)	5,000	5,000
244	Kennels Farm	14,000	14,000
296	South side of Botley Road	3,200	
385	Land at Upton Lane	29,500	29,500
392	Land at Harroway House		46,450
394	Upton Triangle		16,000

SHELAA Ref.	Site Name	Growth Option 1 (m ²)	Growth Option 2 (m ²)
397	Land at Test Valley Business Park		12,000
401	Land south of Thruxton Aerodrome, north of A303	63,177	
82_285	Velmore Farm / Castle Lane	5,700	
Total Employment		162,165 m²	142,338 m²

6.2 Overview

6.2.1 A preliminary assessment of the likely transport impacts associated with the alternative Growth Options has been carried out based on the NHTM and SRTM model runs undertaken by Jacobs and Systra respectively (the transport model operators) in mid 2023. The assessment considers the following scenarios:

- Baseline (or Do Minimum): DM2040 (NHTM) / DM2041 (SRTM) – Future Baseline Year (2040 for the NHTM and 2041 for the SRTM) without Local Plan
- Growth Option 1: (Do Something) DS1 – Future Year (2040 for the NHTM and 2041 for the SRTM) with Local Plan Growth Option 1
- (Do Something) Growth Option 2: DS2 - Future Year (2040 for the NHTM and 2041 for the SRTM) with Local Plan Growth Option 2

6.2.2 The following section provides a review of the highway impact resulting from proposed traffic growth in the area covered by the model, including a summary of:

- Actual Flow Difference Plots
- Volume over Capacity (V/C) for each scenario.

6.2.3 A modelling assumptions report provided by Jacobs as well as other modelling outputs are provided within **Appendix B**.

North South Development Split

6.2.4 **Table 6-1** and **Table 6-2** shows the proportion of development within each of the two HMAs in Test Valley, based upon the number of dwellings and employment floor area.

Table 6-3– Local Plan Growth Options 1 & 2 Residential Development in the North and South HMAs

North/South of District	Growth Option 1	Growth Option 2
North	3,912 units	3,902 units
South	1,604 units	1,644 units

Table 6-4 – Local Plan Growth Options 1 & 2 Total Employment (m²) in the North and South HMAs

North/South of District	Growth Option 1	Growth Option 2
North	90,177 m ²	51,250 m ²
South	71,988 m ²	91,088 m ²

- 6.2.5 Overall, the northern part of the district is expected to have the largest proportion of housing development when compared to the south in both growth options. The largest amount of employment is expected to be located to the south of the districts in proposed Growth Option 1 and south of the district in proposed Growth Option 2.
- 6.2.6 The following section provides a review of the modelling undertaken for the two HMAs in Test Valley, as follows:
- Test Valley North study area, using NHTM outputs; and
 - Test Valley South study area, using SRTM outputs.

6.3 Test Valley North - NHTM Outputs

Network Statistics

- 6.3.1 Model network statistics have been provided for the 'Without Local Plan' and 'With Local Plan' scenarios set out in para. 6.1.1, for the AM and PM 2040 forecast years.
- 6.3.2 **Table 6-3** and **Table 6-4** below provides a summary of the key performance indicators for all modelled scenarios and peak periods. Network statistics provide a summary of the operation of the whole model rather than specific locations but do indicate how scenarios differ to another.

Table 6-5 – Network Statistics – 2040 AM Peak

Scenario	Peak	Total Vehicles				Total distance travelled [veh km]	Total delay [veh hours]	Average network speed [km/h]
		All Vehicles	Total Car	LGV	HGV			
Baseline (DM_2040)	AM	330,279	288,714	33,427	8,138	10,026,859	33,631	63.58
Option 1 (DS1_2040)	AM	332,360	290,459	33,681	8,221	10,062,095	33,858	63.54
Option 2 (DS2_2040)	AM	332,170	290,275	33,681	8,214	10,050,251	33,826	63.53
Difference								
DS1_2040 - DM_2040	AM	2,082	1,745	254	83	35,237	226	-0.04
DS2_2040 - DM_2040	AM	1,891	1,561	254	77	23,392	195	-0.05

Table 6-6 - Network Statistics – 2040 PM Peak

Scenario	Peak	Total Vehicles				Total distance travelled [veh km]	Total delay [veh hours]	Average network speed [km/h]
		All Vehicles	Total Car	LGV	HGV			
Baseline (DM_2040)	PM	283,550	250,698	27,575	5,277	9,259,759	31,192	64.62
Option 1 (DS1_2040)	PM	285,635	252,506	27,809	5,319	9,279,523	31,450	64.55
Option 2 (DS2_2040)	PM	285,428	252,300	27,811	5,317	9,271,914	31,370	64.57
Difference								
DS1_2040 - DM_2040	PM	2,085	1,808	234	42	19,764	258	-0.08
DS2_2040 - DM_2040	PM	1,878	1,602	236	40	12,156	178	-0.05

- 6.3.3 The network statistics show over the whole network the DS1 scenario is forecast to have a larger increase in vehicles when compared to the DM scenario, with an additional 2,082 and 2,085 vehicles in the AM and PM peak scenarios respectively, for DS2 this growth is just under 2,000 vehicles at 1,891 and 1,878 respectively. These levels in the growth of traffic between the scenarios correlates there being higher growth in the northern part of the district in Option 1 than Option 2, as discussed in section 6.1.4.
- 6.3.4 The overall impact of the growth in either option results in an increase of total distance travelled vehicle km due to the additional trips within the model, however the AM peak is expected to have the largest increases for both scenarios when compared to the PM.
- 6.3.5 Total vehicle delay vehicle hours also increase, with the Option 1 (DS1) forecasting the largest increase in total delay of 226 vehicle hours during the AM peak and 258 during the PM peak, the increase for Option 2 (DS2) is 195 and 178 vehicle hours for the AM and PM respectively.
- 6.3.6 Average network speeds km per hour reduces slightly in both scenarios for both peaks when compared with the DM scenario. With the AM peak Option 1 (DS1) forecasting a decrease of -0.04 and Option 2 (DS2) -0.05. For the PM peak, the model is forecasting a -0.05kp/h decreases in both scenarios. Further investigation regarding the AM peak speed reductions is provided within the summary of outputs in the following section.

Actual Flow Difference

- 6.3.7 The following provides a summary of the Actual Flow differences for the AM and PM peak DS scenarios compared with the DM scenario.

DS1 2040 AM compared with the DM 2040

- 6.3.8 **Figure 6-1** shows the largest increases or decreases in traffic flow within the modelled area. The following links are predicted to have an increase in traffic flow greater than 100 passenger car units (pcu – measure used to assess highway capacity, based on the space different vehicles take up). Increases in actual flow are depicted in red in the maps below, while decreases in actual flow are depicted in green.

- A303 WB – from A303/Stanbury Road Junction to the A303/A3093 junction
- A303 EB from the A303/A3093 junction to the A303/M3
- WB A343
- Saxon Way
- Smannell Road
- Picket Twenty Way

- 6.3.9 Minimal decreases in actual flow are expected within the NHTM study area.

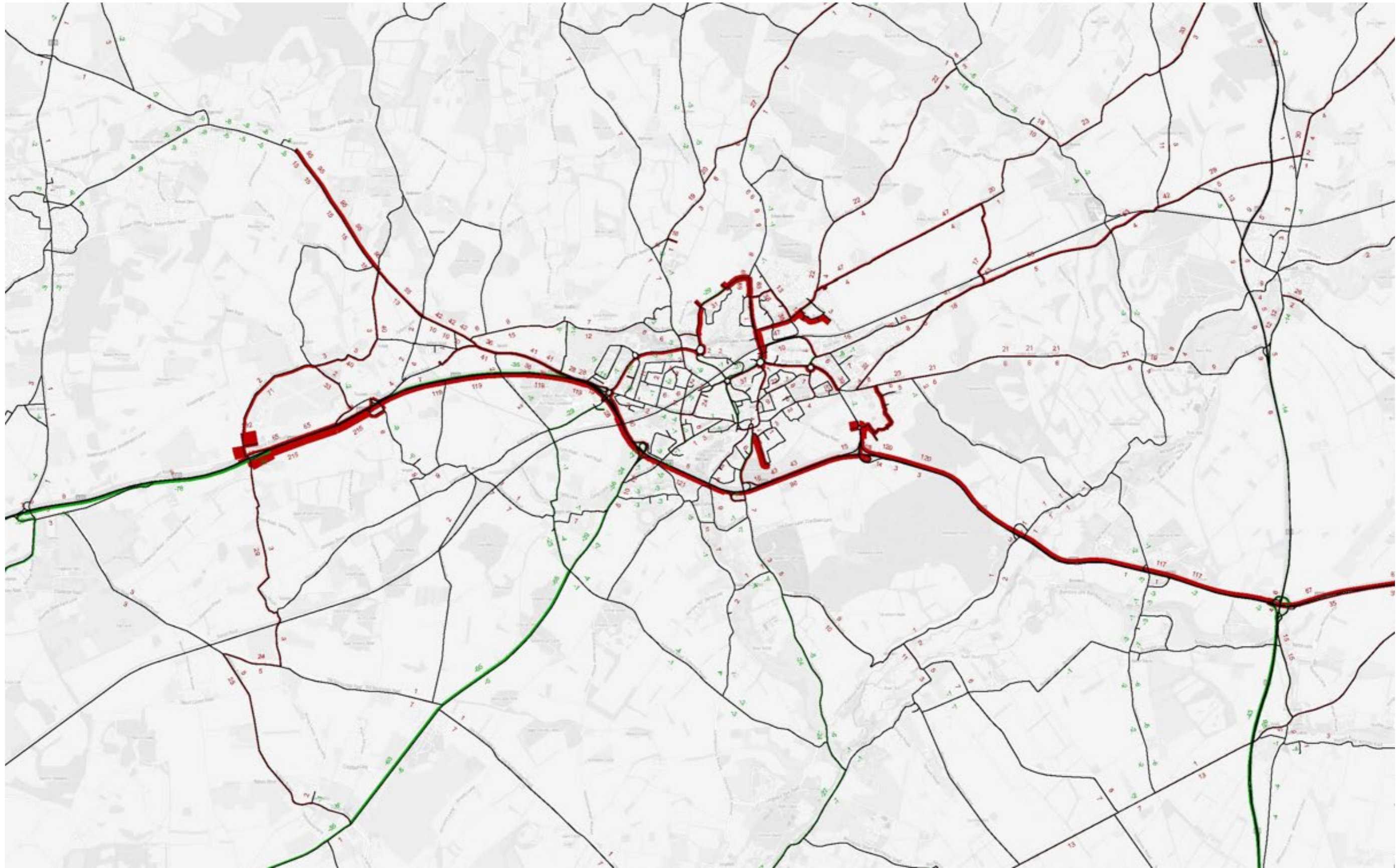


Figure 6-1 – NHTM AM Actual Flow Difference DS1-DM

DS2 2040 AM compared with the DM 2040

6.3.10 **Figure 6-2** shows the largest increases or decreases in traffic flow within the modelled area. The following links are expected to have an increase in traffic flow greater than 100 pcu.

- A303 EB between the A303/A343 and A303/A34 junctions
- Andover Road/Weyhill Road
- Saxon Way
- A343
- Old Winton Road

6.3.11 Minimal decreases in actual flow are expected within the NHTM study area.

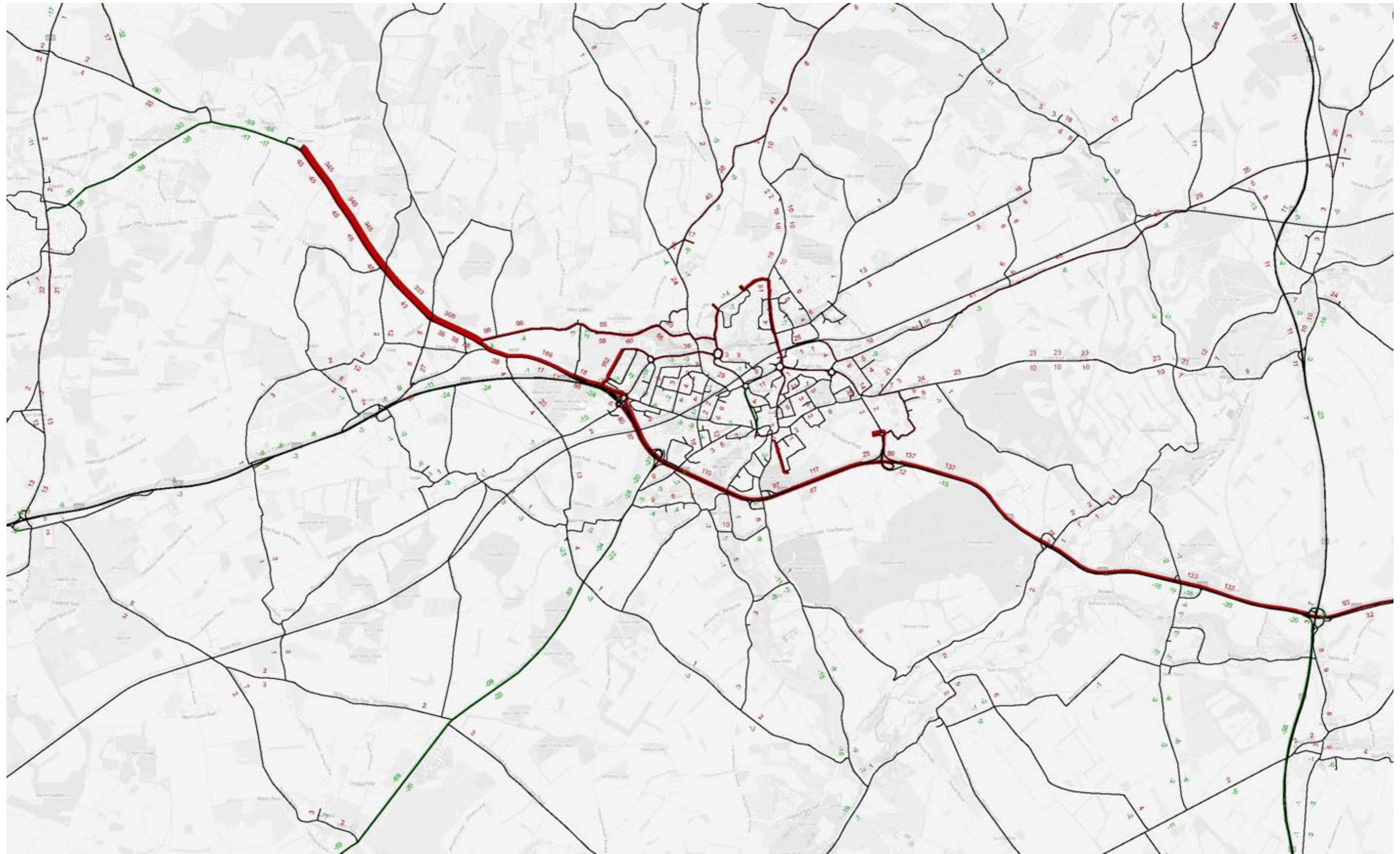


Figure 6-2 – NHTM AM Actual Flow Difference DS2-DM

DS1 2040 PM compared with the DM 2040

6.3.12 **Figure 6-3** shows the largest increases or decreases in traffic flow within the modelled area. The following links witness an increase in traffic flow greater than 100 pcu

- A303 EB between Aerodrome Road the A303/Wiremead Lane
- A303 EB to the M3 junction
- Old Winton Road
- Picket Twenty Way
- A343
- Saxon Way
- Viking Way

6.3.13 Minimal decreases in actual flow are expected within the NHTM study area.

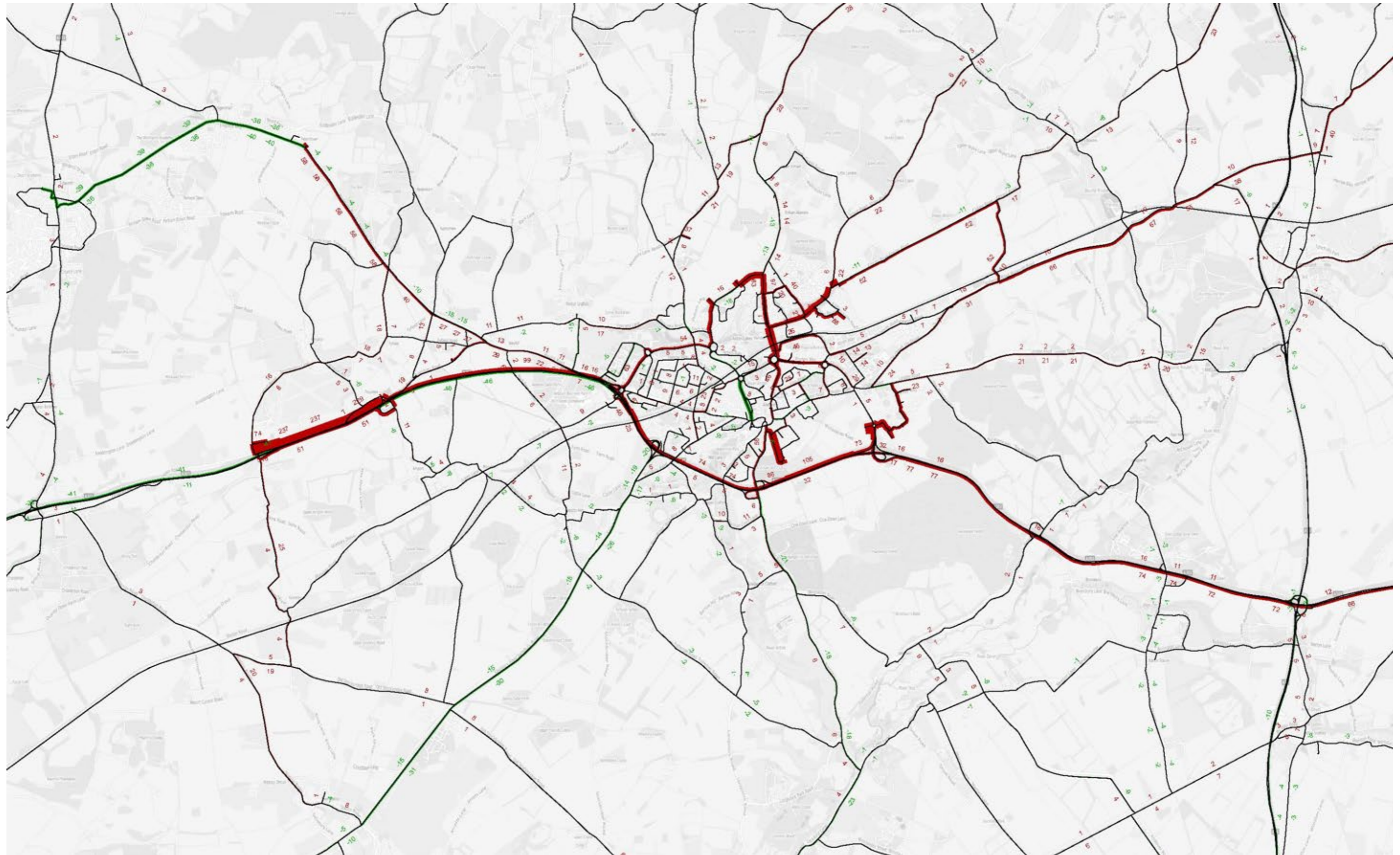


Figure 6-3 – NHTM PM Actual Flow Difference DS1-DM

DS2 2040 PM compared with the DM 2040

6.3.14 **Figure 6-4** shows the largest increases or decreases in traffic flow within the modelled area. The following links are expected to have the largest increases in traffic flow.

- EB Andover Road/Weyhill Road
- A303 both directions between the A303/A343 junction and the A303/A3093 junction
- A303 EB towards the M3 junction
- Saxon Way
- A343
- Foxcotte Lane

6.3.15 Minimal decreases in actual flow are expected within the NHTM study area.

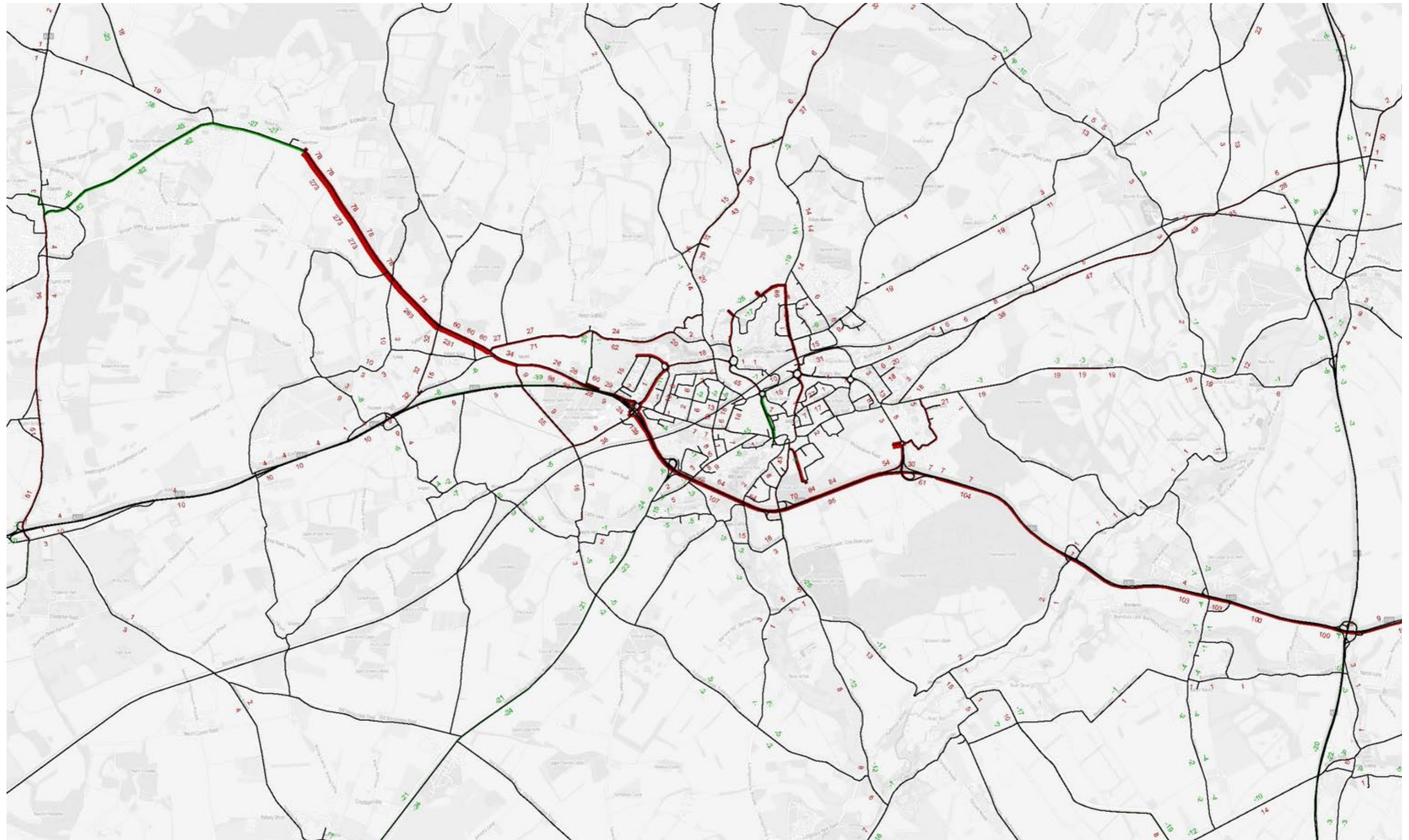


Figure 6-4 – NHTM PM Actual Flow Difference DS2-DM

Volume/Capacity Impacts

- 6.3.16 Volume over Capacity (V/C) shows how congested either an approach to a junction or a junction is forecast to become as a result of new trips generated from development. Typically, a V/C of less than 85% is where a network operates within capacity, whilst over this percentage networks start to degrade with an increase in queues and subsequently delays occur.
- 6.3.17 The following provides a summary of the Baseline (DM), Option 1 (DS1) and Option 2 (DS2) scenarios for 2040 AM and PM.

6.4 2040 DM Volume /Capacity AM Peak hour

6.4.1 **Figure 6-5** shows the locations which are expected to have a V/C of greater than 85% in the future baseline ('without Local Plan') scenario. These are identified at the following locations:

- A338 SB on the approach to the A303
- Monxton Road SB by the junction of Hawker Siddeley Way
- Weyhill Road on the approach to Hundred Acre Roundabout
- Hatherden Road SB on the approach to the roundabout with Goch Way
- Salisbury Road SB on the approach to Balksbury Hill
- River Way
- Pilgrims Way
- A303 EB on the approach to the A303/B3048 junction
- A303 EB on the approach to the A34

6.4.2 Minimal decreases in V/C have been identified based on the NHTM model outputs.

DM 2040 AM - VoC - whole model area

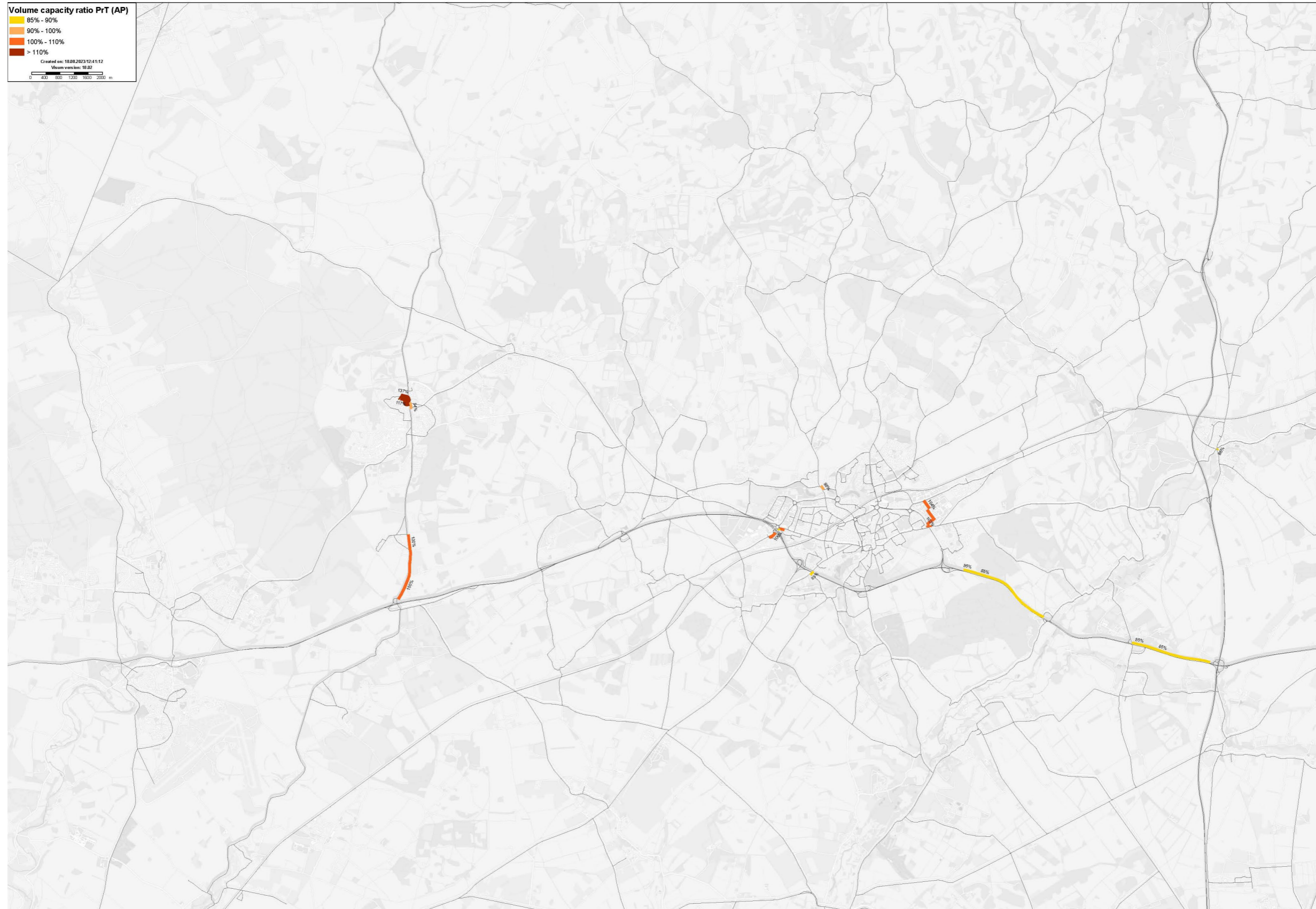


Figure 6-5 – NHTM AM V/C DM

6.5 2040 DS1 Volume/Capacity AM Peak Hour

6.5.1 In addition to links identified in the DM scenario, **Figure 6-6** indicates there are five additional locations which are expected to have a V/C of greater than 85%, these are shown in the following locations:

- A303 WB approach to Monxton Road
- A303 WB approach to the A343 junction
- A303 EB approach to the B3048 junction
- A343 EB approach to Charlton Roundabout
- Smannell Road WB approach to roundabout with the A343
- A343 SB towards Enham Arch railway bridge

DS1 2040 AM - VoC - whole model area

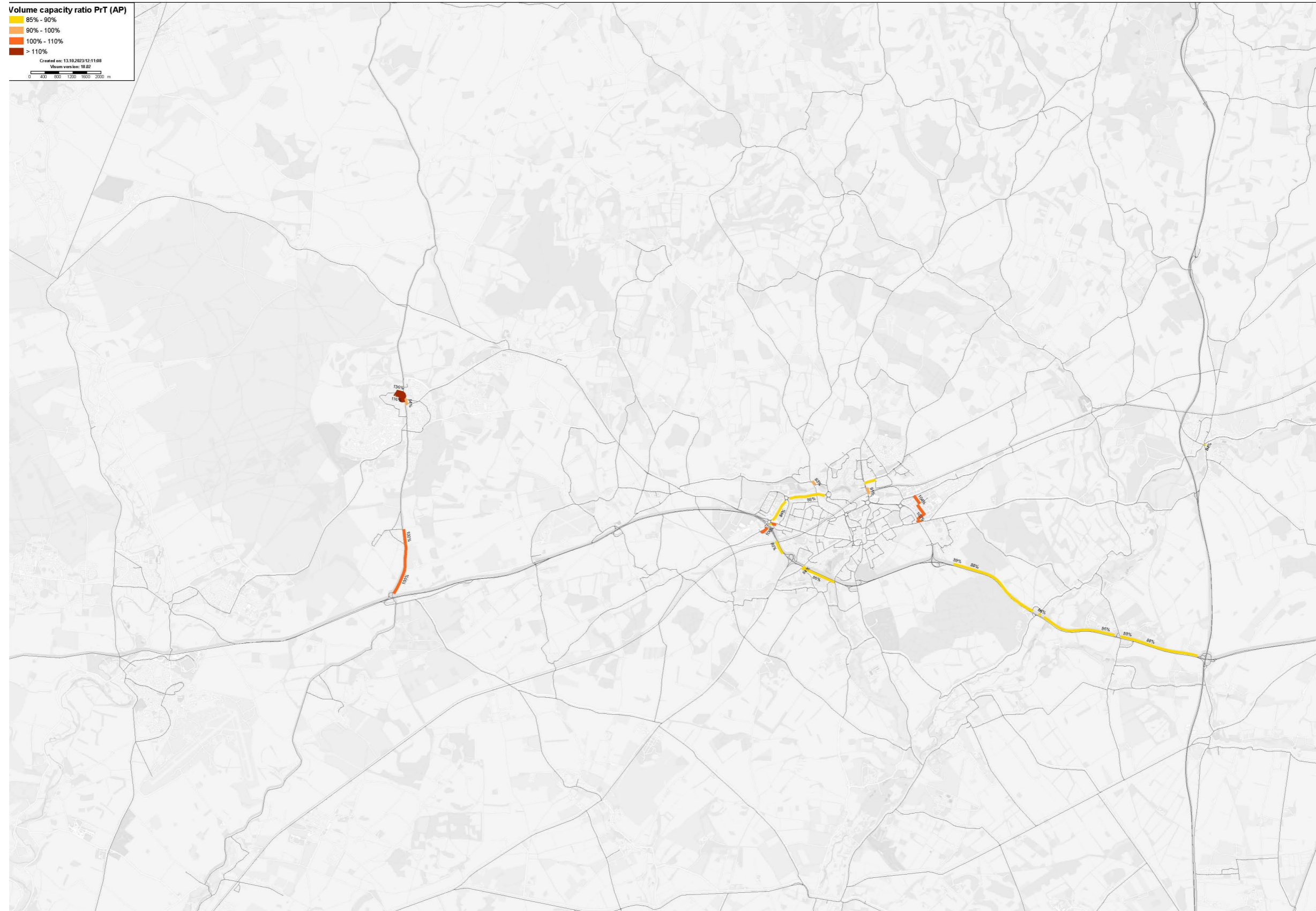


Figure 6-6 – NHTM AM V/C DS1

6.6 2040 DS2 Volume/Capacity AM Peak Hour

6.6.1 In addition to those already witnessing a V/C of greater than 85% in the DM scenario, **Figure 6-7** indicates there are three additional locations which witness a V/C of greater than 85% in the DS2 scenario, these are shown in the following locations:

- A343 EB approach to Charlton Roundabout
- A303 WB approach to the A343 junction
- A343 SB towards Enham Arch railway bridge

DS2 2040 AM - VoC - whole model area

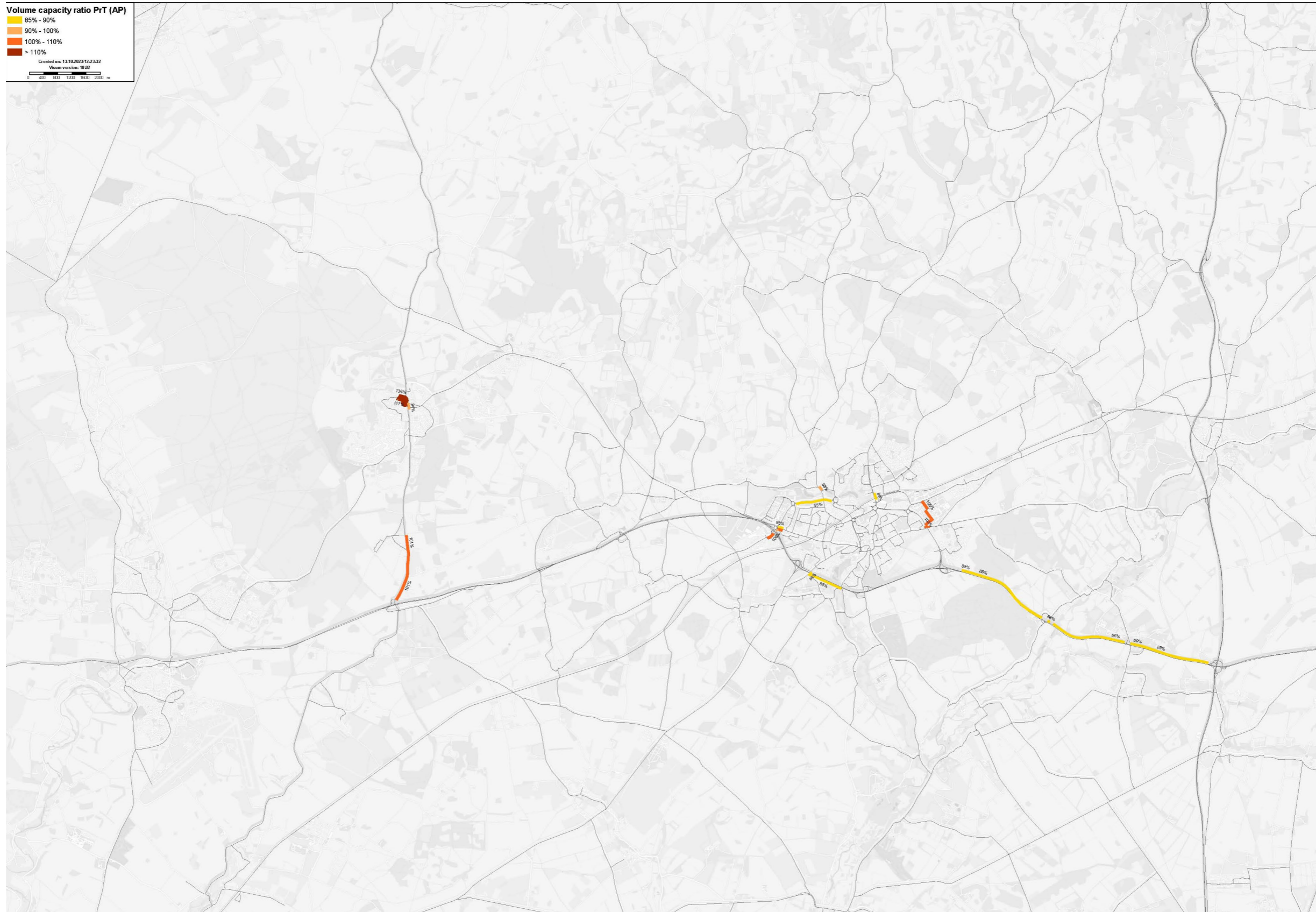
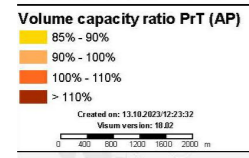


Figure 6-7 – NHTM AM V/C DS2

6.7 2040 DM Volume/Capacity PM Peak Hour

6.7.1 **Figure 6-8** shows the locations which witness a V/C of greater than 85% in the DM scenario. These are located at the following locations:

- A338 NB and SB on the approach to the A303
- Weyhill Road on the approach to Hundred Acre Roundabout
- Hatherden Road SB on the approach to the roundabout with Goch Way
- Smannell Road WB on the approach to the A343
- South Way NB on the approach to Walworth Road
- Churchill Way NW on the approach to Walworth Roundabout
- London Road SB with the junction with Vigo Road
- A303 both directions between the junction with the A3093 and B3048
- A303 WB on the approach to the B3048
- A303 both directions between the junction between the A303 and The Street and the A34

DM 2040 PM - VoC - whole model area

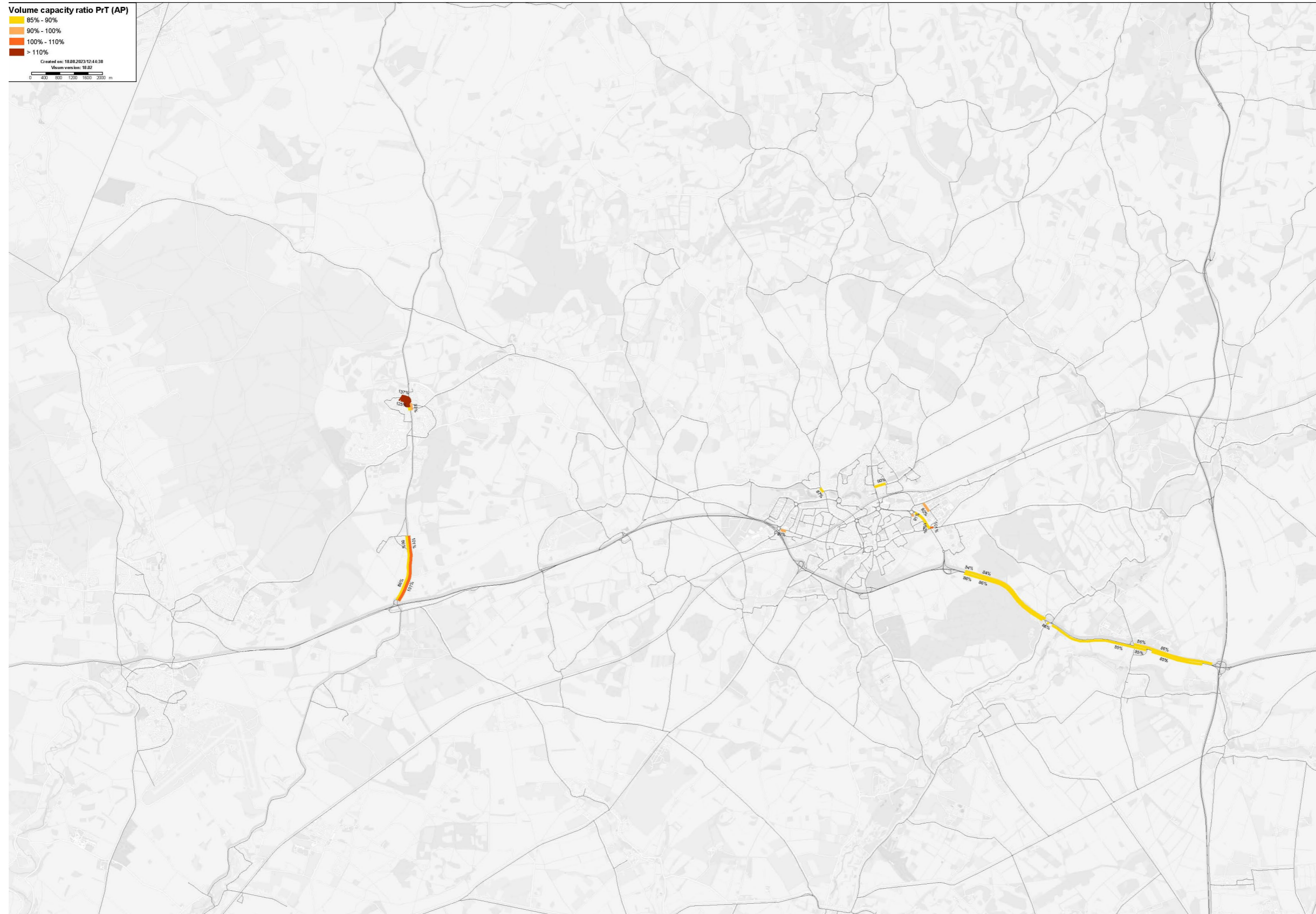


Figure 6-8 – NHTM PM V/C DM

6.8 2040 DS1 Volume/Capacity PM Peak Hour

6.8.1 In addition to those already operating at V/C of greater than 85% in the Baseline (DM) scenario, **Figure 6-9** indicates there are two additional locations which are forecast to operate at a V/C of greater than 85% in Option 1 (DS1), these are shown in the following locations:

- A343 EB approach to the junction between the A303 and the A3057
- A3043 NB approach to the roundabout of the A343 and Smannell Road

DS1 2040 PM - VoC - whole model area

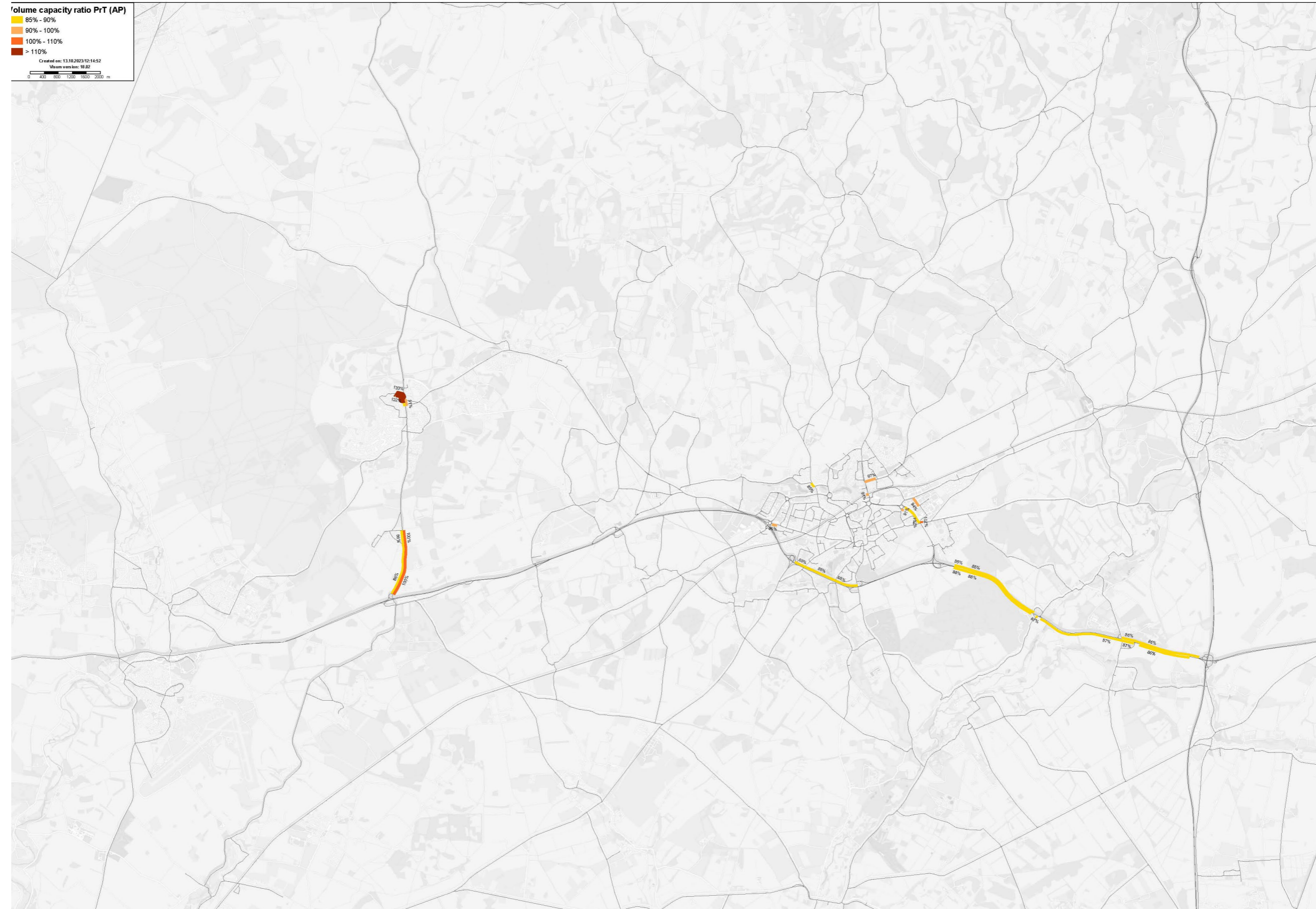


Figure 6-9 – NHTM PM V/C DS1

6.9 2040 DS2 Volume/Capacity PM Peak Hour

6.9.1 In addition to those links already operating at V/C of greater than 85% in the Baseline (DM) scenario, **Figure 6-10** indicates there are three additional locations which are forecast to operate at a V/C of greater than 85% in the Option 2 (DS2), these are shown in the following locations:

- A343 EB approach to the junction between the A303 and the A3057
- A3043 NB approach to the roundabout of the A343 and Smannell Road

DS2 2040 PM - VoC - whole model area

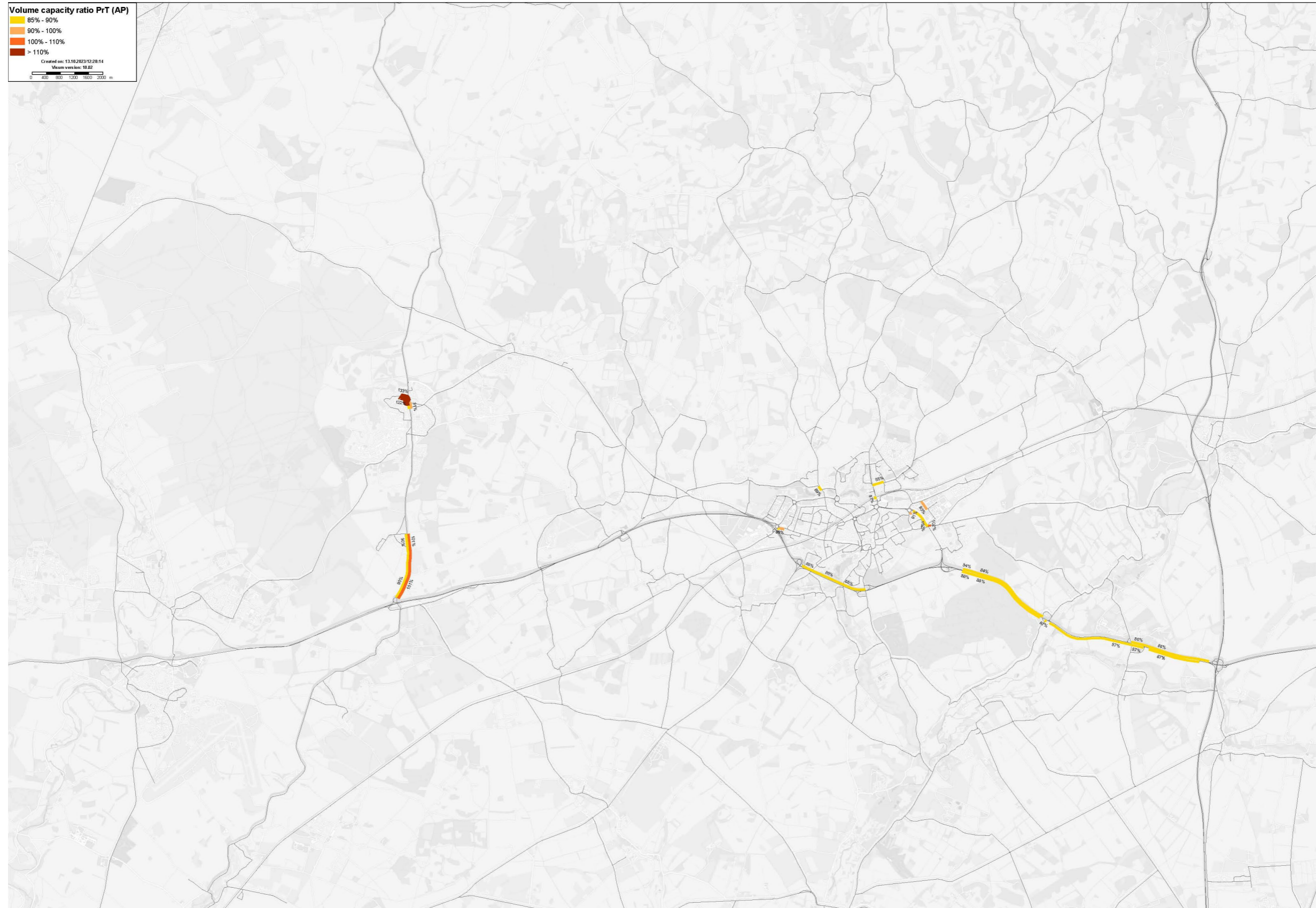


Figure 6-10 – NHTM PM V/C DS2

NHTM Modelling Summary

- 6.9.2 In general, increases in traffic flow between the future baseline without Local Plan (DM) and with Local Plan Growth Option 1 or 2 (DS1/DS2) are expected to be below 100pcu across most of the network in Test Valley North. Some increases in traffic flow above 100pcu are expected along:
- DS1: along the A303, A343, Saxon Way, Smannel Road and Picket Twenty Way in the AM peak period; along the A303, Old Winton Road, Picket Twenty Way, the A343, Saxon Way and Viking Way in the PM peak period.
 - DS2: along the A303, Andover Road/ Weyhill Road, Saxon Way, the A343 and Old Winton Road in the AM peak period; along Andover Road/ Weyhill Road, the A303, Saxon Way, the A343 and Foxcotte Lane in the PM peak period
- 6.9.3 The NHTM modelling shows that increases in background traffic (non-Local Plan development) up to 2040 would generally result in V/C smaller than 85% across the network in Test Valley North. V/C equal or greater than 85% is expected as a result of Local Plan development near junctions around Andover, key locations along the A303, and along the A338 near the junction with the A303.
- 6.9.4 The results of the NHTM outputs for the northern part of the borough indicate that Growth Option 1 would result in greater transport impacts than Growth Option 2. Particularly a comparison of V/C between the DS scenarios and DM show:
- Impacts of Growth Option 1 have been identified along the A303 in proximity of Thruxton Airport, and along the A343 to the north of Andover, particularly around Enham Arch Retail Park.
 - Impacts of Growth Option 2 have been identified at junctions the A343, including the A303/A343 junction.

6.10 Test Valley South - SRTM Outputs

Network Statistics

- 6.10.1 Model network statistics have been provided for the Do Minimum (DM) and Do Something Growth Option 1 (DS1) and Do Something Growth Option 2 (DS2) for the AM and PM 2041 forecast years.
- 6.10.2 **Table 6-5** and **Table 6-6** below provides a summary of the key performance indicators for all modelled scenarios and peak periods. Network statistics provide a summary of the operation of the whole model rather than specific locations but do indicate how scenarios differ to another.

Table 6-1 – Network Statistics – 2041 AM Peak

Scenario	Peak	Total Vehicles	Total distance travelled [veh km]	Total delay [veh hours]	Total delay [veh hours]	Average network speed [km/h]
DM_2041	AM	541,921	446,424	8,286	-	62
DS1_2041	AM	547,061	452,811	8,793	-	61
DS2_2041	AM	546,037	452,807	8,999	-	61
Difference						
DS1_2041 - DM_2041	AM	5,140	6,387	507	00:08:45	-0.81
DS2_2041 - DM_2041	AM	4,115	6,383	713	00:12:28	-0.92

Table 6-2 - Network Statistics – 2041 PM Peak

Scenario	Peak	Total Vehicles	Total distance travelled [veh km]	Total delay [veh hours]	Total delay [veh hours]	Average network speed [km/h]
DM_2041	AM	546,025	425,166	7,928	-	65
DS1_2041	AM	551,012	431,371	8,267	-	64
DS2_2041	AM	552,172	432,058	8,380	-	64
Difference						
DS1_2041 - DM_2041	AM	4,987	6,205	339	00:06:05	-0.46
DS2_2041 - DM_2041	AM	6,147	6,892	453	00:07:54	-0.55

- 6.10.3 The network statistics show over the whole network the Option 1 (DS1) scenario is forecast to have a larger increase in vehicles when compared to the DM scenario, with an additional 5,140 and 4,987 vehicles in the AM and PM peak scenarios respectively, for Option 2 (DS2) this growth is 4,115 and 6,147 respectively. These levels in the growth of traffic between the scenarios correlates with the growth options in the northern part of the district as discussed in section 5.5.
- 6.10.4 The overall impact of this increase results in an increase of total distance travelled vehicle km in both peak periods and scenarios, with the greatest increases noted in the DS2 PM peak when compared with the DM scenario.
- 6.10.5 Total vehicle delay vehicle hours also increase, with the DS1 forecasting the largest increases in total delay in the AM peak for both scenarios at 8 minutes 45 seconds and 12 minutes 28 seconds for the DS1 and DS2 scenarios, whilst in the PM total delay equates to 6 minutes 5 seconds and 7 minutes 54 seconds respectively.
- 6.10.6 Average network speeds km per hour reduces slightly in both scenarios for both peaks when compared with the DM scenario. With the AM peak DS1 forecasting a decrease of -0.81 and DS2 -0.92. For the PM peak the models are forecasting a -0.46 and -0.55.

Actual Flow Difference

- 6.10.7 The following provides a summary of the Actual Flow differences for the AM and PM peak DS scenarios compared with the DM scenario.

DS1 2041 AM compared with the DM 2041

- 6.10.8 **Figure 6-11** shows the largest increases or decreases in traffic flow within the modelled area. The following links (excluding zone loading links) witness an increase in traffic flow greater than 100 pcu.
- Whitenap Lane
 - Templars Way
- 6.10.9 There are other increases and decreases less than 100 pcu witnessed within the modelled area in close proximity to the growth option sites. Including externally to the Borough boundary around Chandler's Ford.

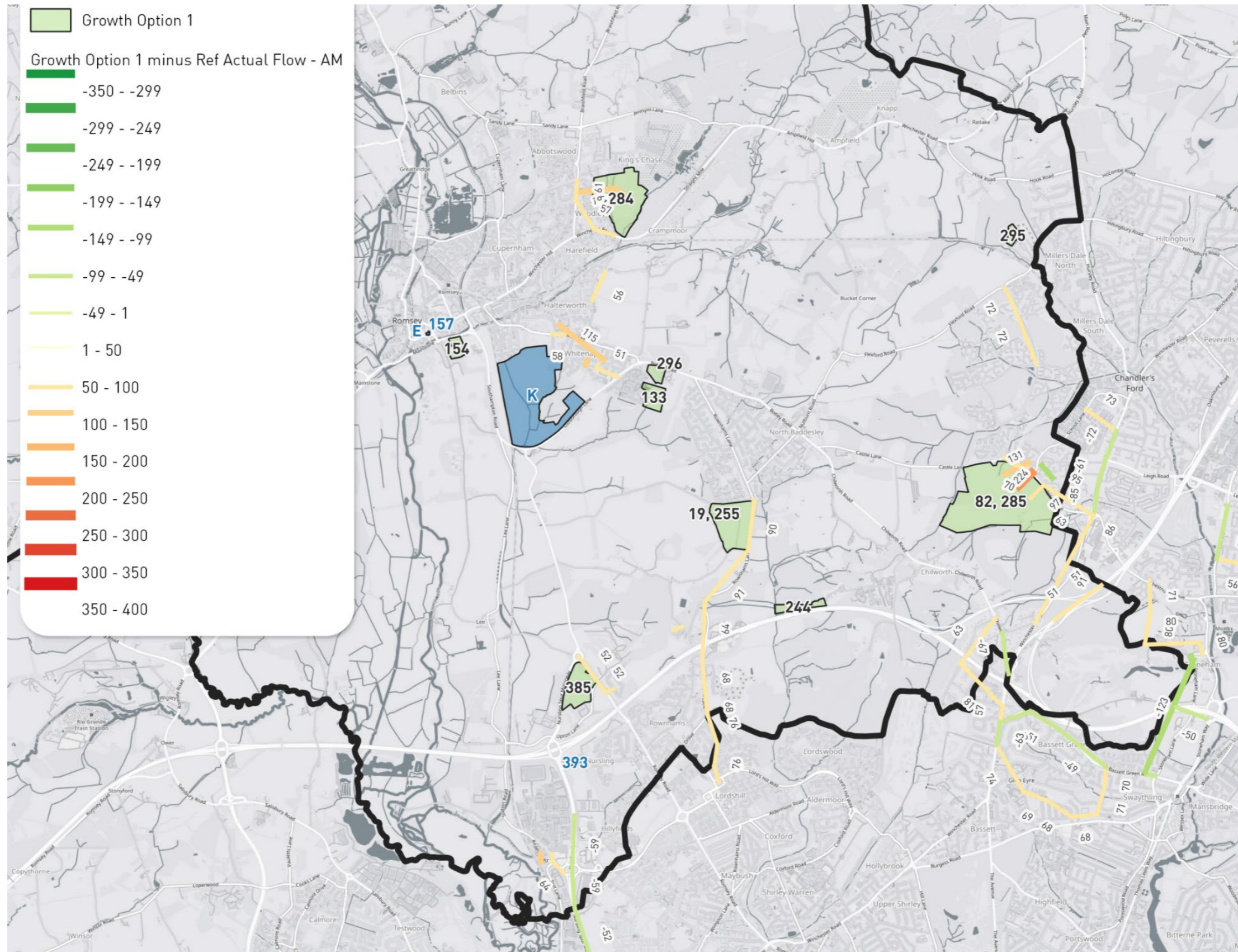


Figure 6-11 – SRTM AM Actual Flow Difference DS1-DM

DS2 2041 AM compared with the DM 2041

6.10.10 **Figure 6-12** shows the largest increases or decreases in traffic flow within the modelled area. The following links witness an increase in traffic flow greater than 100 pcu. Excluding zone loading links.

- A3090 (The Straight Mile)
- Frncona Drive
- Brownhill Way

6.10.11 There are other increases and decreases less than 100 pcu witnessed within the modelled area in close proximity to the growth option sites.

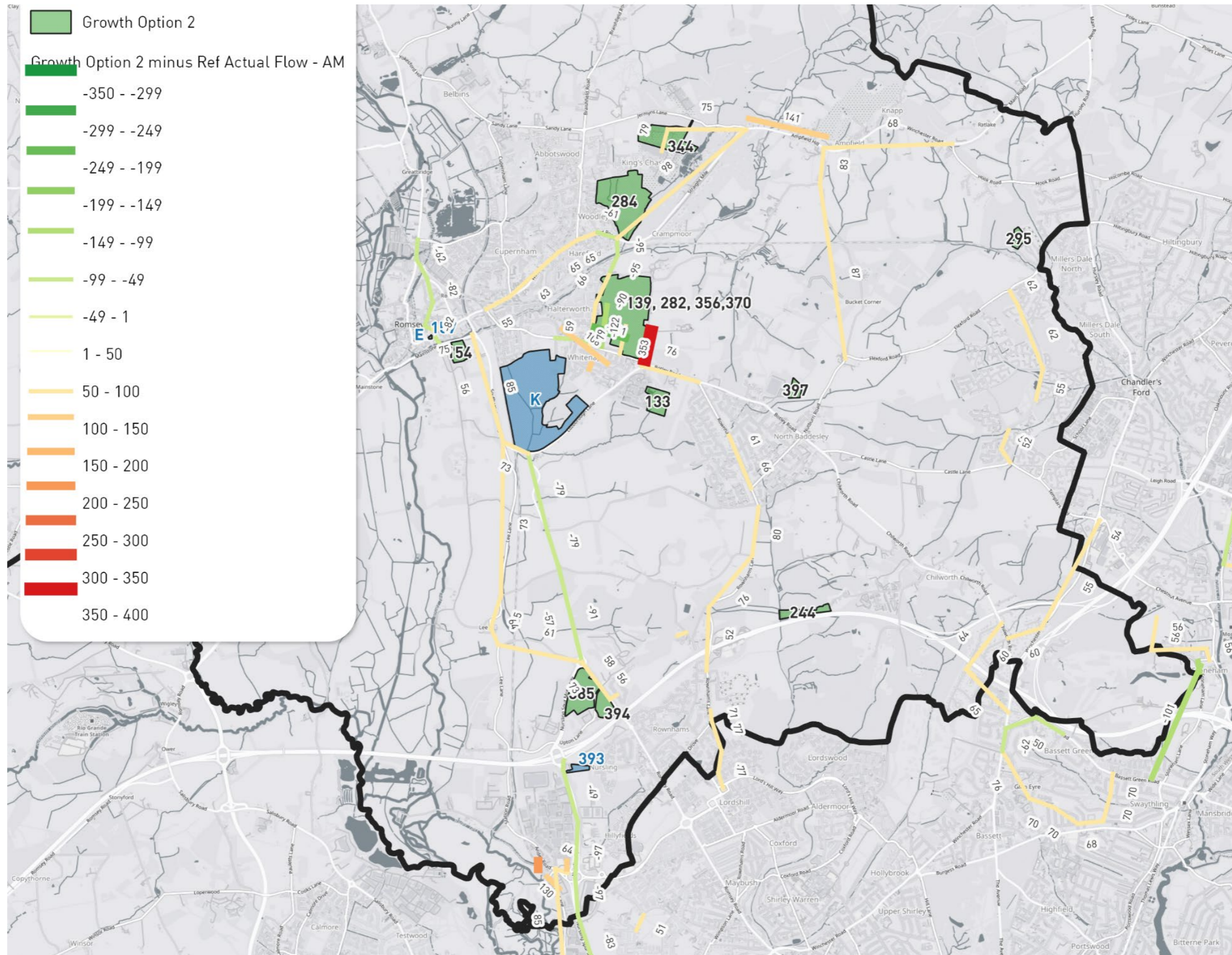


Figure 6-12 – SRTM AM Actual Flow Difference DS2-DM

DS1 2041 PM compared with the DM 2041

6.10.12 **Figure 6-13** shows the largest increases or decreases in traffic flow within the modelled area. The following links (excluding zone loading links) witness an increase in traffic flow greater than 100 pcu

- Templars Way

6.10.13 There are other increases and decreases less than 100 pcu witnessed within the modelled area in close proximity to the growth option sites. Including externally to the Borough boundary around Chandler's Ford.

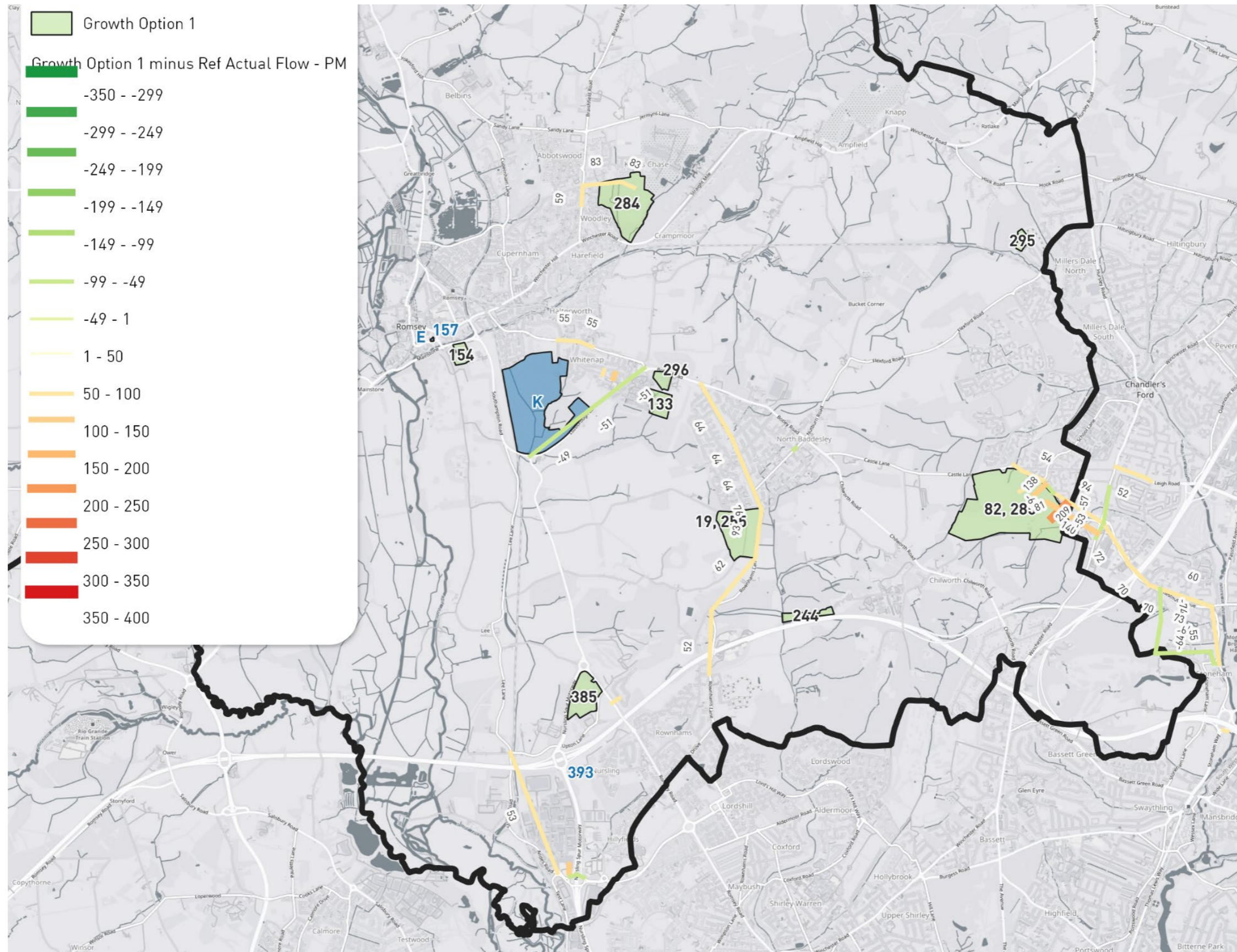


Figure 6-13 – SRTM PM Actual Flow Difference DS1-DM

DS2 2041 PM compared with the DM 2041

6.10.14 **Figure 6-14** shows the largest increases or decreases in traffic flow within the modelled area. The following links (excluding zone loading links) witness the largest increases in traffic flow.

- Frncona Drive
- Botley Road

6.10.15 There are other increases and decreases less than 100 pcu witnessed within the modelled area in close proximity to the growth option sites.

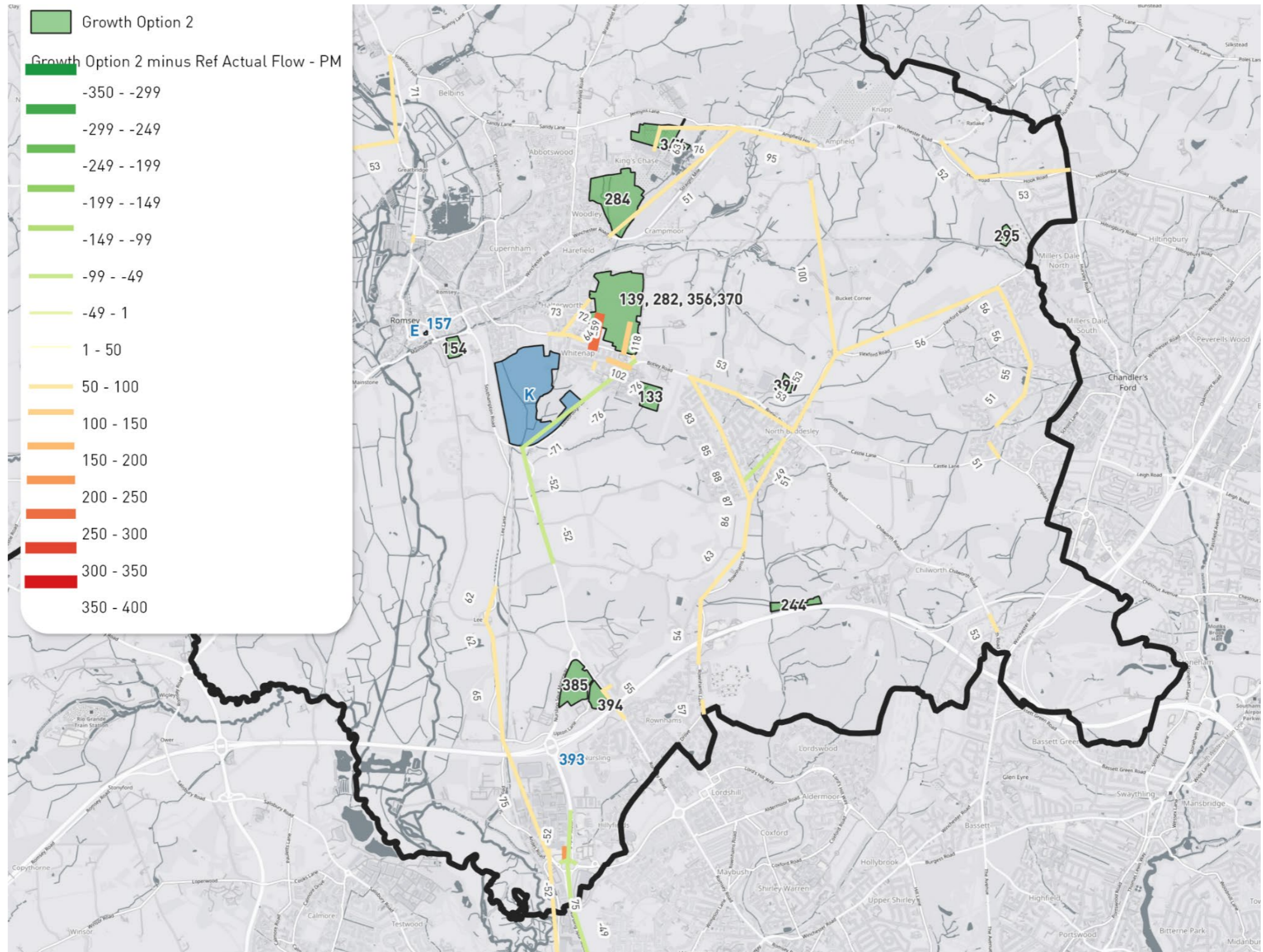


Figure 6-14 – SRTM PM Actual Flow Difference DS2-DM

Volume/Capacity Impacts

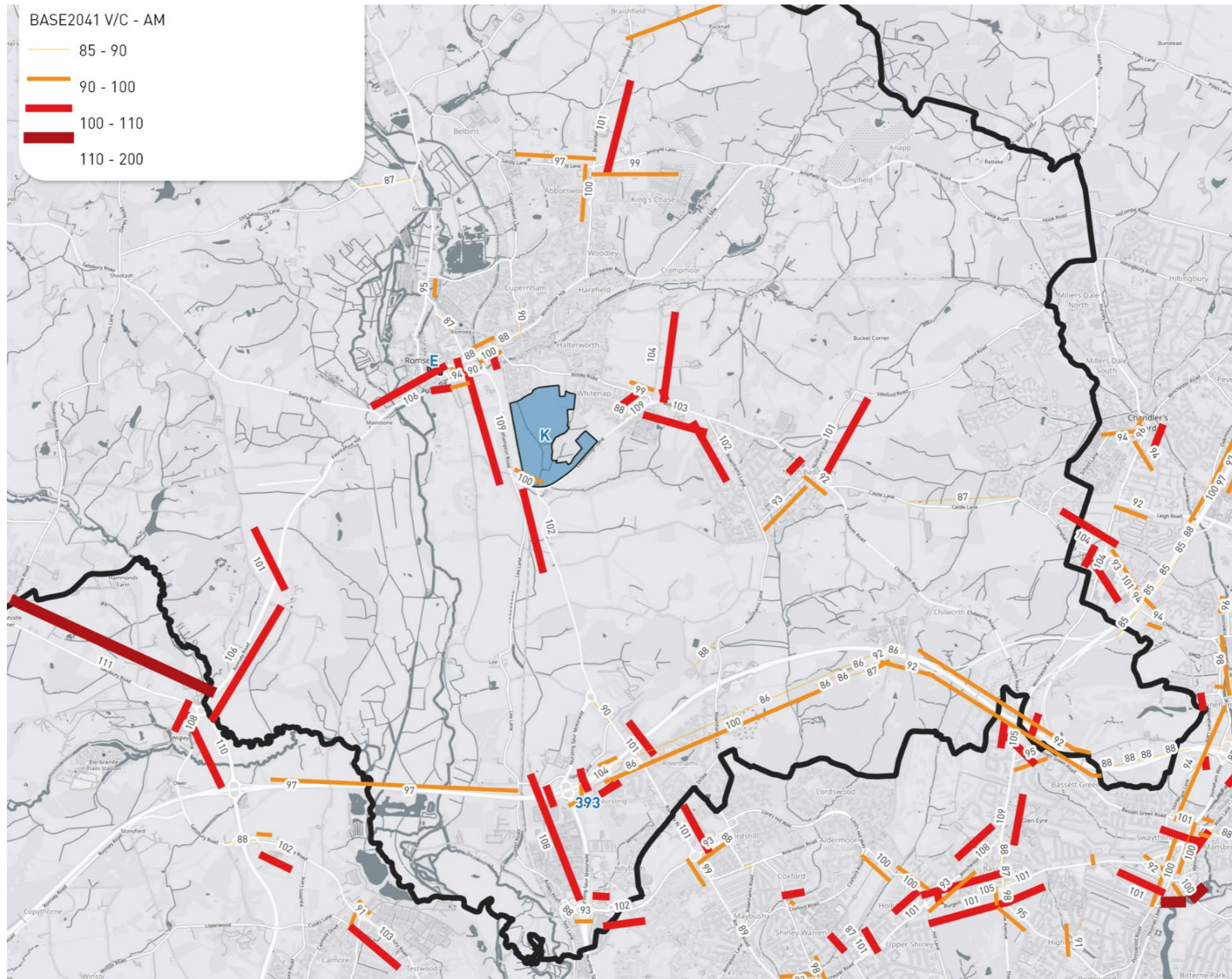
6.10.16 V/C or volume over capacity, shows how congested either an approach to a junction or a junction is currently or is forecast to become as a result of new trips generated from development. Typically a V/C of less than 85% is where a network operates within capacity, whilst over this percentage networks start to degrade with an increase in queues and subsequently delays occur.

6.10.17 The following provides a summary of the DM, DS1 and DS2 scenarios for 2041 AM and PM.

6.11 2041 DM Volume /Capacity AM

6.11.1 **Figure 6-15** shows the locations which are expected to have a V/C of greater than 85% in the DM scenario. These are located at the following locations:

- Junction of Sandy Lane/Braishfield Road/Jermyns Lane - Romsey
- Junction of the A3090/A27/Bypass Road - Romsey
- A3057 Approach to Ashfield Roundabout - Romsey
- Junction of Botley Road/A27 – Romsey
- Rownham Lane approach to Botely Road – North Baddesley
- Botley Road/Nutburn Road/Rownhams Road – North Baddesley
- Junction of A3057/Balmoral Way/Paulette Lacave Avenue - Nusling
- Approaches to Rownham Interchange – M27



6.12 2041 DS1 Volume/Capacity AM Peak Hour

- 6.12.1 The differences between the DM and DS1 are minimal with no significant increases in V/C between the two scenarios. **Figure 6-16** illustrates the V/C plots for DS1 AM.

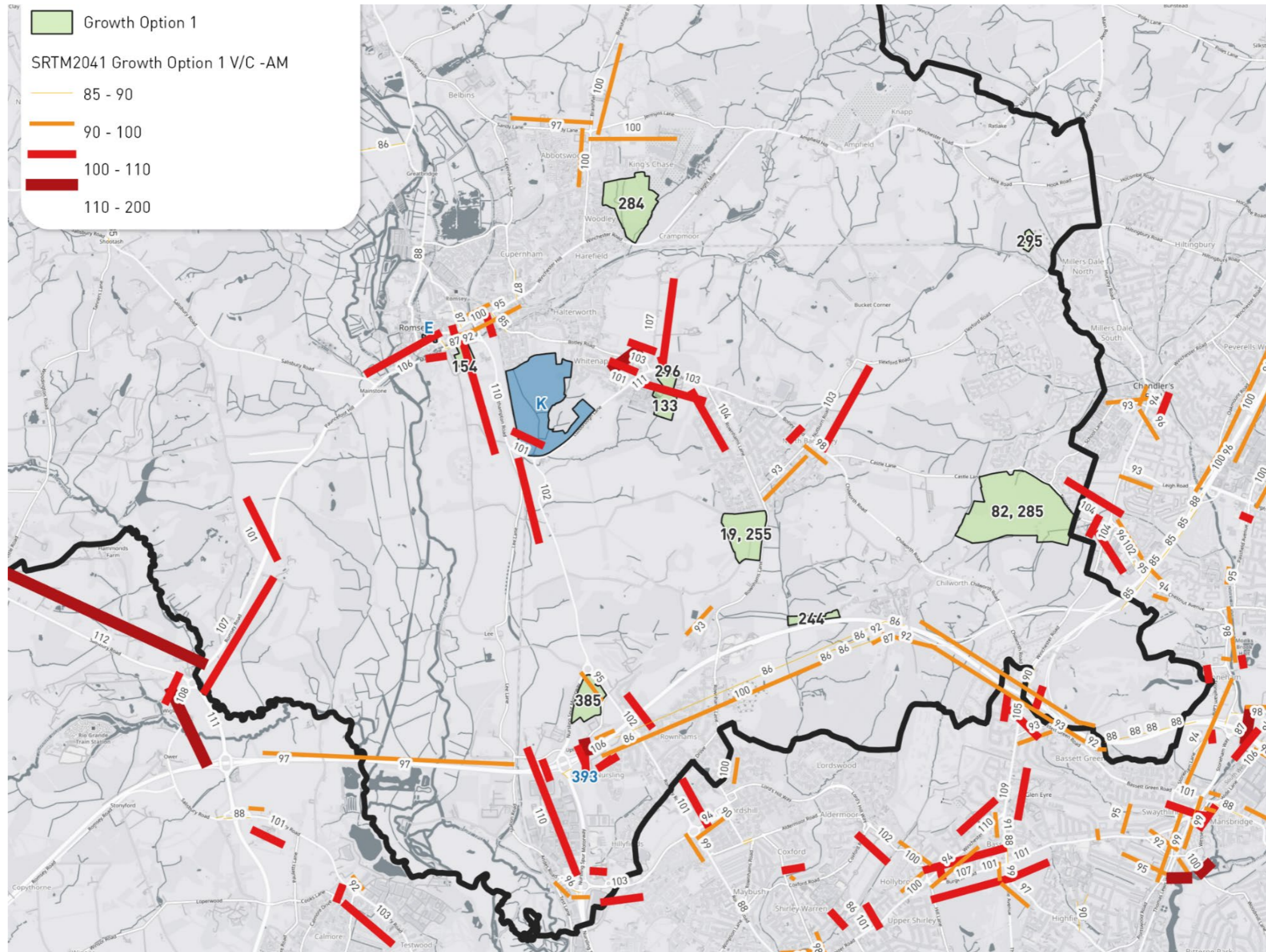


Figure 6-16 – NHTM AM V/C DS1

6.13 2041 DS2 Volume/Capacity AM Peak Hour

- 6.13.1 The differences between the DM and DS2 are minimal with no significant increases in V/C between the two scenarios. **Figure 6-17** illustrates the V/C plots for DS2 AM.

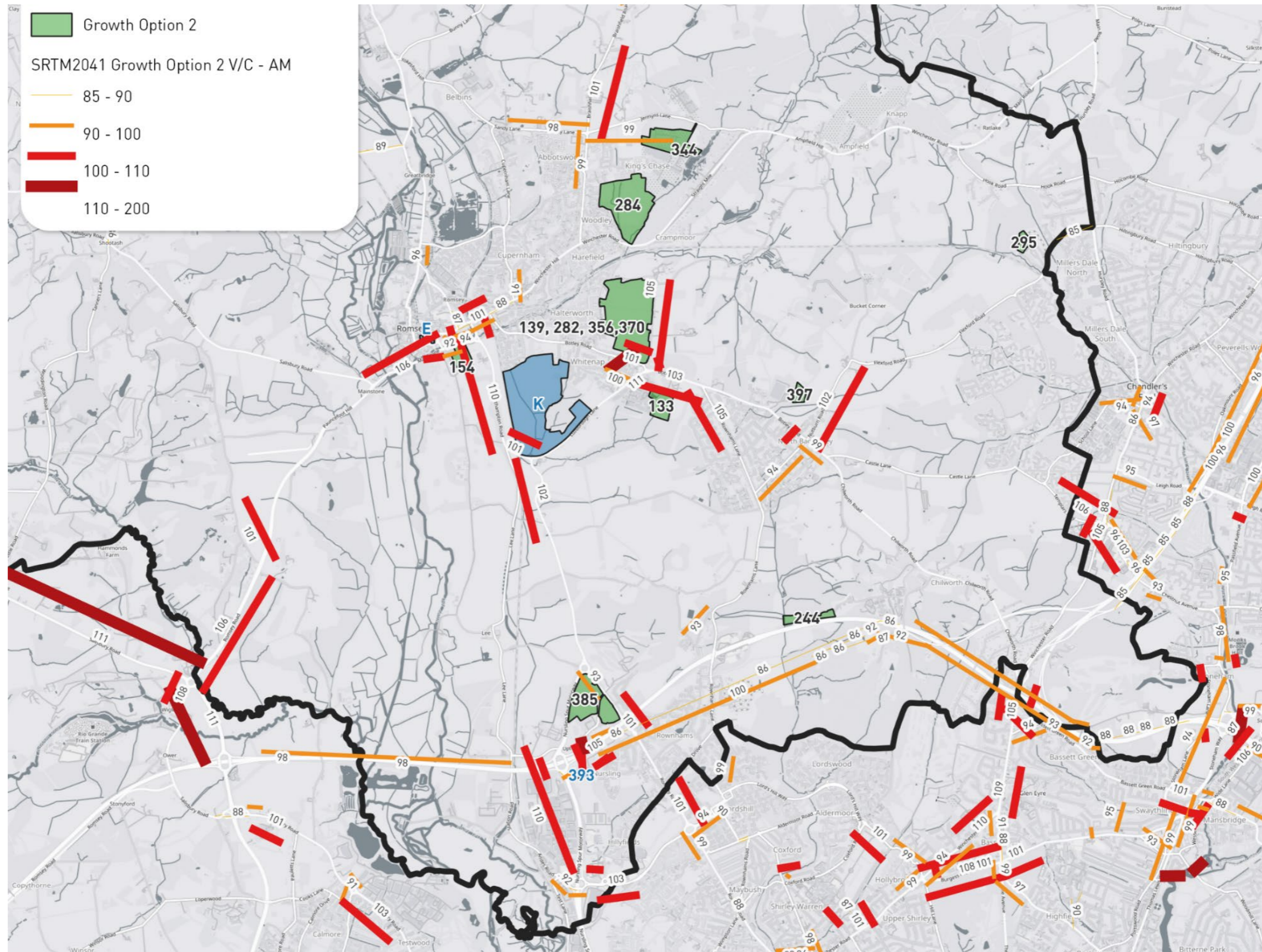


Figure 6-17 – NHTM AM V/C DS2

6.14 2041 DM Volume/Capacity PM Peak Hour

6.14.1 **Figure 6-18** shows the locations which witness a V/C of greater than 85% in the DM scenario. These are located at the following locations

- Junction of Sandy Lane/Braishfield Road/Jermyns Lane - Romsey
- Junction of the A3090/A27/Bypass Road – Romsey
- Junction of Broadwater Road/Palmerston Street – Romsey
- Junction of A3057/A3090 – Romsey
- Junction of A27/Lee Lane – Romsey
- A3057 Approach to Ashfield Roundabout - Romsey
- Junction of Botley Road/A27 – Romsey
- Junction of Ower Roundabout - Romsey
- Rownhams Road/Rownhams Lane – North Baddesley
- Approaches to Rownham Interchange – M27

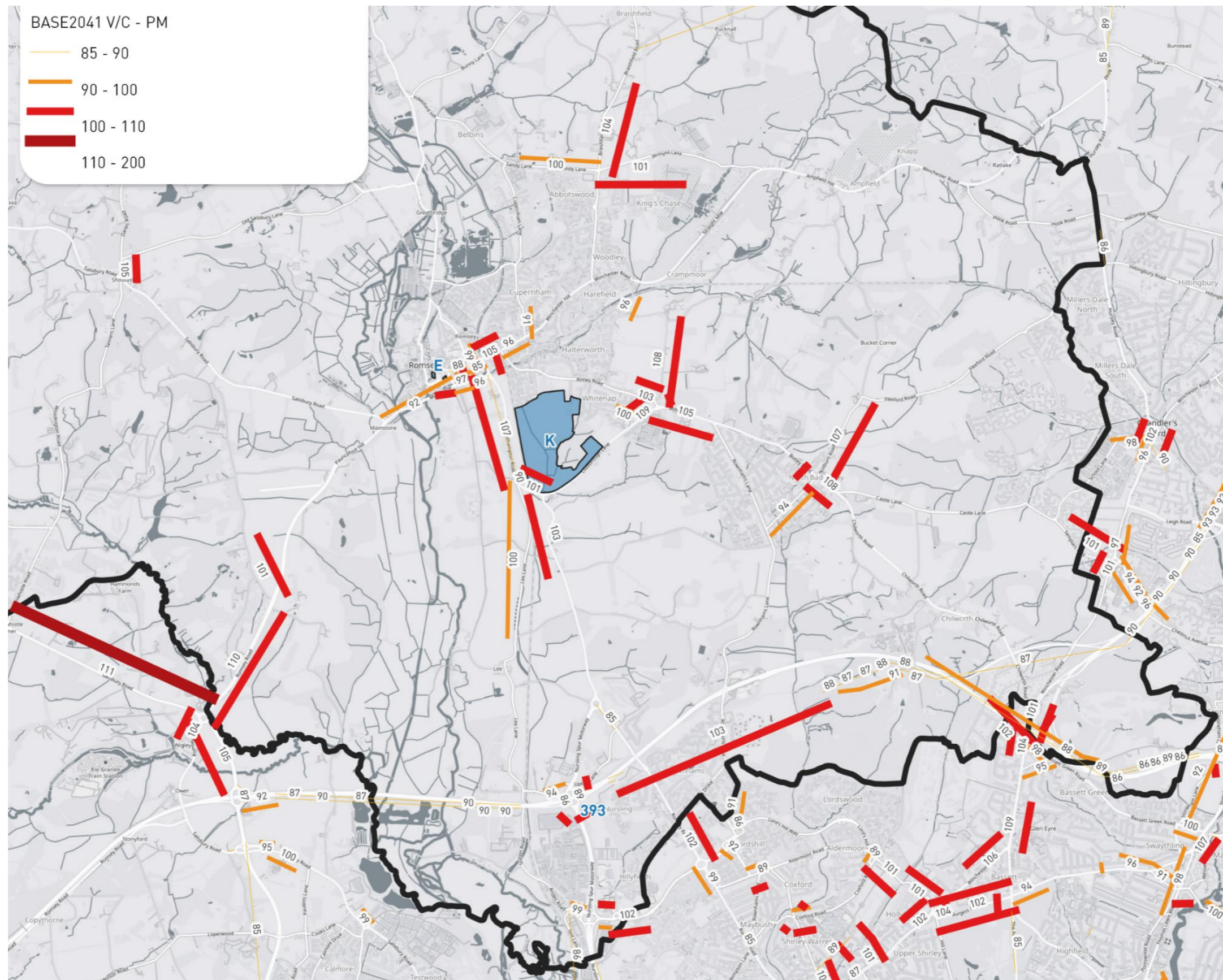


Figure 6-18 – NHTM AM V/C DM

6.15 2041 DS1 Volume/Capacity PM Peak Hour

- 6.15.1 The differences between the DM and DS1 are minimal with no significant increases in V/C between the two scenarios. **Figure 6-19** illustrates the V/C plots for DS1 AM.

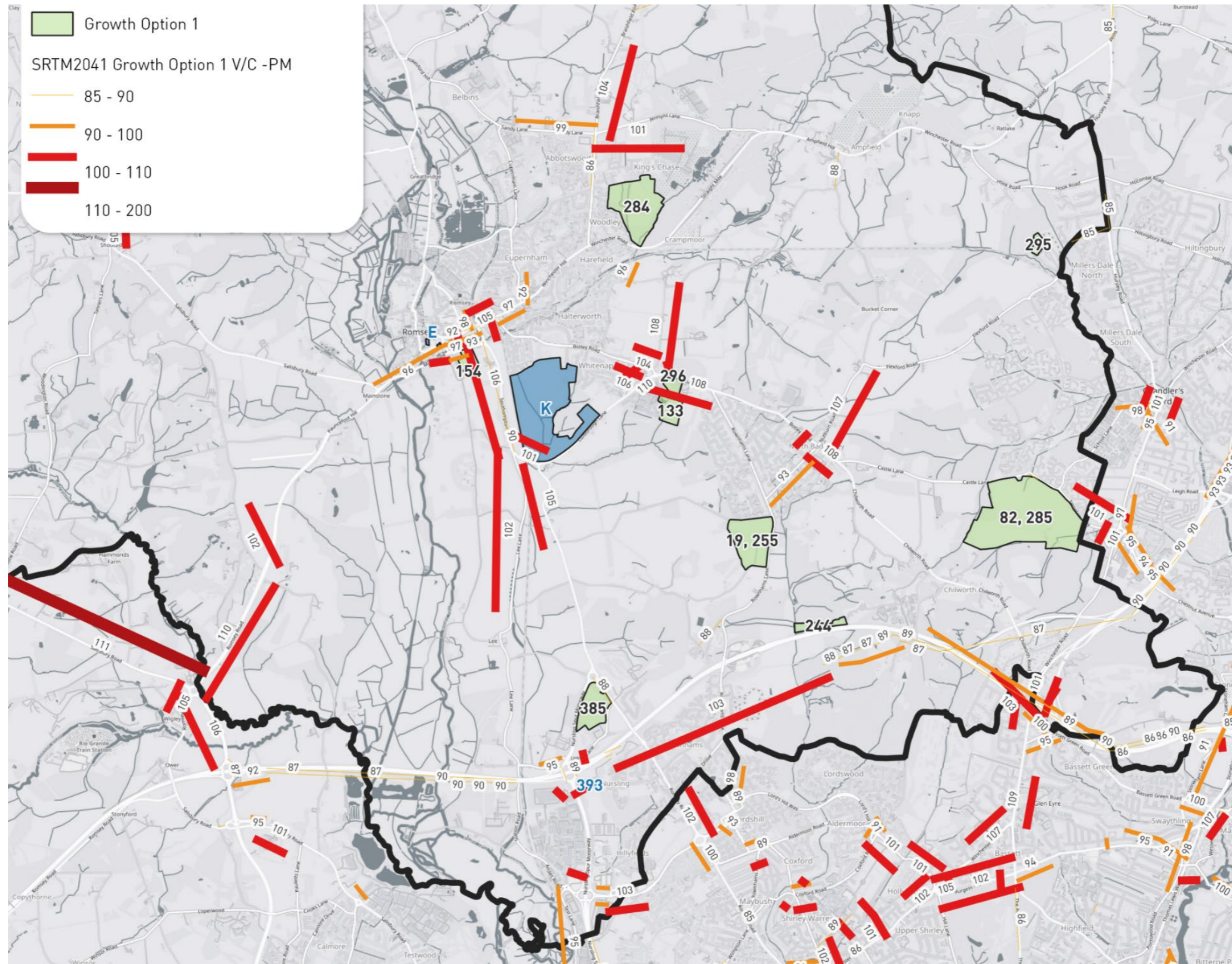


Figure 6-19 – NHTM AM V/C DM

6.16 2041 DS2 Volume/Capacity PM

- 6.16.1 The differences between the DM and DS2 are minimal with no significant increases in V/C between the two scenarios. **Figure 6-20** illustrates the V/C plots for DS2 AM.

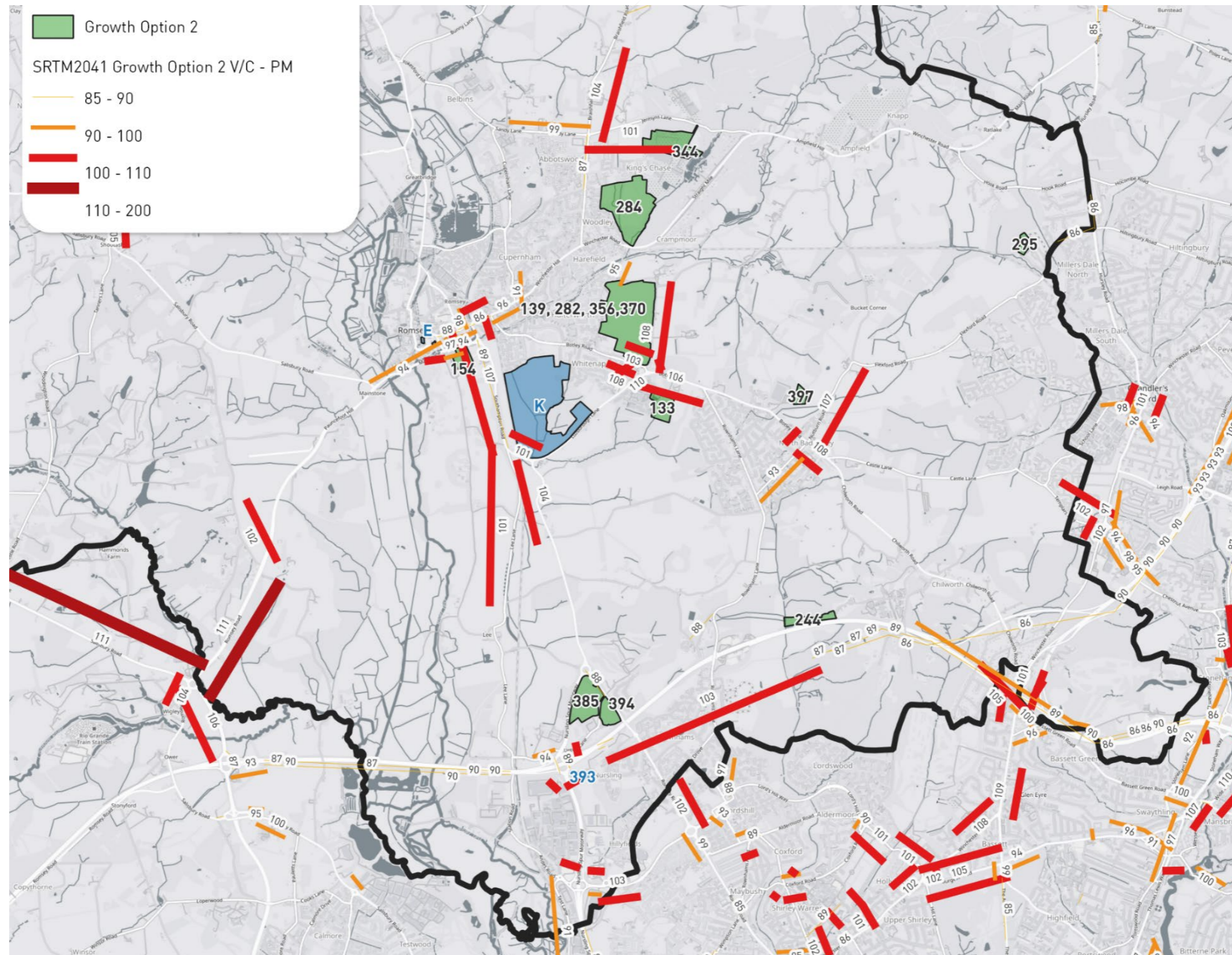


Figure 6-20 – NHTM AM V/C DM

6.17 SRTM Modelling Summary

- 6.17.1 The results of the SRTM modelling outputs for the southern part of the borough indicate the highway network is expected to be congested in the DM2041 scenario (future baseline without Local Plan), with V/C equal or greater than 85% at some junctions in Romsey, North Baddesley, Nusling and the Rownham Interchange (M27).
- 6.17.2 In general, increases in traffic flow between the future baseline without Local Plan (DM) and with Local Plan Growth Option 1 or 2 (DS1/DS2) are expected to be below 100pcu across most of the network in Test Valley South. Increases in traffic flow greater than 100pcu within the study area are expected along the following links:
- DS1: along Whitenap Lane and Templars Way in the AM peak period; along Templars Way in the PM peak period.
 - DS2: along the A3090 (The Straight Mile), Franconia Drive and Brownhill Way in the AM peak period; along Franconia Drive and Botley Road in the PM peak period.
- 6.17.3 There are no significant increases in V/C when comparing the 2041 DS1 with the 2041 DM scenarios, both in the AM and PM peak periods; there are no significant increases when comparing the 2041 DS2 with the 2041 DM scenarios, both in the AM and PM peak periods.

7 SUMMARY AND CONCLUSIONS

7.1 Summary

- 7.1.1 This Transport Assessment has been prepared to inform the spatial options and detailed policies in the preparation of TVBC's emerging Local Plan 2040.
- 7.1.2 The new Local Plan will guide future development within the Test Valley area and will set out the scale and location of new development across the Borough in the period up to 2040. Upon adoption, it will replace the current Local Plan.
- 7.1.3 The objectives of the Transport Assessment is to use the local transport models to test the Local Plan spatial growth options and help identify high-level transport impacts and where mitigation may be required. Spatial options being considered are:
- **Growth Option 1** – 5,516 residential units and 162,165m² of employment space
 - **Growth Option 2**– 5,546 residential units and 142,338m² of employment space
- 7.1.4 The following plans and policies have been reviewed as part of the Transport Assessment work:
- National level:
 - National Planning Policy Framework (Updated 2023)
 - Transport Investment Strategy 2017
 - Cycling & Walking Investment Strategy 2017
 - Future Of Mobility: Urban Strategy 2019
 - Decarbonising Transport: a better, greener Britain 2021
 - Regional level:
 - Hampshire Bus Service Improvement Plan (October 2021)
 - Draft Local Transport Plan 4 (April 2022)
 - Transport for South-East Strategic Infrastructure Plan (2022)
 - Final Draft Strategic Investment Plan for the South East (2022)
 - Hampshire County Council Walking Strategy (January 2016)
 - Hampshire County Council Cycling Strategy (September 2015)
 - Local level:
 - Next Local Plan – Refined Issues and Options Consultation – Our future – How do we plan for it? (2020)
 - Test Valley (South) Local Cycling and Walking Infrastructure Plan (LCWIP, 2022)

- Andover Masterplan (September 2020)
- South of Romsey Town Centre Masterplan (September 2020)
- Test Valley Access Plan Supplementary Planning Document (September 2015)
- Romsey Town Access Plan Supplementary Planning Document (September 2015)
- Andover Town Access Plan Supplementary Planning Document (September 2015)

7.1.5 The baseline study has been undertaken for the two housing market areas in Test Valley, known as Test Valley North and South. This shows that:

- Commuting:
 - Out-commuting is significantly higher in Test Valley South
 - There is a low level of commuting trips from Test Valley North to work in Test Valley South
- Mode Share:
 - Car driver share is generally lower and active travel higher for commuting trips generated by Test Valley North
 - Public transport use is low for internal commuting trips generated both by Test Valley North and Test Valley South.
 - Public transport use is significantly higher for commuting trips travelling from Test Valley North to other areas outside Test Valley
- Peak hour travel demand:
 - There are in the region of 30,000 trips into Test Valley during the AM peak period, and in the region of 31,000 trips in the PM peak period. Additionally, c. 15,000 internal trips are made within the AM and PM peak periods within Test Valley.
 - Test Valley North generates in the region of 25,000 inbound trips and in the region of 26,000 trips in the AM and PM peak periods. Test Valley South generates in the region of 17,000 inbound trips and in the region of 18,500 outbound trips during the AM and PM peak periods.
 - Around 50% of trips generated by Test Valley North are internal, while other trips travel to/from Basingstoke, Wilshire, New Forest, and other areas in the South East. Around 25% of trips generated by Test Valley South are internal, while other trips travel to/from the New Forest and Southampton.
- Walking and cycling:
 - Andover's walking and cycling network comprises a mix of footpaths, off-road and off-road cycle lanes. National Cycle Network (NCN) Route 246 runs across Andover in a southwest-northeast direction, via the town centre.
 - The main existing routes within Test Valley South comprise National Cycle Network (NCN) Route 24 along the coast between Salisbury, Romsey and Eastleigh, and Route

246 between Romsey, Stockbridge and Andover. There are a number of existing cycle routes of variable quality, particularly around schools.

- There is an extensive Public Rights of Way (PRoW) network, with urban public footpaths being fragmented and not comprising a comprehensive joined-up walking network.
- Public Transport:
 - The town of Andover is currently served by a network of bus routes. The most frequent routes serve the residential areas to the north of Andover.
 - Romsey train station is on the Wessex Main Line. Services travel onwards to Southampton, Portsmouth, Salisbury, Brighton, Cardiff. Services also run to Eastleigh on the Eastleigh-Romsey line via Chandler's Ford. There are a number of bus services which provide public transport within the borough, and service to nearby towns and cities. A bus station is situated within Romsey town centre, approximately 700m from the train station.

Test Valley public transport opportunities are limited given the rural nature of the Borough. Additionally, a reduction of public transport provision is being proposed as part of HCC's withdrawal of public transport funding.

- Highway Network:
 - Andover's Ring Road, made up of the A3093, A3057 and A343 benefits from strategic road links to Winchester, Newbury and Reading (A34/ M4) and south Hampshire (M3/M27).
 - The M27 routes through the south of the Borough, and both the M3 and M271 have short sections within the Borough.
 - A review of accidents within the Borough showed that there were a total of 1,129 accidents within Test Valley within the most-recent 5-year period (November 2017 – November 2022).
- Committed infrastructure:
 - As of March 2022, 518 residential sites within Test Valley have got permission to build a total of 6,192 dwellings.
 - 38 commercial sites within Test Valley have got permission to build 209,145m2 of commercial space.
 - Active travel schemes have been identified in the Romsey TAP, Andover TAP, and Test Valley (South) LCWIP, however further work is required on these.
 - Public transport schemes have been identified in the Hampshire BSIP and TfSE Investment Plan (final draft version), however further work is required.
 - Highway schemes are planned in Test Valley as follows:
 - M3 Junction 14 Smart Motorway Improvement Scheme
 - M27 Junction 3

- M271 Junction 1/ Brownhill Way

7.1.6 An initial review of the accessibility of potential Local Plan sites (above 350 dwellings) has been carried out within a 10-minute cycle, 20-minute walk, cycle and public transport journey. This considers accessibility to local services, public transport stops and stations, and active travel infrastructure. A full accessibility assessment will be presented to support the next stage of the Local Plan preparation (Regulation 19), further work is required to develop this.

7.2 Conclusions

7.2.1 The accessibility assessment concluded that:

- Overall, the sites in close proximity to existing urban areas have good accessibility to key destinations and public transport services. The sites to the north of the borough situated around Andover have greater access to existing facilities and public transport. Whilst in the southern part of the borough, the sites with closer proximity of the urban centres of Romsey, Eastleigh and the neighbourhoods of Southampton, have good accessibility. Note: The accessibility of the sites could be improved through the provision of new facilities and public transport services. Further analysis of the facilities currently available around each site (shown in the isochrones maps presented in Appendix B) would be required.

7.2.2 The results of the NHTM and SRTM model runs have concluded the following:

- In general, increases in traffic flow between the future baseline without Local Plan (DM) and with Local Plan Growth Option 1 or 2 (DS1/2) are expected to be below 100pcu across most of the network in Test Valley North. The NHTM modelling shows that increases in background traffic (non-Local Plan development) up to 2040 would generally result in V/C smaller than 85% across the network in Test Valley North. V/C equal or greater than 85% is expected as a result of Local Plan development near junctions around Andover, key locations along the A303, and along the A338 near the junction with the A30
- In general, increases in traffic flow between the future baseline without Local Plan (DM) and with Local Plan Growth Option 1 or 2 (DS1/2) are expected to be below 100pcu across most of the network in Test Valley South. The results of the SRTM modelling outputs for the southern part of the borough indicate the highway network is expected to be congested in the future baseline without Local Plan. There are no significant increases in V/C when comparing the 2041 DS1 and DS2 with the 2041 DM scenarios, both in the AM and PM peak periods.

7.3 Recommendations

A high level baseline study has been carried out and summarised within this report, but it is recommended that a more detailed study is carried out as part of the Local Plan transport evidence.

A review of accessibility of the potential Local Plan sites (i.e. those above 350 dwellings) has been undertaken and data provided in **Appendix B**.

It is recommended that the following detailed assessment should be considered for the individual and combined sites within the preferred Growth Option:

- Full accessibility study for the individual and combined sites, considering both existing and potential accessibility (in line with the sustainable transport strategy). This would

help identify the necessary land uses/facilities and transport infrastructure and services to improve accessibility.

- Development of a sustainable transport strategy for the site and combined sites, in line with TVBC and HCC's adopted and emerging policy.
- Travel demand assessment of the detailed development proposals, considering a range of transport scenarios, including a 'Decide & Provide' approach that takes into account emerging travel trends and the proposed transport strategy for the site.
- Further work to identify detailed mitigation measures required for the preferred option, and development of a Monitoring and Evaluation Plan (MEP) including triggers for investment in transport infrastructure and services.

APPENDIX A FULL PLAN AND POLICY REVIEW

A.1 NATIONAL LEVEL

National Planning Policy Framework (Updated 2023)

- A.1.1 The National Planning Policy Framework (NPPF), originally published in 2012 and was most recently updated in September 2023 and sets out national policy for delivering sustainable growth and development. The governments proposed approach to updating NPPF is currently being consulted upon.
- A.1.2 The adopted NPPF aims to make the planning system less complex and more accessible. The NPPF sets out the Government's planning policies for England and how these are expected to be applied.
- A.1.3 With regard to Strategic Policies, paras. 20 - 22 of the NPPF states:
- A.1.4 "20. Strategic policies should set out an overall strategy for the pattern, scale and design quality of places, and make sufficient provision for:
- a) housing (including affordable housing), employment, retail, leisure and other commercial development;*
 - b) infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);*
 - c) community facilities (such as health, education and cultural infrastructure); and*
 - d) conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation."*
- "21. Plans should make explicit which policies are strategic policies. These should be limited to those necessary to address the strategic priorities of the area (and any relevant cross-boundary issues), to provide a clear starting point for any non-strategic policies that are needed. Strategic policies should not extend to detailed matters that are more appropriately dealt with through neighbourhood plans or other non-strategic policies."*
- "22. Strategic policies should look ahead over a minimum 15-year period from adoption, to anticipate and respond to long-term requirements and opportunities, such as those arising from major improvements in infrastructure. Where larger scale developments such as new settlements or significant extensions to existing villages and towns form part of the strategy for the area, policies should be set within a vision that looks further ahead (at least 30 years), to take into account the likely timescale for delivery."*
- A.1.5 In terms of transport the objectives outlined in NPPF are set out in paragraph 104:
- "Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:*
- a) the potential impacts of development on transport networks can be addressed;*

- b) *opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- c) *opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d) *the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- e) *patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.”*

Transport Investment Strategy 2017

A.1.6 This document was published by the UK Government in 2017 and sets out the Department for Transport's priorities and approach for future transport investment decisions. Strategic priorities are focused around the following objectives:

- create a more reliable, less congested, and better connected transport network that works for the users who rely on it
- build a stronger, more balanced economy by enhancing productivity and responding to local growth priorities
- enhance our global competitiveness by making Britain a more attractive place to trade and invest
- support the creation of new housing

A.1.7 The strategy document suggests embracing the opportunities presented by new technologies, extending financial reach by exploring alternative sources of funding, and overcoming delivery constraints through the use of innovative delivery models and support of the supply chain and skills base.

Cycling & Walking Investment Strategy 2017

A.1.8 This document sets out the Government's ambition for cycling and walking in England, which is:

“We want to make cycling and walking the natural choices for shorter journeys, or as part of a longer journey.”

A.1.9 By 2040, the ambition is to deliver:

- Better safety: a safe and reliable way to travel for short journeys
- Better mobility: more people cycling and walking – easy, normal and enjoyable
- Better streets: places that have cycling and walking at their heart

A.1.10 The objectives for walking and cycling are:

- By 2020:

- increase cycling activity, where cycling activity is measured as the estimated total number of cycle stages made
- increase walking activity, where walking activity is measured as the total number of walking stages per person
- reduce the rate of cyclists killed or seriously injured on England's roads, measured as the number of fatalities and serious injuries per billion miles cycled
- increase the percentage of children aged 5 to 10 that usually walk to school
- By 2025:
 - aim to double cycling, where cycling activity is measured as the estimated total number of cycle stages made each year, from 0.8 billion stages in 2013 to 1.6 billion stages in 2025
 - aim to increase walking activity, where walking activity is measured as the total number of walking stages per person per year, to 300 stages per person per year in 2025
 - increase the percentage of children aged 5 to 10 that usually walk to school from 49% in 2014 to 55% in 2025

Future Of Mobility: Urban Strategy 2019

A.1.11 This strategy sets out the Government's approach to seize opportunities from the changes happening in urban transport. It sets out the benefits that mobility innovation can deliver, and the principles to achieve these.

A.1.12 In facilitating innovation in urban mobility for freight, passengers and services, the Government's approach will be underpinned as far as possible by the following Principles:

- 1) New modes of transport and new mobility services must be safe and secure by design.
- 2) The benefits of innovation in mobility must be available to all parts of the UK and all segments of society.
- 3) Walking, cycling and active travel must remain the best options for short urban journeys.
- 4) Mass transit must remain fundamental to an efficient transport system.
- 5) New mobility services must lead the transition to zero emissions.
- 6) Mobility innovation must help to reduce congestion through more efficient use of limited road space, for example through sharing rides, increasing occupancy or consolidating freight.
- 7) The marketplace for mobility must be open to stimulate innovation and give the best deal to consumers.
- 8) New mobility services must be designed to operate as part of an integrated transport system combining public, private and multiple modes for transport users.

- 9) Data from new mobility services must be shared where appropriate to improve choice and the operation of the transport system

Decarbonising Transport: a better, greener Britain 2021

A.1.13 The Transport Decarbonisation Plan published in July 2021 sets out how to deliver carbon emission reductions from all modes of transport to achieve net zero by 2050. The plan commits to the following:

- Decarbonising all forms of transport by:
 - Increasing walking and cycling
 - Zero emission buses and coaches
 - Decarbonising our railways
 - A zero emission fleet of cars, vans, motorcycles, and scooters
 - Accelerating maritime decarbonisation
 - Accelerating aviation decarbonisation
- Multi-modal decarbonisation and key enablers
 - Delivering a zero emission freight and logistics sector
 - Delivering decarbonisation through places
 - Maximising the benefits of sustainable low carbon fuels
 - Hydrogen's role in a decarbonised transport system
 - Future transport – more choice, better efficiency
 - Supporting UK research and development as a decarbonisation enabler

A.1.14 To deliver the commitments of the plan, the strategic priorities are:

- a) Accelerating modal shift to public and active transport
- b) Decarbonising road transport
- c) Decarbonising how we get our goods

A.1.15 Details of the commitments, actions and timings are provided in Part 2 of the plan

A.2 REGIONAL PLANS AND POLICIES

Draft Local Transport Plan 4 (April 2022)

A.2.1 The draft of the emerging fourth Local Transport Plan (LTP4) for Hampshire outlines the proposed vision, guiding principles, policies and route that the County Council believes are required to deliver a set of core outcomes within the next 30 years.

A.2.2 The draft LTP4 focuses on transport challenges and seeks to develop a transport system that:

- supports a vibrant economy;
- is safe and healthy to use;
- does not pollute our environment with poor air quality and noise;
- removes severance (where traffic flow impedes the movement of pedestrians and cyclists) and disparities within our streets and communities; and
- allows us to live healthier and more empowered lives.

A.2.3 The draft LTP4 covers the period to 2050 and is based around:

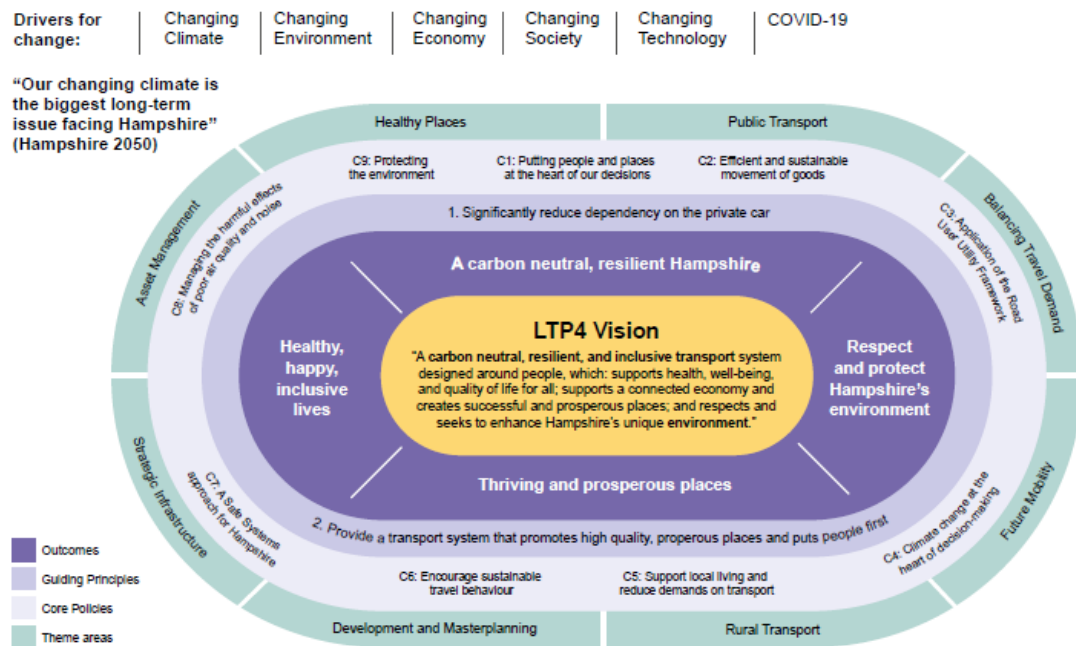
- A vision for what transport will look like in 2050;
- Transport-related outcomes covering climate change, environment, economy and society;
- Two guiding principles which represent a transformational change in how HCC plan and deliver transport in Hampshire; and
- A set of core and theme-related policies that describe how the LTP4 will be delivered.

A.2.4 The proposed LTP4 vision is:

“A carbon neutral, resilient and inclusive transport system designed around people, which: supports health, wellbeing and quality of life for all; supports a connected economy and creates successful and prosperous places; and respects and seeks to enhance Hampshire’s unique environment.”

A.2.5 The theme areas, core policies, guiding principles and expected outcomes of the plan are illustrated in the Figure 2-1 below:

Figure A-1 – Draft LTP4 at a glance



Transport for South-East Strategic Infrastructure Plan (2022)

A.2.6 Transport for the South East was established in 2017, it is the sub-national transport body for the South East of England. The partnership brings together 16 local transport authorities, five local enterprise partnerships, 46 district and borough authorities and a range of wider stakeholders from the worlds of transport, business and the environment.

A.2.7 The transport strategy is built around people and the place where they live, work and do business. The transport vision for the South East is:

“By 2050, the South East of England will be a leading global region for net-zero carbon, sustainable economic growth where integrated transport, digital and energy networks have delivered a step change in connectivity and environmental quality.

A high-quality, reliable, safe and accessible transport network will offer seamless door-to-door journeys enabling our businesses to compete and trade more effectively in the global marketplace and giving our residents and visitors the highest quality of life.”

A.2.8 The strategy for transport in the South East is built from three elements:

- Three goals that need to be achieved to realise the vision: economy, society and the environment.
- Priorities to achieve these goals are:
 - Environmental priorities: reducing carbon emission, reducing the impact of, and need to travel, protecting the natural, built and historic environments, improving biodiversity and minimising resource and energy consumption;
 - Social priorities: promoting active travel and healthier lifestyles, improving air quality, an affordable accessible transport network that’s simpler to use, a more integrated

transport network where it is easier to plan and pay for door-to-door journeys, and a safer transport network; and

- Economic priorities: improving connectivity between major economic hubs, ports and airport, more reliable journeys, more resilient network, better integrated land use and transport planning, and a digitally smart transport network.
- Five principles that underpin the strategy:
 - Supporting sustainable economic growth – but not at any cost
 - Protecting the environment
 - Creating great places to live
 - Putting people first
 - Planning regionally for the short, medium and long term

A.2.9 The strategy is part of a wider plan that culminated in the publication of the strategic investment plan for the South East.

Final Draft Strategic Investment Plan for the South East (2022)

A.2.10 The final draft of the Strategic Investment Plan was approved in November 2022. The plan is aligned with wider policy and government priorities at different levels and across different transport modes. Within each investment package is a collection of interventions:

- Decarbonisation and environment
- Adapting to a new normal
- Levelling up left behind communities
- Regeneration and growth
- World class urban transport systems
- Transforming east-west connectivity
- Resilient radial corridors
- Global gateways and freight

A.2.11 The proposed interventions are split into:

- Global policy interventions: decarbonisation, public transport fares, new mobility, road user charging, virtual access and integration
- Solent and Sussex Coast: South Hampshire Rail, Mass Transit and Active Travel; Isle of Wight Connections; Sussex Coast Rail, Mass Transit, Sussex Coast and Active Travel; and Solent and Sussex Coast Highways
- London to Sussex Coast: London – Sussex Coast Rail, Mass Transit, Active Travel and Highways

- Wessex Thames: Wessex Thames Rail, Mass Transit, Active Travel and Highways
- Kent, Medway and East Sussex: Kent, Medway, and East Sussex Classic Rail, High Speed Rail East, High Speed Rail North, Mass Transit, Active Travel and Highways; and Lower Thames Crossing

A.2.12 If approved by the Partnership Board in March 2023, it will then be submitted to Government.

Hampshire County Council Walking Strategy (January 2016)

A.2.13 This strategy has been prepared by Hampshire County Council in response to increasing interest in walking at both a national level and specifically within the county. The strategy has been developed to reflect four key aims:

- 1) To provide a clear statement on Hampshire County Council's overall aspiration to support walking in the short, medium and long term;
- 2) To provide a framework to support the development of local walking strategies;
- 3) To provide a means to prioritise the County Council's funding to the best value for money investments for walking; and
- 4) To support the County Council in realising additional funding opportunities for walking measures.
- 5) The strategy is intended to complement the wider transport policies presented within the County Council's Local Transport Plan.

A.2.14 The vision for walking in Hampshire is that:

"By 2025, walking will be the travel mode of choice for short trips and the most popular and accessible means of recreation."

A.2.15 Five objectives are set in the document to direct the County Council's to approach to delivery across three strategy themes, as shown in Table 2-1.

Table A-1 – Hampshire Walking Strategy Objectives and Strategy Themes

Objective	Strategy theme		
	Walking routes	Planning for pedestrians	Promoting walking
1. To make walking the most popular mode of travel for short trips	✓	✓	✓
2. To improve the quality and usability of the main walking routes within our urban and rural settlements (including links to the countryside)	✓		
3. To promote walking as a healthy means of travel and recreation	✓	✓	✓
4. To improve the perceived and actual safety and security of pedestrians	✓	✓	
5. To improve the quality of rural walking routes of local & strategic importance	✓		

Hampshire County Council Cycling Strategy (September 2015)

A.2.16 The Hampshire Cycling Strategy has been prepared by Hampshire County Council to accompany the Hampshire Local Transport Plan (LTP). The strategy covers the period to 2025 and has been developed with four key aims:

- 1) To provide a clear statement on Hampshire County Council’s overall aspirations for cycling in the short, medium and long term;
- 2) To provide a strategic framework to support the planning and development of cycling measures with local partners including District Councils;
- 3) To provide a means to prioritise available funding for cycling to the best value for money investments; and
- 4) To support the County Council in attracting new investment from funding partners for cycling and other associated sustainable transport measures

A.2.17 The vision for cycling in Hampshire is that:

“In 2025, cycling will be a convenient, safe, healthy, affordable and popular means of transportation and recreation within Hampshire.”

A.2.18 Five objectives are set in the document to direct the County Council’s to approach to delivery across five strategy themes, as shown below:

Table A-2 – Hampshire Cycling Strategy Objectives and Strategy Themes

Objective	Strategy theme				
	Cycle infrastructure and facilities	Cyclist skills and cycle safety	Promotion of cycling	Recreational cycling	Sports cycling and events
1. To make cycling a daily travel choice for more people	✓	✓	✓		
2. To reduce cyclist casualties and safety concerns	✓	✓	✓	✓	
3. To encourage regular cycling as part of a healthy lifestyle	✓	✓	✓	✓	✓
4. To enable more people to enjoy Hampshire by cycling	✓	✓	✓	✓	✓
5. To ensure an appropriate balance between the needs of all road users	✓	✓	✓	✓	✓

A.3 LOCAL PLANS AND POLICIES

Test Valley Draft Local Plan 2040, Regulations 18 Stage 1 Consultation (2022)

- 7.3.1 The next Local Plan will set out the level of new homes, jobs and infrastructure to be provided to support the Borough’s communities and meet their future needs, whilst also protecting the local environment. It will also set out planning policies which will be used as the starting point for determining planning applications. The Local Plan is therefore a key policy document for the Council, setting out the planning framework for the future of the Borough.
- 7.3.2 The Vision summarises the Council’s aspirations for the Borough looking towards the end of the plan period, to 2040. It describes the broad overarching and ambitious aim of the plan.

“By 2040, Test Valley Borough’s communities will be prosperous and resilient by:

Providing access to good quality homes that will meet a range of needs and aspirations, including affordable housing. Countering our changing climate through mitigation and adaptation and delivering well designed developments to a high standard that encourage inclusivity, health and security. High quality of life will be experienced by our communities, and they will enjoy a strong sense of identity. Development will take place in sustainable locations and support the delivery of infrastructure.

The Borough’s economy will be thriving and supported by a skilled workforce. The economy will experience sustainable growth across a range of sectors, including the high technology and green industries and the visitor economy. Residents will have access to training, education and work opportunities and enjoy well-connected working environments. The Borough will continue to be known for its varied, green and distinctive landscapes, heritage and rich ecology.

Our natural, built and cultural resources will be safeguarded for future generations to enjoy. The character of our individual settlements will be maintained and their sense of place enhanced. The market towns of Andover and Romsey will have thriving town centres, offering high quality connected green and public spaces and a mix of leisure, shopping and cultural facilities and homes, with sustainable transport connections. The smaller local centres will provide for the needs and aspirations of residents and visitors. The vibrancy of our rural communities will have been retained through sustaining access to facilities and services they need to support healthy, active lifestyles and wellbeing and enjoy access to our diverse and outstanding countryside."

7.3.3 The draft Local Plan sets out the following objective for the 'transport and movement' theme:

"Encourage active and sustainable modes of transport, that are accessible, safe and attractive to use, whilst also seeking to reduce the impact of travel in particular by private car. Ensure new development facilitates improvements to accessibility, safety and connectivity in our transport infrastructure."

Test Valley Access Plan Supplementary Planning Document (September 2015)

7.3.4 This document sets out a strategy that will positively contribute to improving access to facilities and services within Test Valley (excluding Romsey and Andover which have their own Town Access Plans) and was developed in consultation with Parish Councils. It acts as a mechanism for allocating and directing funding towards these improvements.

7.3.5 The Test Valley Access Plan SPD was reviewed following public consultation between 7 November 2014 and 16 January 2015.

Romsey Town Access Plan Supplementary Planning Document (September 2015)

7.3.6 The Romsey Town Access Plan (TAP) is a strategy which sets out a shared vision for how access to facilities and services within Romsey will be improved. The original document was adopted by the Council in April 2011. The document has been reviewed to ensure that it is up to date and taking account of the changing transport needs of the Borough.

7.3.7 The Town Access Plan seeks to:

- *"Set out an agreed list of future transport schemes for which funding can be sought and for which contributions can be collected under Section 106 Agreement and later the Community Infrastructure Levy (CIL)*
- *Encourage greater use of more sustainable modes of transport,*
- *Improve access to public transport*
- *Improve personal safety for all highway users and especially pedestrians and cyclists*
- *Reduce severance caused by main roads and railway lines*
- *Encourage the development of a town wide network of cycle and pedestrian facilities*
- *Make the local transport network more resilient*
- *Encourage healthier and more active lifestyles*

- *Recognise and respond to the needs of those with limited or impaired mobility*
- *Enhance and protect the character and setting of Romsey*
- *Support enhancements to Romsey urban public realm underpinning the future economic strength of the town"*

7.3.8 The document identifies a range of schemes based on various consultation and technical studies, including:

- Measures to reduce impact of additional traffic
- Parking control and management measures
- Schemes for improving walking and cycling
- Public and Community Transport Schemes/ Measures
- Schemes for delivering new smarter choices initiatives

7.3.9 A list of the suggested schemes is included in Appendix 1 of the document. Further work to determine whether these are feasible was required at the time of writing.

Andover Town Access Plan Supplementary Planning Document (September 2015)

7.3.10 The Romsey Town Access Plan (TAP) is a strategy which sets out a shared vision for how access to facilities and services within Andover will be improved. The original document was adopted by the Council in April 2009. The Andover Town Access Plan is a 'live' document and it has recently been reviewed following consultation between October and December 2014.

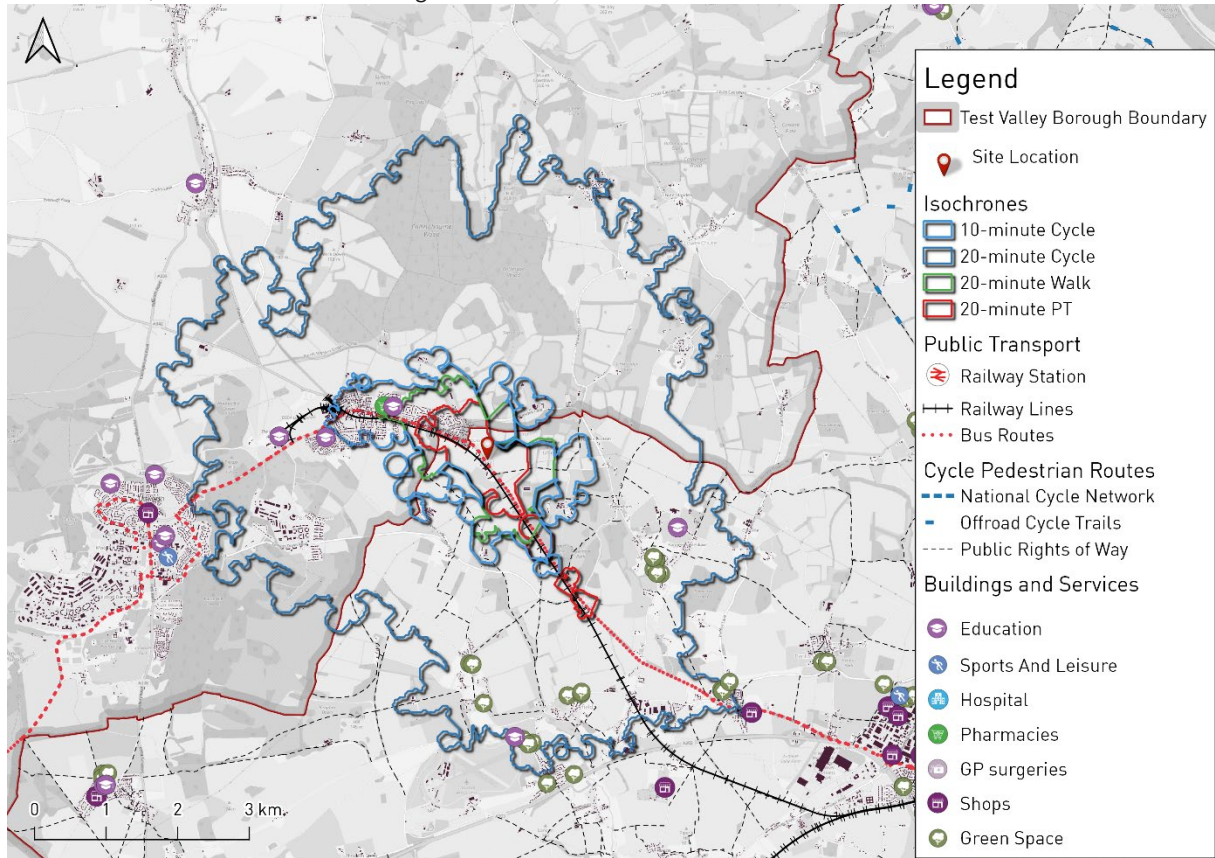
7.3.11 The Town Access Plan seeks to:

- Set out a range of measures which the contributions collected under the TCP and later the Community Infrastructure (CIL) can deliver, either in part or wholly
- Develop appropriate measures to accommodate the planned development associated with the Major Development Areas at East Anton, Picket Twenty, Picket Piece and the former Andover Airfield site
- Encourage greater use of more sustainable means of transport
- Encourage the local transport network to be more resilient to climate change
- Improve personal safety, especially for pedestrians and cyclists
- Encourage healthier and more active lifestyles and promote public benefits of active travel and reduced levels of pollution
- Reduce the severance caused by the inner ring road and the railway
- Encourage and support the development of a town wide network of cycle facilities
- Provide opportunities for the use of smart transport technologies

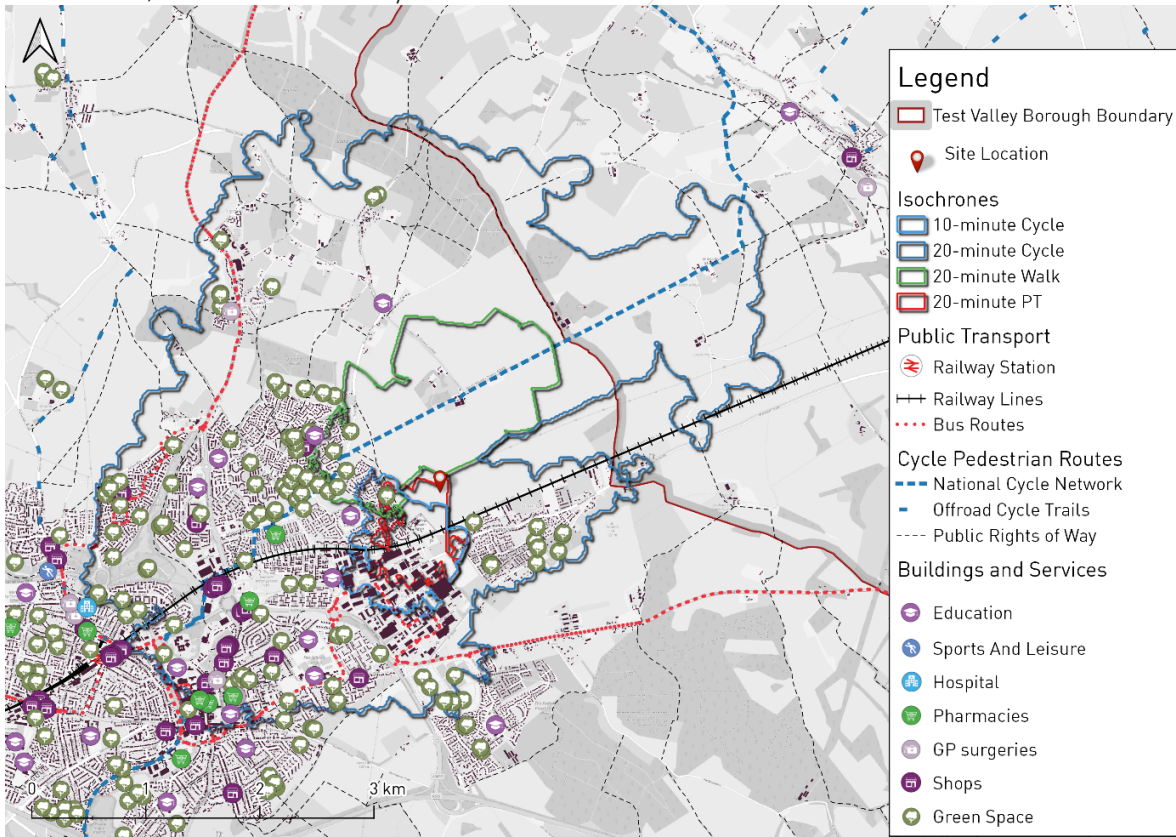
- Recognise and respond to the needs of those with limited or impaired mobility.
- 7.3.12 The document identifies a range of schemes based on various consultation and technical studies, as per Romsey TAP.
- 7.3.13 A list of the suggested schemes is included in the table at the end of the document. Further work to determine whether these are feasible was required at the time of writing.

APPENDIX B SITE ASSESSMENT PLOTS

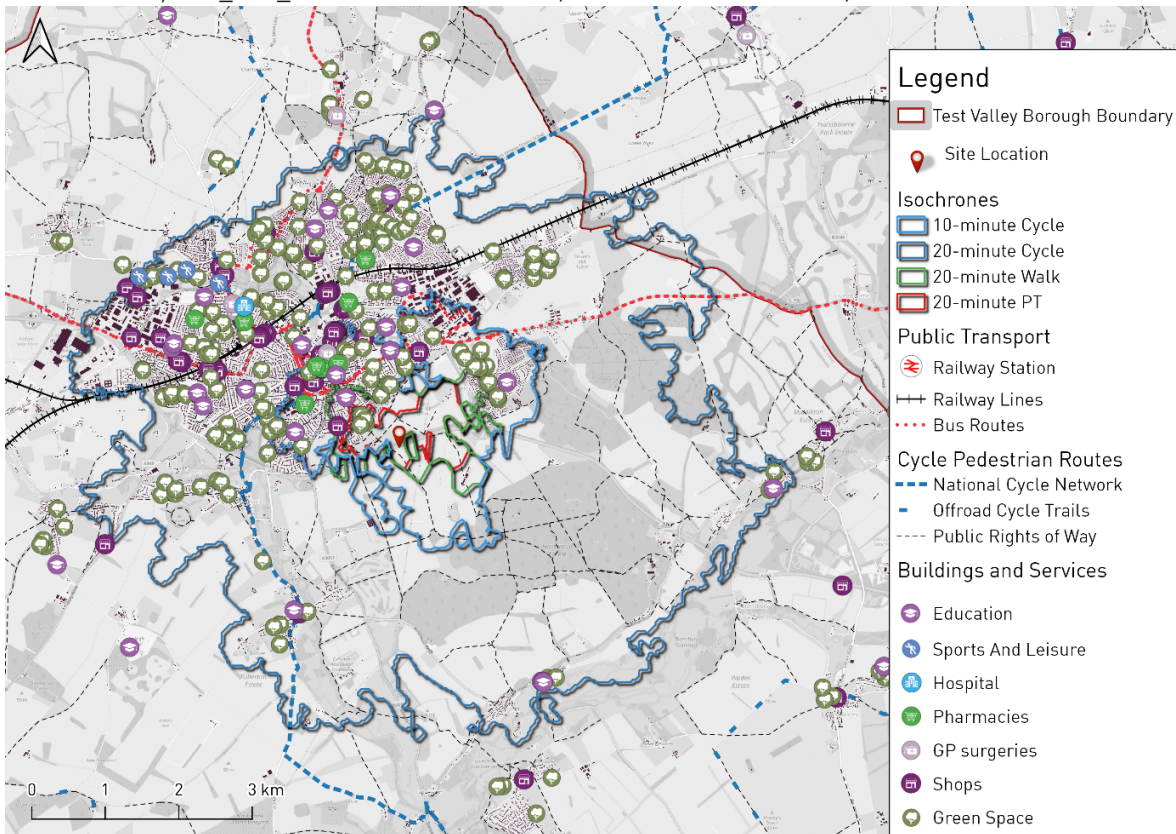
B.1.1 Site, 61 - Land east of Ludgershall



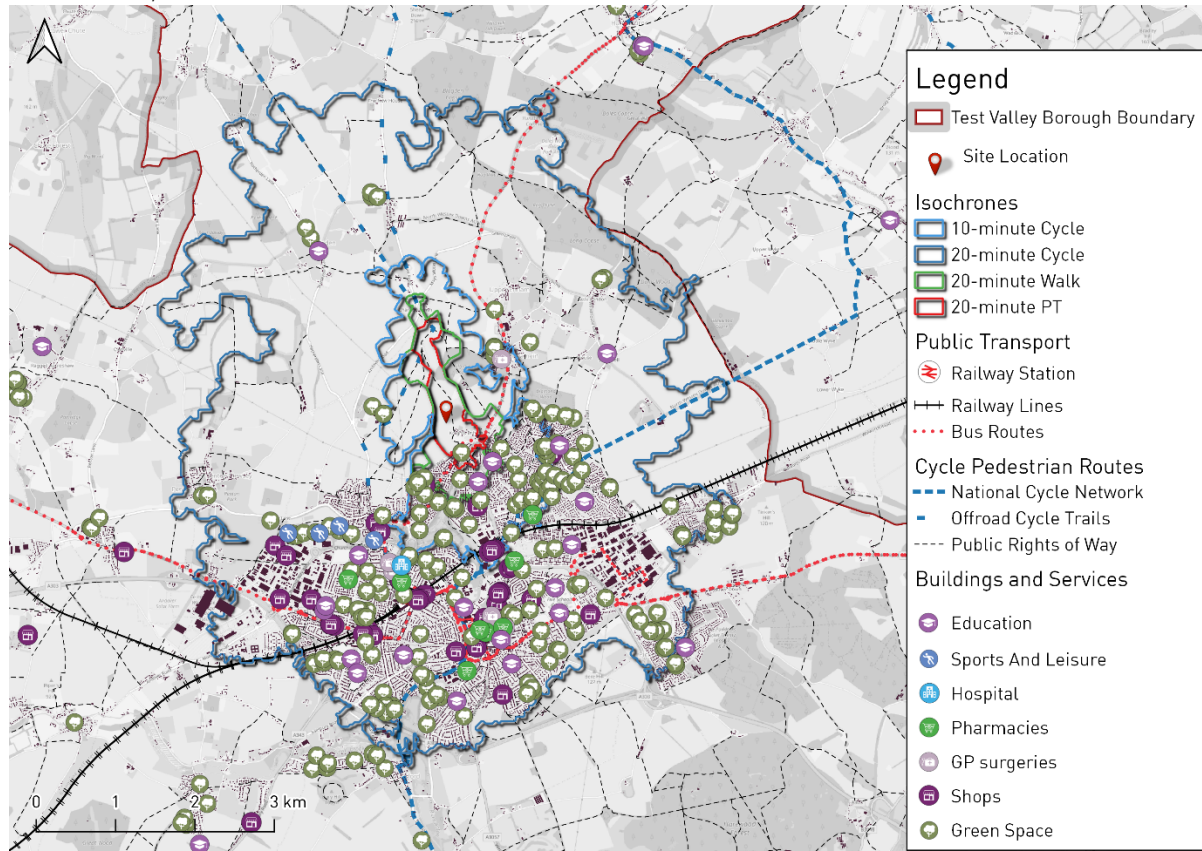
B.1.2 Site, 165 - Land at Finkley Down Farm



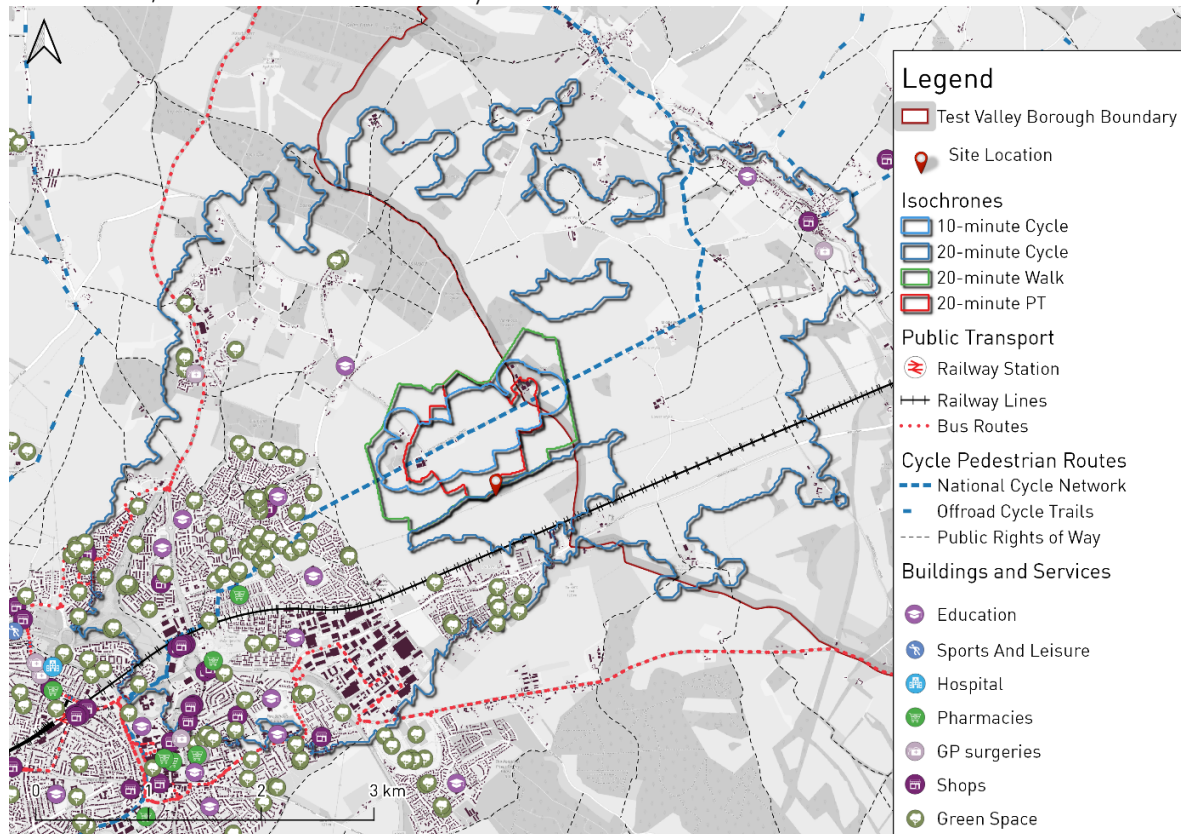
B.1.3 Sites, 167_247_419 - Land at Bere Hill / Land at Bere Hill Farm / Land at Baliffs Bottom



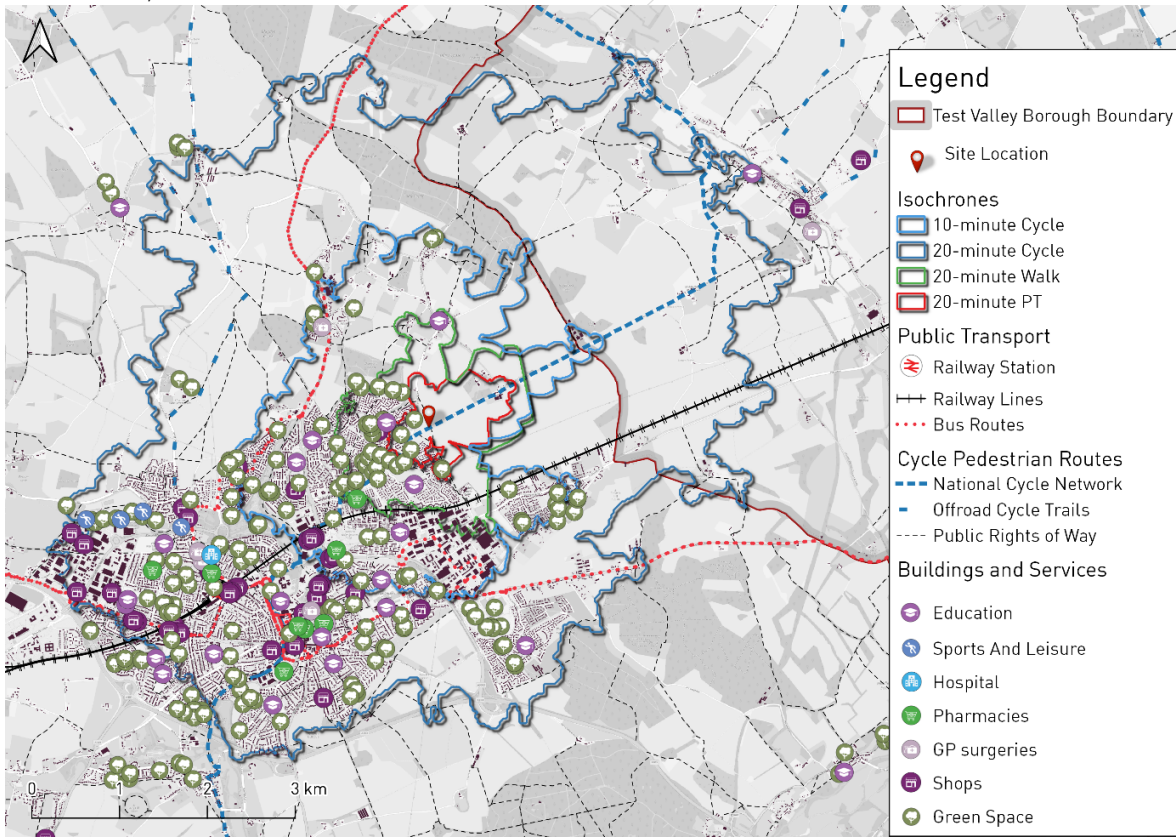
B.1.4 Site, 173 - Land at Manor Farm



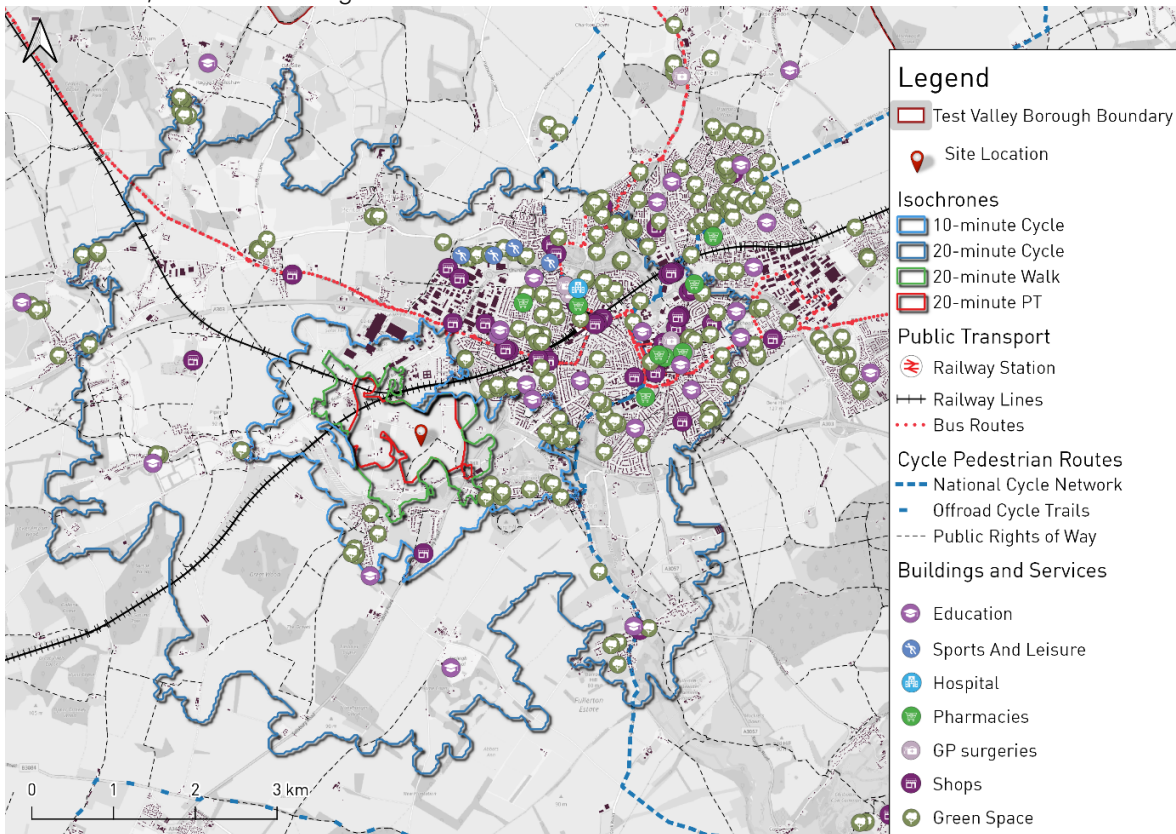
B.1.5 Site, 231 - Land south of Finkley Farm



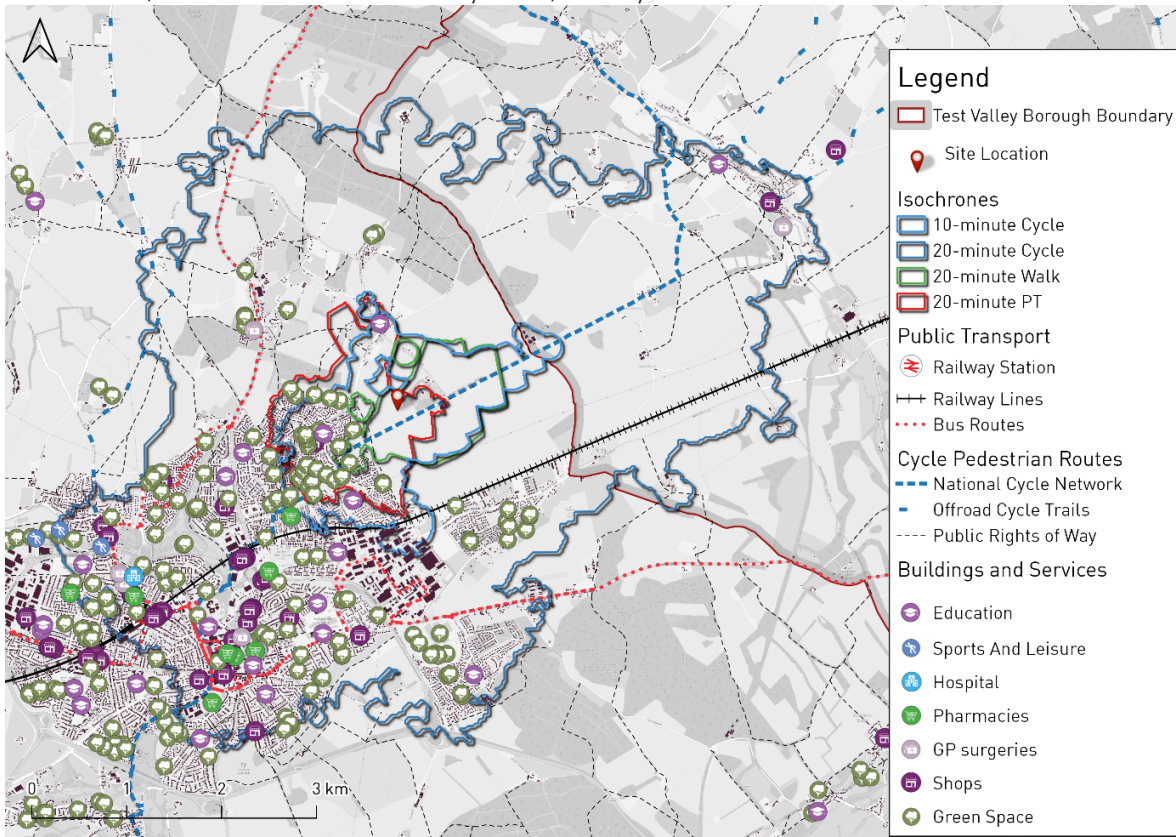
B.1.6 Site, 234 - Land east of Smannell Road



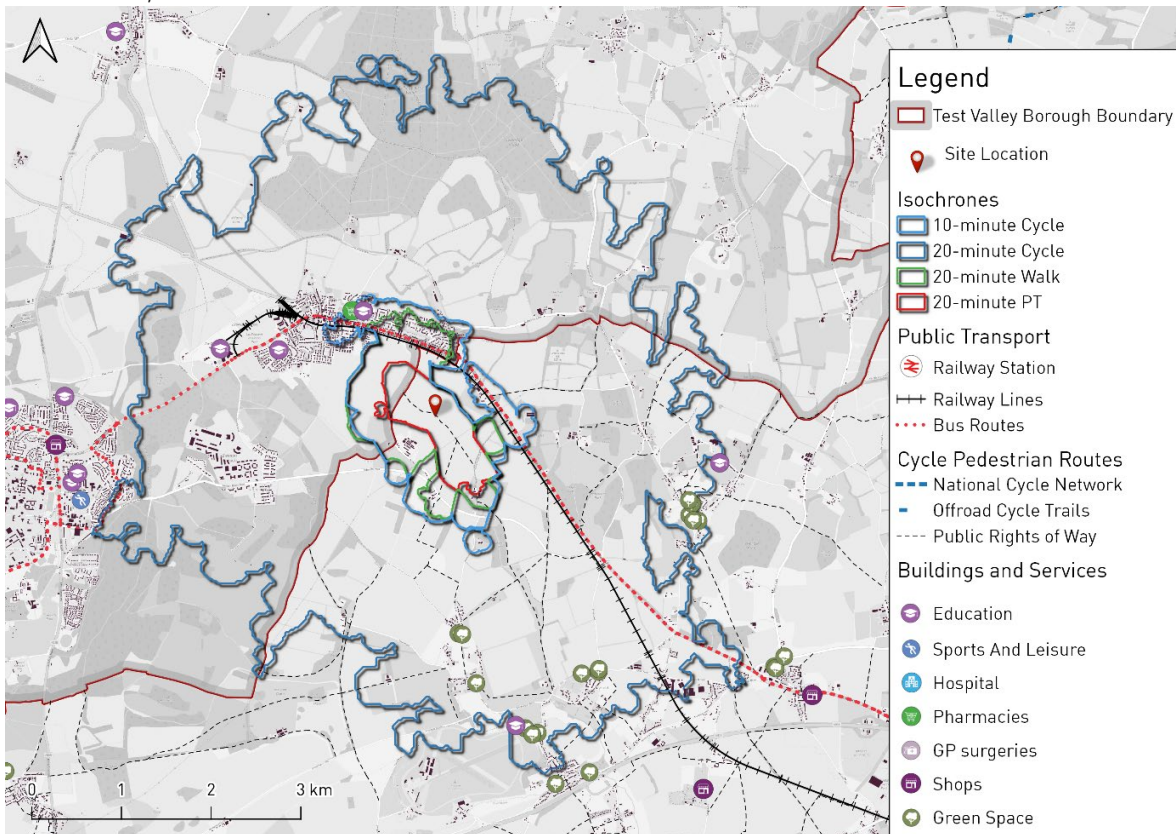
B.1.7 Site, 252 – Littlebridge



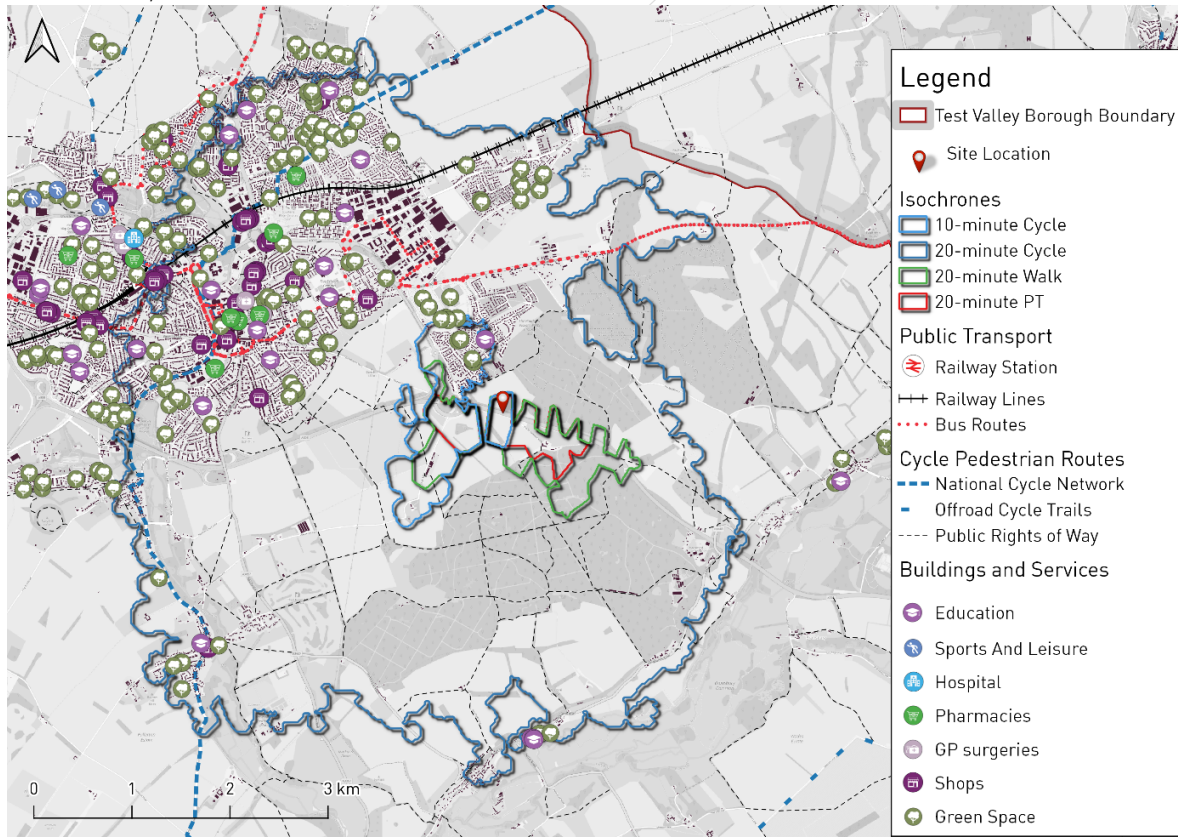
B.1.8 Site, 305 - Land North of Finkley Farm, Finkley Road



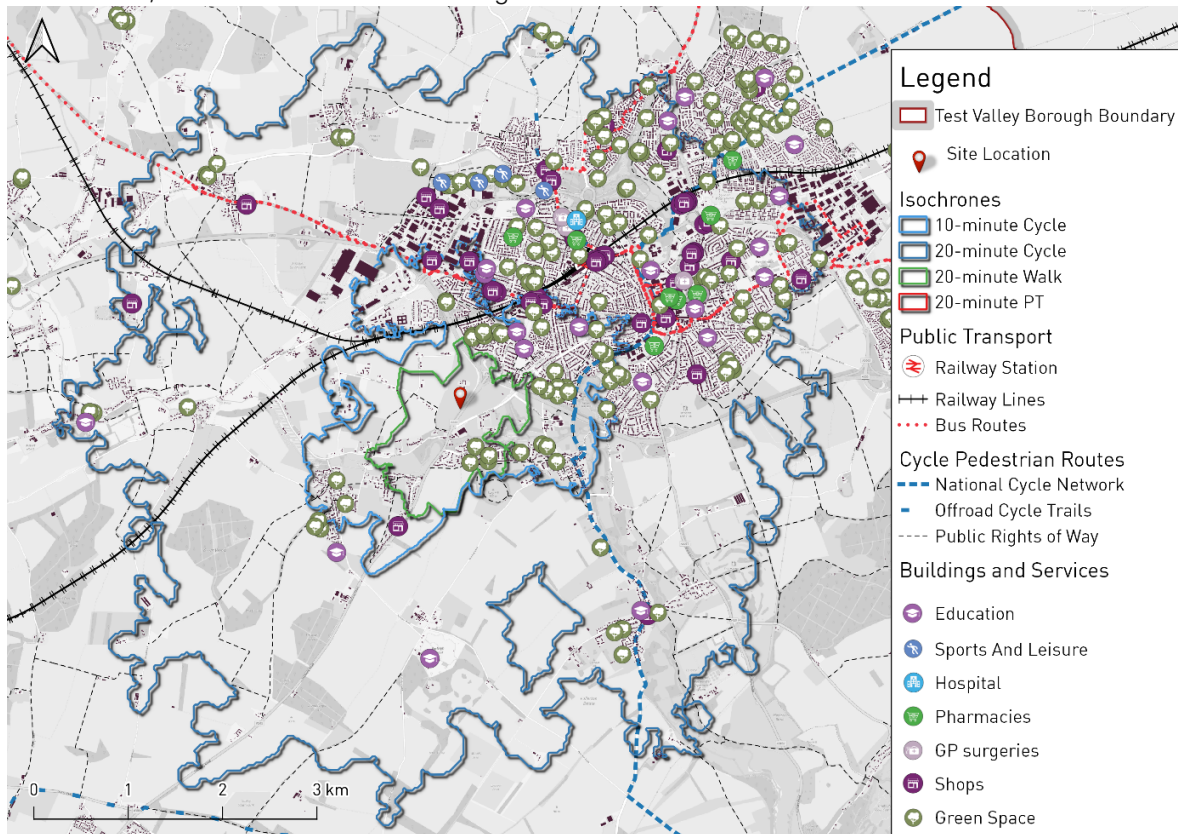
B.1.9 Site, 324 - Land south of A342 and east of Shoddessen Lane



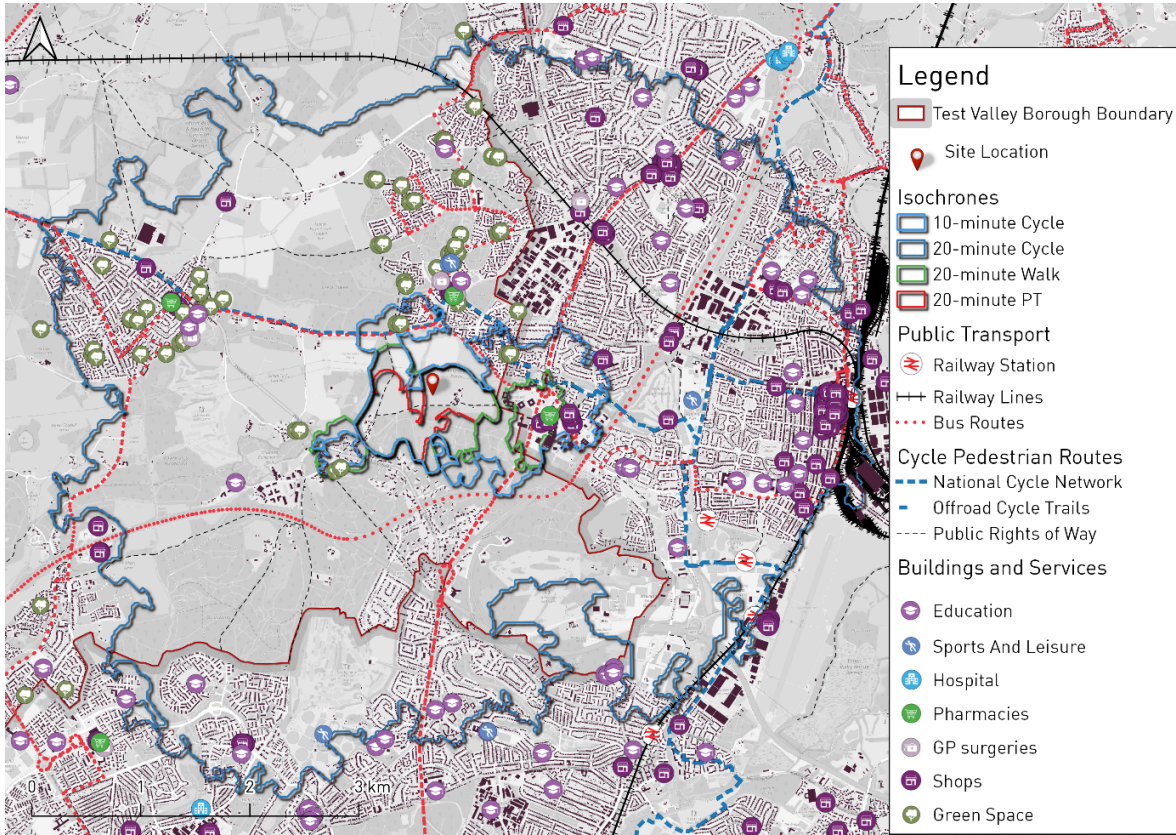
B.1.10 Site, 338 - Land south of Forest Lane



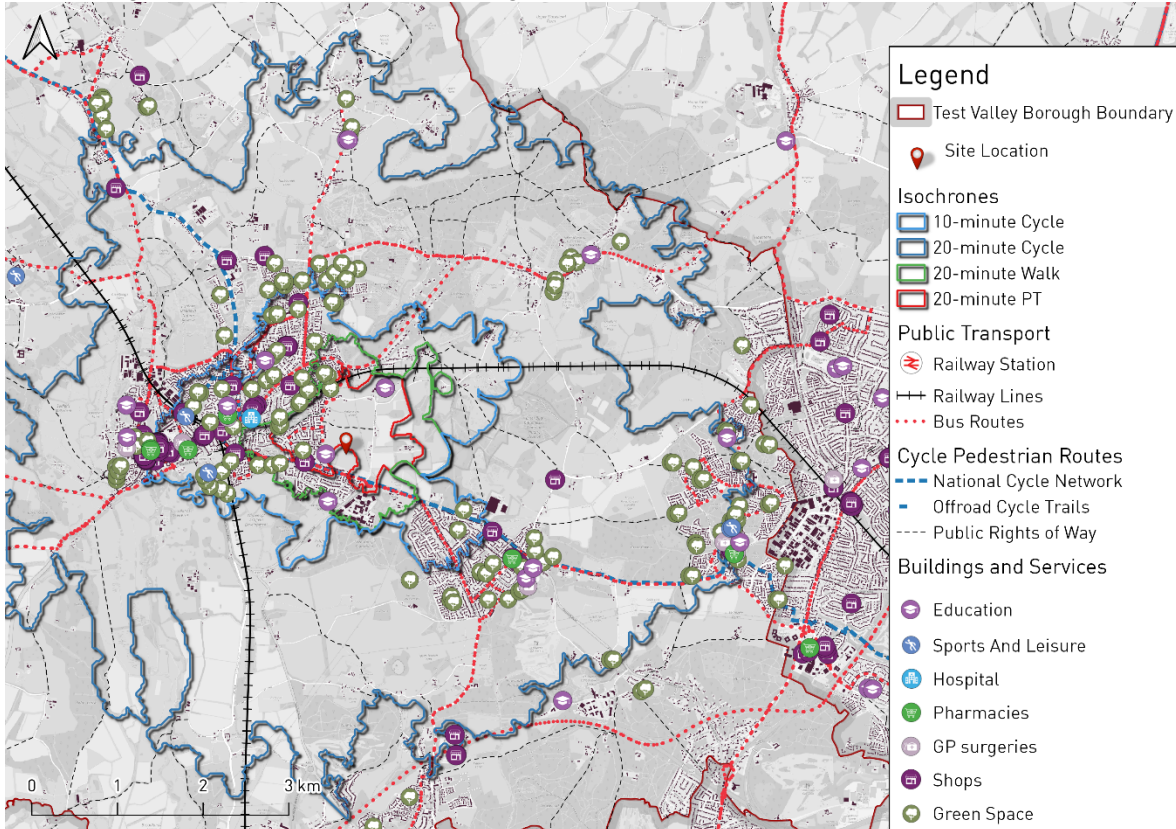
B.1.11 Site, 358 - Land at Little Ann Bridge Farm



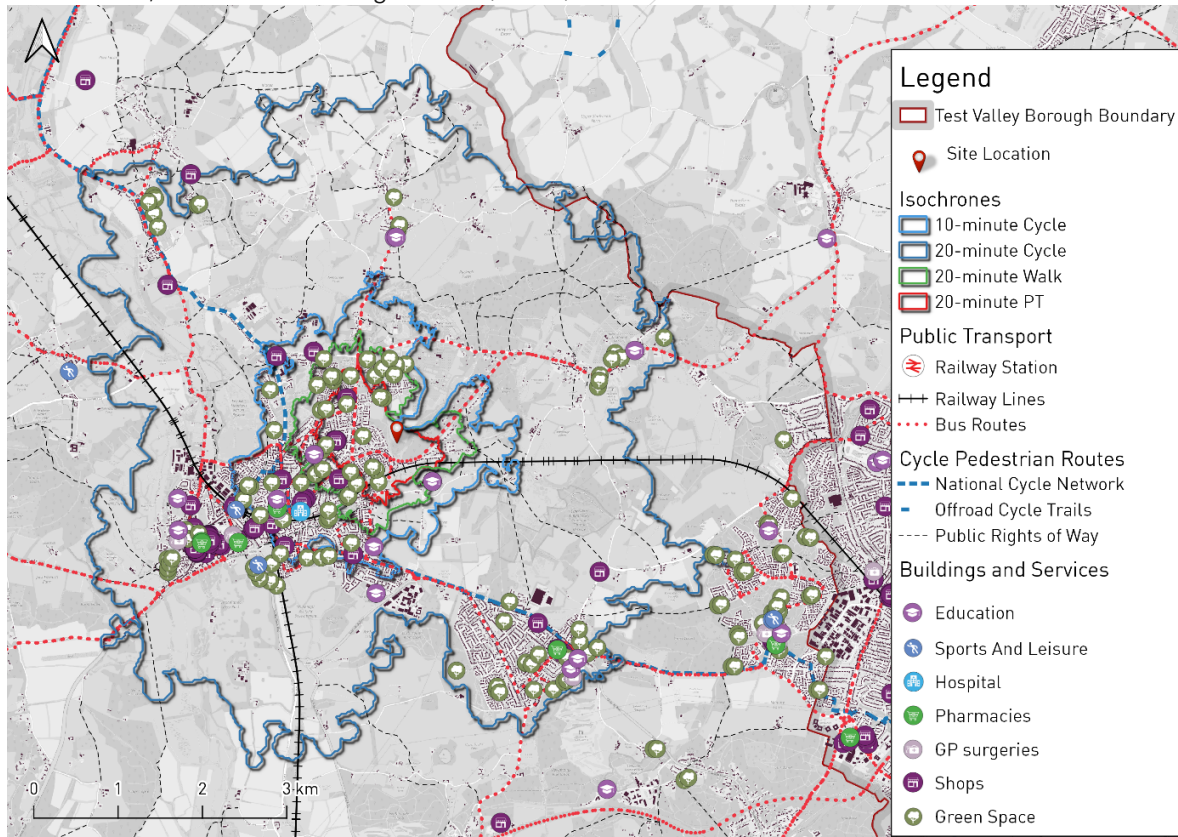
B.1.12 Site, 82_285 - Velmore Farm / Land at Castle Lane



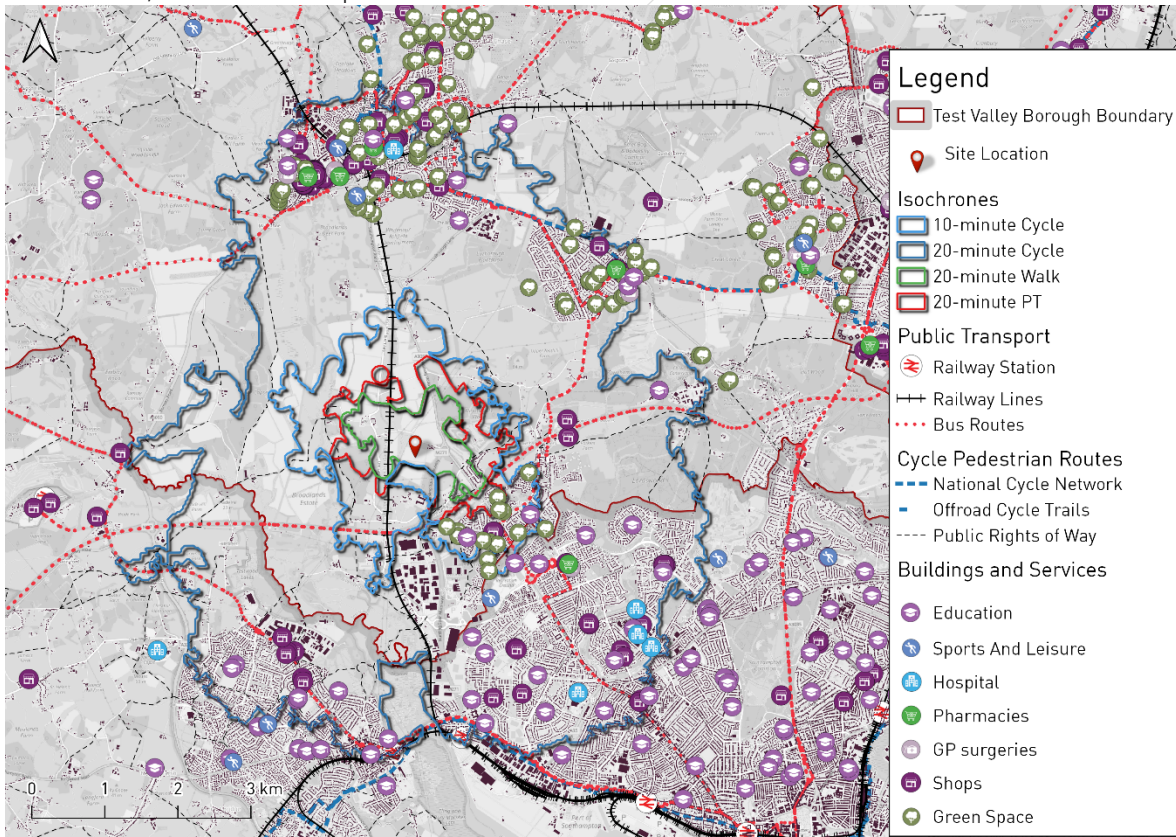
B.1.13 Site, 139_282_356_370 - Land at corner of Highwood Lane & Botley Road / Land off Highwood Lane / Land south of Highwood Lane



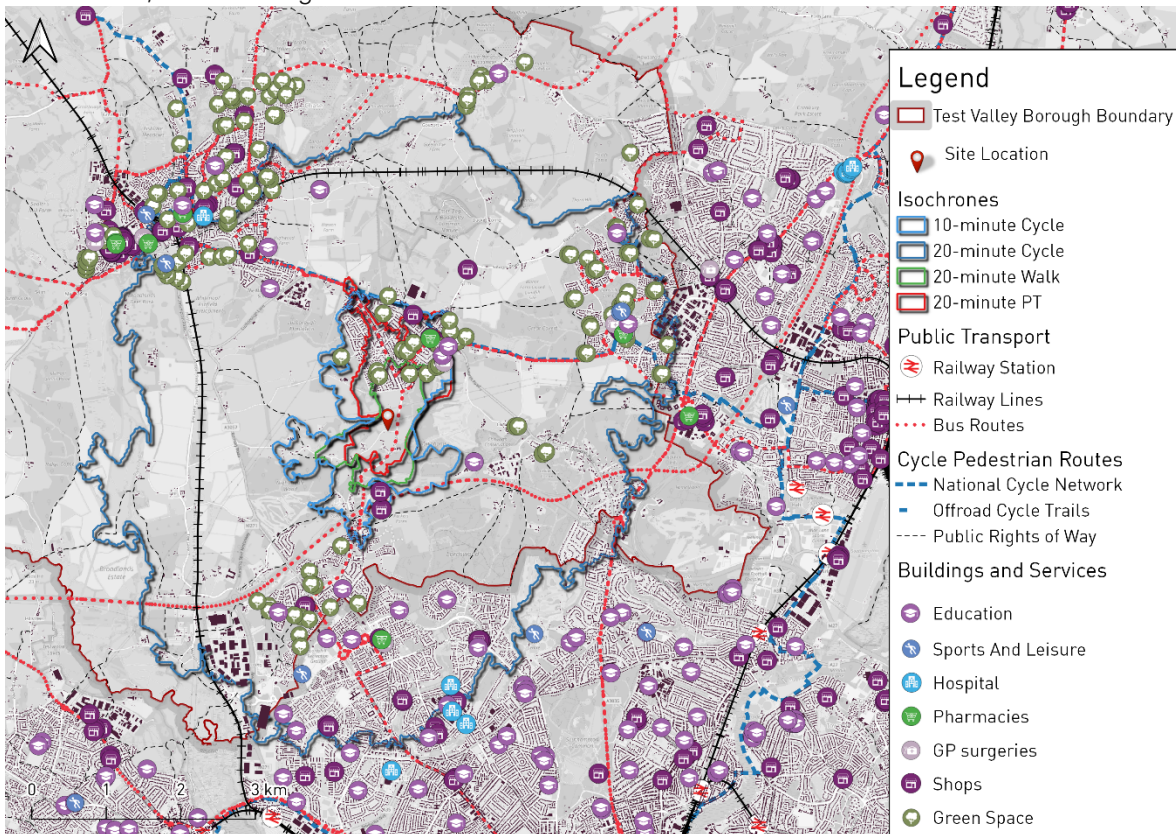
B.1.14 Site, 284 - Land at Ganger Farm (South)



B.1.15 Site, 385 - Land at Upton Lane



B.1.16 Site, 19 - Packridge Farm



B.1.17 Site, 246 - Land south of Flexford Road

