



Andover Town Access Plan

Supplementary Planning Document



February 2015

Contents

Page

1.	Introduction	1
2.	Andover	6
3.	Accessibility in Andover	8
4.	Improving Accessibility in Andover	24
5.	Town Access Plan – Issues and Measures	25
6.	Next Steps, Monitoring and Review of TAP	35
	Appendix 1 – Transport Contributions Policy	36
	Appendix 2 – Community Engagement	37

The original document was adopted by the Council on 29th April 2009. The Andover Town Access Plan is a 'live' document and it has recently been reviewed following consultation between October and December 2014. The previous review took place in 2012. This review has taken into consideration completed schemes and new proposals, changes to transport policy, changes to the local transport network and the progress of the Test Valley District Transport Statement produced and endorsed by Hampshire County Council (HCC) in 2013.

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

Should you require any further information please contact the Council's Transport Planner on 01264 368984.

1 Introduction

Purpose of Andover Town Access Plan

1.1 Andover Town Access Plan (ATAP) is a strategy which sets out a shared vision for how access to facilities and services within the town will be improved. Such facilities and services include: health, education, employment, food and non-food retail, places of worship, cultural facilities, leisure facilities and access to natural open spaces. In Andover, many of these facilities are located in the Town Centre and ensuring that there is adequate and co-ordinated access to the town centre is essential for improving access for all. In order to achieve this, the ATAP develops a schedule of transport schemes that can be used to direct funding currently secured via the County Council's Transport Contributions Policy (TCP) and later from the draft Community Infrastructure Levy (CIL) Charging Schedule in a way that responds to the accessibility needs of Andover's residents.

Background

1.2 Andover is a relatively self-contained settlement with a range of facilities and services spread throughout the town. To reflect this, the ATAP is confined to the built up area of Andover¹ and focuses on local issues in order to improve access to key destinations within the town. The ATAP draws together relevant information on existing access and travel conditions and future planned developments.

1.3 The 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.

¹ includes the Parish of Charlton

Relationship of the Town Access Plan to Other Policies and Plans

1.4 The principal role of the Access Plan is to act as a guide for the way funding is obtained and spent by the Borough and County Councils. The Andover Access Plan acts as a connection between high level strategies and the development of specific local transport schemes; this ensures that the concerns and aspirations of the community are reflected in decisions made regarding the allocation and commitment of financial resources.

1.5 The County Council has produced the Test Valley District Transport Statement in conjunction with the Borough Council. This statement covers all aspects of transport network and infrastructure up to the period 2031, and conforms with the policies contained within the Draft Revised Local Plan. The statement sets out transport objectives and delivery priorities for the Borough and complements the three adopted Access Plans (Andover Access Plan, Romsey Access Plan and the Test Valley Access Plan). The statement does not replace the three Access Plans; it complements them and assists with:

- Providing a local transport policy framework for the Borough
- The prioritisation of transport investment
- Transport and land use planning decisions associated with new development proposals; including the application of the Transport Contributions Policy (TCP) until the CIL Charging Schedule is adopted; and with

- Infrastructure planning in support of the Revised Local Plan (2014) and the CIL Charging Schedule.

1.6 The District Statement is a County Council document and has been developed in consultation with Test Valley Borough Council. The District Statement is one of a series of transport statements which cover the entire county. They are reviewed and updated on an annual basis, ensuring continuity with existing Access Plans, and as updated policies and strategies emerge or proposals are completed or modified.

1.7 The District Statement seeks to help deliver ‘safe, efficient and reliable ways to get around, helping to promote a prospering and sustainable area.’ In particular, the priorities and proposals outlined Test Valley’s Transport Statement look to:

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

1.8 The transport statement links to current economic priorities, including those being developed by the M3 Local Enterprise Partnership (LEP). Andover has been identified as a ‘Step up Town’ by EM3 LEP and as such, a number of transport schemes have been identified to assist in enabling the town to achieve its economic potential. The

upgrade of Andover Rail Station is a key transport project. It also builds on existing transport related documents covering the Borough, notably the Local Transport Plan 3 (LTP). This is a two part document with Part A containing the Long Term Strategy between 2011 and 2031, and Part B the Implementation Plan for the next three years of 2014-2017. Other important documents include: Revised Local Plan (2014) Regulation 22 Submission draft and the three Access Plans in the Test Valley area. The town has seen significant planned growth which requires managing and mitigating in a sustainable manner.

1.9 Central Government published the local transport white paper 'Creating growth, cutting carbon' (January 2011), placing localism at the heart of the transport agenda in order to cut carbon emissions and create local growth. To illustrate the Government's commitment to supporting sustainable travel initiatives, a national fund was set up; the Local Sustainable Transport Fund (LSTF) to support and encourage sustainable travel choices.

1.10 A total of £560 million was originally made available through the Local Sustainable Transport Fund. Funding was topped up with a further £40 million to £600 million in 2012 to accommodate approval for a greater number of bids (with local contribution being provided by local authority partners). In total, the Department for Transport (DfT) awarded funding to 96 packages to 77 authorities to deliver their schemes between 2011 and 2015. Along with local contributions provided by all funded project teams, over £1 billion is currently being invested in local sustainable travel.

1.11 Andover has been designated a 'Sustainable Travel Town' as part of the LSTF which has financial contribution towards some transport infrastructure within the town to be delivered in the short term 2012-2015.

1.12 Two thirds of funds are in the form of revenue funding. This is being used to deliver measures that will encourage people to consider using car sharing, public transport, walking and cycling more often for short local journeys within the towns in place of car journeys, where appropriate. The County Council has provided personalised journey planning to a number of households (3,200 in total) in three wards in Andover (Charlton, Harroway and Millway*).

** selected because:*

As Charlton, Harroway and Millway wards have a decent frequency of bus service within walking distance, have several good cycle routes and as they have the greatest concentrations of MOSAIC Ds and Es within Andover, HCC believe that these areas have the greatest potential to deliver a successful PTP programme for the town.

1.13 The personalised journey planning was part of a 'package' of activities under the 'My Journey' branding which includes promoting sustainable travel choices throughout the town. The remaining funds are being invested in delivering capital infrastructure, including real-time bus information screens at Andover bus station, a number of pedestrian and cycle improvements that are identified in the Andover Town Access Plan. Finally, funds are available for:

- a proposed shared cycle route along Weyhill Road (being implemented 2015),

- the enhancement of the pedestrian/cycle environment from Newbury Street through to Chantry Street (being implemented 2015) and;
- the improvement of pedestrian and cycle crossing opportunities at Folly Roundabout (completed 2014).

The Town Access Plan, Local Development Framework and the Transport Contributions Policy.

1.14 The Local Development Framework (LDF) is a suite of documents that guides spatial and land use planning over the long term for Test Valley. In order to improve accessibility, the Access Plan needs to integrate planning for both land use and transport. The ATAP currently forms part of the LDF as a Supplementary Planning Document and this review will also be adopted by the Borough Council.

1.15 The current mechanism for securing the funding for the implementation of the ATAP is the Transport Contributions Policy, adopted by the County Council as the Highway Authority and implemented by the Borough under the Highway Agency Agreement. The policy (Appendix 1) sets out the levels of contribution sought from development based on size. It may be necessary to amend the ATAP as and when the CIL charging schedule has been adopted. The Council has consulted on the Preliminary Draft Charging Schedule (PDCS) detailing the proposed rates of CIL across Test Valley in early 2014. The Regulation 123 List was also published in draft alongside the PDCS for information. The PDCS consultation will be followed by public consultation on

the Draft Charging Schedule during 2014 with an examination in public intended for spring 2015. Subject to examination and an Inspector's report, the Council proposes to adopt a CIL Charging Schedule in late 2015.

The Council published the following documents:

- A brief guide to CIL
- The Preliminary Draft Charging Schedule Consultation Document (PDCS)
- The draft Regulation 123 List
- The CIL Viability Study.

1.16 The ATAP includes Andover town and the major development areas under construction to the east of the town: East Anton, Picket Twenty and Picket Piece. These areas, together with the brownfield sites including both sites currently with planning permission and future windfalls, existing commitments, can provide the 7,500+ dwellings in the period up to 2031. Ensuring the existing and new communities of Andover can access the key facilities and services provided within the town are essential for the delivery of sustainable and prosperous growth.

2 Andover

Andover's Development

- 2.1** Andover is a market town whose history can be traced back to the late tenth century. Andover remained a relatively small market town until the 1960s when it became a London overspill town. Plans were made to increase the population from 17,000 to 47,000 by 1982, with 9,000 new homes to be constructed. In the early 1980s the original plans were drawn to a close. The A303 (T) bypass was constructed. The town centre had been redeveloped with the new Chantry Shopping Centre and many industries and employers had been provided for at the Walworth and Portway estates on the edge of the town. The scale and nature of the developments were never reached but nevertheless the growth that occurred during this period had a significant impact on the appearance and character of the town.
- 2.2** Andover town centre is dominated by retailing, other commercial uses and Andover College surrounded by a number of housing and peripheral industrial developments. Reflecting its history, the town centre retains some fine historic features and buildings, many within the Andover Conservation Area. Outside of the town centre the town is relatively modern and different in character and appearance compared to the centre, generally comprising of mid 1960s to 1970s building stock.
- 2.3** Since the 1980's, the town has continued to grow, with industrial/business development focused at Portway and Walworth, east and west of the town and housing sites to the north and west of the town and most recently
- to the east. There has also been an emphasis focusing on improving the standard of facilities and the quality of the environment. A series of town centre enhancement schemes have taken place in recent years, improving the quality of place and pedestrian accessibility within the town. These schemes have been informed by a number of street audits and reviewed. Development sought to encourage the continued self-containment of the town and pedestrian and cycling facilities have been improved to encourage less car use. A transportation strategy was developed for the Andover area focusing on integrating transport and land use issues town wide.
- 2.4** Most recently residential development has taken place principally to the east of the town at East Anton, Picket Twenty and Picket Piece. Approximately, 2000 new dwellings have been completed with associated on and off site highway works. Improvements to a number of key junctions en-route to the town centre have been undertaken. Enham Arch Roundabout has been improved to accommodate increased capacity and part signalisation manages traffic flows. At the Twinings Roundabout, with the junction with London B3400 and Churchill Way, there has been significant improvements including a bus underpass to link Picket Twenty to the town centre. Key desire lines for pedestrians and cyclists from the east of the town into the town centre have been enhanced e.g. implementation of a shared pedestrian/cycle route along Smannell Road and existing bus services have been extended to include the new neighbourhoods. All of which offer a choice to residents about their mode of travel into the town and for onward journeys.

2.5 Works have just finished on enhancing the bus station in Andover. £2.9 million of developer contributions were spent increasing capacity and improving facilities for passengers. These include an enclosed waiting area, café and office accommodation for the bus operator, Stagecoach and for Test Valley Community Services. The investment in the bus station, together with new bus services and improvements to infrastructure along key routes is hoped to encourage and support an increased use of public transport in the town.

Demographic Profile

2.6 Jobseeker's Allowance (JSA) claimant rate (June 2014) is 1.1% in Andover compared to 1.3% for Hampshire, 1.4% regionally and 2.5% nationally and the proportion of the town's population in or available for work is comparatively high. Whilst employment is fairly high, the area lying directly to the North and North-West of the town centre tends to be characterised by low household incomes and a large proportion of households with no car ownership. Parts of this area have also been identified as amongst the 20% most deprived in Hampshire and the JSA claimant rate is above the Hampshire average. Residents in this area are likely to benefit greatly from improved provision of public transport and walking and cycling routes as the availability and affordability of cars is limited. Accessing services such as education and health is likely to be higher than elsewhere in the town.

2.7 The age profile for Andover is similar to that of the country as a whole, with a slightly lower proportion of people aged over 65 than nationally. Overall, the population of the Borough is both

rising and ageing. However, both the young and elderly tend to rely on public transport, walking and cycling thus providing adequate facilities throughout the town is important. Additionally the areas immediately close to the town centre are characterised by a higher proportion of people over 70 and low car ownership. The proximity of this area to the town centre should help to ensure that these residents still have good access to services. Appropriate pedestrian facilities linking to the town centre e.g. adequate footways, crossing opportunities and street lighting together with community transport provision are likely to be particularly important in this area.

Services and Facilities in Andover

2.8 The town centre is a significant area of the economic activity. There are a number of services and facilities, including a college of further education, health facilities, retail opportunities, places of worship, employment, cinema, library, theatre, leisure centre, and bus station. A number of key destinations lie outside of the town centre (see Map 1 Services, Facilities and new Development). These include:

- two large business parks on the periphery of Andover, Walworth to the east and Portway to the west
- the railway station lies under a kilometre to the north west of the town centre
- Andover War Memorial Hospital, on the Charlton Road provides a range of community and hospital services
- several large retail units, both non

food and food close to the Enham Arch roundabout

- the Army Headquarters operates a site on the western periphery of Andover and
- Andover Business Park, on the former airfield to the west of the town.

3 Accessibility in Andover

- 3.1** Accessibility describes the ease with which a person(s) can access or use services and activities such as jobs, education, leisure facilities and shops. Accessibility is determined by a number of factors that range from the location of services and the means of transport available to reach them, to individual factors such as a person's physical mobility and fitness and their ability to pay for transportation. This town access plan examines accessibility in Andover and from the immediate surrounding area, in order to identify and address barriers to access thereby promoting good accessibility for all to a range of services and destinations.
- 3.2** Improvements to accessibility are particularly important for the young, elderly and less mobile and those without access to a car. Improving access and permeability to key facilities can provide choice in travel behaviour which will in turn promote and support sustainable travel and enhance and maintain vibrant, healthy communities and prosperous places to live and work.

Assessing Accessibility

- 3.3** In order to improve accessibility in Andover it is necessary to examine the ease with which people can reach destinations throughout the town. Several different approaches have been used to assess this as set out below:

Accession

- 3.4** Computer software, called Accession, has provided analysis of levels of accessibility for different locations. Accession is based on geographical information systems (GIS) and quantifies accessibility levels. The computer map based outputs can highlight areas where households who may find it difficult to access services and facilities and help to identify locations where transport improvements or infrastructure may be needed to improve access to those key facilities and services. The tool does have limitations as it does not consider qualitative data and or allow for local knowledge about an area to be considered, or consider costs associated with travel.
- 3.5** Accession is now being replaced by TRACC (transport and accessibility). TRACC is a new multi-modal transport accessibility tool which is promoted and supported by DfT. It is designed to quickly generate travel time or distance using a multitude of public transport and road modes to give accurate journey times from many origins to many destinations in one calculation. The software covers a full range of transport modes such as walking, cycling, driving and public transport. TRACC will help to ascertain problems with the network such as gaps in the network, or could help look into the effectiveness of a new public transport route.

Qualitative Assessment

- 3.6** It is important to combine the use of Accession and TRACC with local knowledge, perceptions about safety and local geography, each of which can highlight difficulties and barriers that

individuals may face in reaching their destination. This has been gathered through informal consultation with the different departments responsible within the County and Borough Councils for issues affecting accessibility.

Consultation

- 3.7** The community of Andover has been widely consulted and questioned on transport issues in the past. Formal consultation has taken place as part of the review and responses sought from the Town Council and surrounding Parish Councils, Local and County Members and Statutory Consultees. A number of comments have been received informally and formal consultation will enable the thorough review of the existing document, ensuring that it responds to the current needs of the community.

Hampshire Sustainable Travel Towns Survey - Andover

- 3.8** In 2012 the Hampshire Sustainable Travel Towns Survey showed that the people living in all of the six Hampshire towns rely predominately on their cars for most journeys. The evidence demonstrates that:
- People in these towns drive more, but they travel further and make longer journeys, on average. The average travel time amounts to just over an hour, and the average distance just over 20 miles per trip
 - Nearly everyone makes pedestrian trips and walking is becoming increasingly prevalent - residents report making more foot-based

journeys in the last twelve months and plan to walk more in the in the next twelve months. There is an understanding that walking has health benefits and will save money. These are features that should underpin communication messages that promote walking as an active travel mode

- About one in five residents will consider alternative travel modes to the car, however, different modes appeal to different types of people for different reasons.

Review of Public Transport

- 3.9** In July 2011, the County Council announced that it was to undertake a bus subsidy and re-tendering review throughout Hampshire. The impact of the cuts saw a reduction in the bus subsidy budget of £1.1 million in 2011/12, rising to £2.2 million in 2012/13. The effect was an average 45% cut in the subsidy to operators of some commercial services across Hampshire. Bus services across the county were affected and users consulted via special passenger transport forums and over 5,000 questionnaires distributed by post, on-line and by hand at bus stations, libraries and town centres.

- 3.10** The bus subsidy had an impact on Andover with the main changes affecting the following routes:-
- Andover-Monxton reduced service Amport, Grateley and Thruxton reduced to four daily journeys
 - X24/25/26 Andover-Winchester: now service 79 to Stockbridge and change to 68 for Winchester. Barton Stacey now served by Cango C4

- 68/X68/78/X78 Andover-Stockbridge-Winchester: simplified routes
- Stockbridge-Salisbury route withdrawn
- 77/87 Andover-Salisbury/Stockbridge: withdrawn
- 79 Andover-Stockbridge: change to route, Longstock off route now served by Cango C4.

3.11 The County Council took an additional review into the non-commercial bus services county-wide in May 2014 and sought through consultation to identify further budget savings between £1.25 - £1.5 million pounds. It has an impact on the number of services and the frequency of services serving Test Valley residents. As expected, the impact was most significant in the rural areas. The review comprised of the following elements:

1. Reducing or ceasing support for Sunday services
2. Not supporting evening services
3. Allowing older persons pass to be used after 9.30am instead of 9am
4. Reducing frequency and or days of services
5. Replacing bus services with taxi shares
6. Reducing printed publicity.

The outcome of the consultation is available on the County Council's website.

Bus timetable information can be found on the bus companies' websites

3.12 There are some new bus services proposed within the town, paid for with developer contributions to ensure that the new development areas are accessible e.g. Picket Twenty. These new routes will seek to offer bus travel to those in new developments and to enhance bus services and or frequency of services to existing areas of the town. The funding for such routes is limited and the new routes will need to be commercially viable by the completion of the respective development, or they will cease.

Community Street Audits (CSAs)

3.13 Since 2005 a series of Community Street Audits (CSA) have been undertaken. These are an integral part of the Access Plan. It is intended that the ATAP is led by the needs of the community. CSAs inform the process and identify the barriers and obstacles to access and movement within the town. Identifying and understanding the problems and prioritising them are essential. The process of CSAs play an important role in prioritising schemes and allocating funding.

3.14 Community Street Audits are attended by local representative groups and/or individuals from the locality. The audit is undertaken by walking a predetermined route where notes and photographs are taken to identify key issues or barriers to movement. Common issues are identified including poor maintenance, obstructions to footpaths and inadequate

signage/lighting for pedestrians and/or cyclists and missing dropped kerbs or crossing opportunities. The results of these CSAs have led to changes in the town centre through the implementation of improvements to London Street, Bridge Street and the removal of street clutter from the lower High Street. Further projects are proposed to Salisbury Road, Western Road and the Town Mills area all resulting from the street audits. Further information regarding the outcomes of the CSAs can be found in Appendix 2.

- 3.15** To date, a total of 10 CSAs have been carried out. The most recent one involved representatives from the Enham Trust using either motorised scooters or with other mobility impairment. The group looked at access to the town centre from Enham Village. A number of small measures have been identified by the group along the route, which if addressed, will make access easier and safer, not just for those travelling in from Enham but for other members of the community en-route. Funding via the Access Plan has been secured and feasibility is in progress to prioritise the improvements, to ensure a clear and direct route exists.
- 3.16** A number of issues arising from the street audits are maintenance issues and have been highlighted to the County Council. The remaining issues have been accurately recorded and the main priorities are included in the town access plan as future schemes. Some of these schemes have allocated funding and will be delivered over the plan period.
- 3.17** Community Street Audits will continue throughout the town, highlighting and recording the main issues and concerns of the town's community. Those audits undertaken between reviews of the ATAP will be used to justify external funding. It is intended that those participating in the CSAs and the ATAP will be regularly informed of the progress of the plan and its priorities. A database of those involved has been prepared and those making contributions have been regularly informed about the process and how their input is helping to shape specific proposals.
- 3.18** In addition to the CSAs, a Spatial Planning and Urban Design (SPUD) Group was set up in Andover to undertake a site analysis of key routes within the town centre. SPUD formed a part of HCC's Youth Voice and Influence Programme, offering 14-19 year olds the opportunity to share their thoughts, feeling and fears about new developments, their towns and villages. The group made many observations and suggestions on improving the town centre routes observed. These views are informing some work in the town centre looking at improving footways and access, especially in the area around the Leisure Centre/The Lights.
- 3.19** The Andover Summit organised by the Borough Council was held in November 2012. The Summit brought together a range of interested parties to agree a set of priority actions to improve the town. The actions were then taken forward by five working groups. The Environmental Improvements Working Group looked at actions to enhance the town centre environment including planting, street furniture and improvements to the Upper High Street, undertaking two community street audits to investigate issues raised at the Summit relating to environmental improvements in Andover town centre. Tree planting and removal of street clutter took place in early 2014 and further works to enhance the street scape are planned for 2015.

Current travel patterns

- 3.20** Transport links have been key to Andover's development and a good transport network remains a prominent feature today. Andover's road network and parking provides good access and the town experiences low congestion, allowing for car travel to the town centre and for trips around the town. 87% of households within the 6 Hampshire Sustainable Transport Towns Survey (Aldershot, Andover, Basingstoke, Farnborough, Fleet, and Winchester) own a car, with 38% owning 2 cars. This compares with 75% of households nationally owning a car. Commuting journeys were the single biggest reason for undertaking a car journey in the 6 towns. 43% of work trips in Andover were made by car. Most work journeys by car were single occupancy journeys, few car sharing. After journeys to work, using the car for shopping and leisure trips are most prevalent.
- 3.21** Second to the car, is walking. A large number of trips are made by walking, whilst only a small proportion are made by public transport and cycling. Statistics also indicate a high degree of self-containment with regard to the trips made by Andover residents, 70% of working residents are employed within the town and over a third of all trips made are under a mile in length. This suggests that there is the potential for more non-car trips.
- 3.22** The following paragraphs set out a summary of the current position for different modes of transport within the town.

Roads and Traffic

- 3.23** 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 good strategic road links to Winchester, Newbury and Reading (A34/M4) and south Hampshire (M3/M27). Highway congestion does occur, but not to a significant degree, or over sustained periods. It is generally contained to the peak hours on the key routes, specifically the A3093/A343/A3057 with limited queues forming on the approaches to the roundabout junctions. The ring road in the off-peak is relatively free flowing with a high level of spare capacity.
- 3.24** Access within the town by car is good, there is adequate road capacity and congestion is slight, localised to the morning and evening peaks. 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. To avoid congestion reaching untenable levels, developers were asked for financial contributions or to implement mitigation measures to ensure that traffic queues and delays were minimised and that the town's traffic flows. Key junctions in the town have been improved to accommodate the additional traffic, some but not all include: Hundred Acre Corner, Enham Arch Roundabout, later the Folly Roundabout and the A34 will receive improvement works.

- 3.25** There have been improvements to key junctions along the A343 and A3093 to improve traffic flows and cope with additional traffic expected from development at Picket Twenty and East Anton. In addition, the continuing development of Andover Business Park site has seen major improvements to the junction of A343 and the A303 (Hundred Acre Corner). These improvements will improve capacity and efficiency for all road users and manage the flow of traffic.
- 3.26** In Andover the Council manages 2,303 public off-street spaces and there are many on-street limited waiting spaces. Parking on the roads immediately adjoining the town centre is managed via a number of controlled parking zones where waiting time is limited with exceptions for residents. Public car parks are located around the centre at a number of locations. There are a significant number of private parking spaces within the centre, most of which are linked to businesses and are available to employees and their visitors. Easy availability of car parking is important due to the function of Andover town as the main service centre for the villages around Andover. In recent years there has been a slight reduction in the overall usage of town centre car parks, demand for spaces is monitored and recent requests for more town centre car parking has been fulfilled. Some provision for 'dash and go' car parking has been accommodated in the very centre of the town. Bridge Street, has seen 2 ultra-short on-street spaces installed and further spaces close to the town are proposed. These are as a direct result of the Andover Summit Car Parking Working Group.
- 3.27** The Council monitors parking demand, and produces an annual Parking Report in accordance with DfT guidance. This report includes statistics on occupancy rates gained through ticket sales data and a manual survey of all its car parks. This is carried out three times a year (May, August and October) and other matters relating to enforcement. Regular car park surveys will continue to be undertaken three times a year to inform future reviews ensuring the Council makes optimum use of the limited supply of parking space in Andover and Romsey. The results, published in the Annual Parking Report are reviewed annually, consideration is given to reallocating spaces from one category of stay to another to maintain optimum occupancy levels. Of those travelling into Andover town, 52% use one of the surface car parks stating that they found them convenient and generally of good quality.
- 3.28** Test Valley had a Car Park Strategy adopted in April 2012. The strategy provides a framework for the Council's day to day management and provision of off-street parking in addition to providing guidance in respect of parking and access on the highway. The proposed strategy aims to encourage and promote a competitive local economy which is one of the Borough Council's corporate aims. This will be achieved by offering customers using car parks a flexible tariff structure and, by providing the appropriate level of car parking spaces to accommodate the growth in demand due to planned residential and commercial developments within the Borough. Applying the reallocation policy over the last ten years has resulted in the reallocation of spaces in both towns to ensure that sufficient parking spaces are available for shoppers in the car

parks closest to the town centres. The reallocation has meant that spaces for long stay parking have been located further out from the town centre.

3.29 A number of the Borough Council's car parks have CCTV; however there have been few reported incidents. There are no plans to introduce CCTV in all of the existing car parks in the future, although improving the perception of safety and security for users in car parks is an aspiration.

3.30 The Borough Council produces an annual parking statement (2013/2014). It provides the public with information about its policies, procedures, and key statistics relating to its parking activities. In Andover, car parks were at an average peak of 64% overall demand in 2014. Peak demand for shopper and visitor car parking is Friday and Saturday respectively. Car parking charges are reviewed annually and free parking exists after 4pm (Mon – Sat) and free on Sunday.

Walking

3.31 Walking in Andover remains a popular mode of travel. In the recent Hampshire Sustainable Travel Towns Survey (a survey of people's travel behaviour in the 6 North Hampshire Towns included in the Hampshire Sustainable Towns Project) indicated that 91% of residents in Andover found it easy to walk around the town. Individuals viewed their perceptions about personal safety as either 'very safe' (53%) or 'quite safe' (44%). In general, more women tend to walk than men, and younger cohorts than older. Part time workers tend to opt for walking, probably due to the close proximity of part time employment to

residential areas. In total, Andover has 66% of people that regularly walk as part of their journey. Residents choose to walk for a number of reasons, mostly to keep fit, and many people also find it more convenient than the bus in Andover, owing to short journey times within the town centre.

3.32 The provision and condition of footways within the town varies, 30% of the community find their walking environment 'satisfactory'. The town centre has seen the enhancement of the High Street, with significant investment in surfacing, lighting and seating. Pedestrians have been given additional space and priority and vehicular traffic limited to deliveries and disabled parking only in the lower section. Consultation took place in November 2013 to look at improving the accessibility for pedestrians from Newbury Street through to Chantry Street (including the upper section of the High Street). The scheme sought to widen footways, improve pedestrian crossing opportunities, improve the quality and appearance of the street scene in this attractive part of the conservation area and reduce traffic using these streets, whilst accommodating vehicles for access and loading. Surveys illustrated that as much as 80% of the traffic using these streets was through traffic and it did not stop. Improving the pedestrian environment will support the vitality of the independent traders located in this part of the town centre. Work on this scheme commenced in early 2015, and is programmed to finish by the end of summer 2015.

Cycling

- 3.33** Many residential areas have good provision of footways within them; however, it is often the case that routes linking areas are not as good. A lack of footways, difficulty crossing roads and the lack of lighting do not make the transition between areas attractive and easy. Maintenance is also an issue throughout the town, with many routes in need of repair or vegetation in need of cutting back to prevent obstruction and to improve visibility. New developments, such as the communities at East Anton and Picket Twenty to the east of the town, are being planned with a network of foot and cycle paths, ensuring they have safe, sustainable routes to the town centre and local facilities. These routes are helping to improve connectivity within the town.
- 3.34** A recent community street audit took place using existing footways from Enham Alamein village to the town centre with residents living within the Enham Trust's accommodation. The footways through King Arthurs Way have been highlighted as one area which some improvement (widening of footways, some signage and improved surfacing) may facilitate improved access and permeability both for those travelling through using mobility scooters and for those living there. It is hoped that the 'Enham Scooter Route' connecting those living in Enham Alamein to the town centre will be open for use next year. This will give those using mobility scooters the freedom to travel in to and out of the town centre by themselves, offering independence.
- 3.35** In 2009, the Test Valley Cycle Strategy was adopted as SPD, and the progress noted in the delivery of routes within the Borough. The strategy is currently in process of being updated and reviewed to ensure it meets the needs of cyclists and responses to changes in government policy, best practice and guidance. The document continues to promote cycling within the Borough through the provision of a number of key routes, linking residential areas with key services and facilities. The proposed network is extensive, consisting of both utility and leisure routes between settlements. Some of the routes are purpose-built schemes for cyclists, some are shared paths with pedestrians and other routes are advisory and on road.
- 3.36** The implementation of the strategy can appear disjointed; and this is a constant criticism of the general public. However, its implementation is governed by the availability of funding. In Andover, the cycle strategy seeks to specifically deliver new links between new residential development (East Anton, Picket Twenty and Picket Piece) on the east of the town and the new employment sites on the former Airfield site to the west of the town. Some of these routes have been recently implemented, they offer those living in the new communities and those in existing residential area, improved, attractive, signed posted routes to a number of key destinations and facilities, town wide. The strategy also seeks to make cycling safer, through good signage, mapping and crossings and by providing additional safe and secure cycle parking in key locations.

3.37 The Cycle Strategy also has two other key objectives, to improve the safety of cycling for existing and potential cyclists and to increase the use of cycling as a leisure activity. To assist with both of these, the Borough Council has established a Bicycle User Group (BUG). The group meets twice a year and aims to promote cycling, share news and seek views from cyclists within the Borough. The group has a wide membership and interest in cycling is growing within the Borough.

3.38 This interest in cycling has been fuelled by the growth in leisure cycling generally, an Olympic legacy and also, by HCC's 'My Journey' initiative. This has provided Andover with the support of a cycling officer in an event/marketing basis. Through the collative work between the cycling officer and the Borough's Transport Planners, a new cycling and walking map has been published, and several cycling events have been held. Most recently, the Mayor of Test Valley opened the Andover 'Lakes Cycle Route'. This off-road route is flat and takes in a total of 11km of town centre cycle paths, including a section alongside Charlton and Anton Lakes. The route is signed and has an accompanying map. It is hoped that Andover residents will use the route to get fit, have fun and discover attractive and hidden parts of the town.

Bus

3.39 The town of Andover is currently served by a network of bus routes. The most frequent routes serve the residential areas to the north west and north east of the town centre. On Mondays to Saturdays, the route known as "Star 1" links the town centre with King Arthurs

Way, Roman Way and Cricketers Way areas (around Newbury Road and Smannell Road), every 10 minutes. Star 1 has recently started running on a Sunday, using funding from nearby development to expand the service. There are few Sunday services operating and this represents attempts to encourage more in the town to use the bus, especially when accessing town centre markets and weekend events. Star 2 and 3 are the other town services, these run less frequently and receive financial support from HCC for parts of the service/frequency.

3.40 Work continues using developer contributions to link the new communities to the towns existing bus network. New routes serve East Anton and Picket Twenty. A new bus route, serving Picket Twenty started in 2013. The bus takes advantage of new infrastructure and accesses Picket Twenty via a new bus underpass from London Road. The bus service is currently supported by developer contributions and by subsidised bus passes for occupants of Picket Twenty. The new service has a growing number of regular passengers and is set to expand into the development as dwellings are occupied. Work to establish a bus only link to East Anton has been delayed. The re-opening of a redundant archway under the London-Exeter main line, linking River and Cricketers Way for bus, cycle and pedestrian use has not yet commenced. Work has been delayed, but is due to commence in 2015.

3.41 Only 4% of the town's residents regularly use the bus to undertake a journey within the town, lower than the County average. This is partly because many local journeys are over short distances and can be made conveniently on foot,

so that (for example) a relatively high proportion of children walk between their home and school.

3.42 There is currently one out of town Quality Bus Partnership (QBP) route, known as “Activ8”, linking Andover with Salisbury. The QBP is a partnership with HCC, WCC, Wilts and Dorset and Stagecoach who have all contributed to the improvement of the route. A half-hourly service is provided on Mondays to Saturdays, serving the Andover Road/Weyhill Road corridor towards Tidworth. At present, this corridor is the only area of the town served by bus during the evening or on a Sunday. Other main radial roads such as London Road have an hourly service on weekdays, but some areas of the town are served infrequently or not at all later in the afternoon, or in the evenings or on Sundays.

3.43 The town has a new bus station, which opened in July 2014 following a year’s programme of works to demolish the former structure and replace it with a modern and contemporary building with increased capacity and improved facilities for passengers; together with offices for Stagecoach, Test Valley Community Services and Shopmobility and a café. It is hoped that the new facility will attract more to use the bus, increasing the modal share of bus travel and encouraging more to make more local sustainable journeys. The works to the bus station were funded through developer contributions and support the new services from the major development areas.

Rail

3.44 Andover has a rail station, located on the main Exeter to London Waterloo line. The station is served by 2 trains an hour to London Waterloo, stopping at Basingstoke on route. There are 2 trains to Salisbury every hour, taking on average 25 minutes total journey time. The rail station is well used, but suffers from a shortage of car parking after 8.30am and this has led to commuters parking in nearby residential areas. A residents’ parking zone was implemented in 2009 on roads surrounding the station to deal with this issue. Negotiations have commenced with Network Rail and the Train Operating Company, South West Trains to increase car parking capacity. It is likely that a decked car park could offer increased capacity on the existing surface car park, south of the station.

3.45 Improvements to the station forecourt were carried out in 2012 consisting of: improved vehicular access into the existing car park and enhanced circulation within the car park. The awkward and elevated short term car parking area was redesigned and a new drop off area was installed. Following on from these works, a station travel plan was prepared by Mott MacDonald on behalf of HCC. A series of workshops attended by local representatives from the community helped draw up the plan which identified a number of further specific improvements to enhance access to the station. The improvements will ensure that the station remains a convenient, attractive, and viable choice for those travelling to nearby settlements of Salisbury, Basingstoke, Woking and Reading.

3.46 Looking further forward, there are both aspirations to enlarge the station car park and provide pedestrian and cycle access to the north, connecting with Charlton Road via a ramp. Access from the Charlton Road area will enable more direct and convenient access for many residents living north of the station, including the new development areas at East Anton and Picket Piece.

Cango and Community Transport

3.47 The 'Cango' bus service, serving northern Andover, is a demand responsive service which has a fixed origin and destination but a roam zone in between. The flexibility of the Cango service allows it to respond to local demand as it is generated.

3.48 There are also a number of community transport services that provide important links for those without access to car, or those who have mobility problems, from outlying villages to Andover town and essential destinations. These also serve some of the less accessible suburban areas of the town. Providers include Andover Dial-a-Ride, Andover Neighbourcare and Test Valley Community Services.

Smarter Choices

3.49 Smarter travel choices encompass a range of measures that seek to give better information and opportunities helping people to choose to reduce their car use while enhancing the attractiveness of alternatives. Such measures include travel planning (school, workplace, residential and rail station), information provision (including

wayfinding), personalised journey planning, awareness campaigns, car clubs, car sharing and flexible working. The Department for Transport estimates that the potential benefit from such measures is significant and that they compare favourably in terms of cost benefit to other capital schemes. They can therefore help to reduce car traffic and encourage more active travel, thereby supporting the objectives of this plan.

3.50 Both the County and Borough Councils currently promote and encourage the use of healthier and more sustainable modes of travel. The aim is to promote a change in travel patterns and behaviour by securing well designed developments underpinned by robust and effective travel plans. A travel plan seeks to encourage the delivery of a package of measures aimed at widening travel choice, supporting all modes and reducing unnecessary car use by encouraging the use of other modes. The majority of schools within the town have an adopted travel plan and are at various stages of implementation with measures to encourage pupils and staff to travel sustainably. There are a number of major employers, such as Twinings, Tescos, occupiers of Enham Retail Park and Andover Airfield site all with adopted travel plans, and similarly at East Anton, Picket Twenty and Picket Piece have residential travel plans. These sites also benefit from the appointment of a travel plan co-coordinator who is based on site to promote and support the measures outlined in the travel plan. Monitoring of the plans will indicate their effectiveness and success in delivering the objectives of the plans.

3.51 In 2011, the Government launched a new Local Sustainable Transport Fund. The fund is for packages of measures that support economic growth and reduce carbon in their communities as well as delivering cleaner environments, improved safety and increased levels of physical activity. An essential component of all bids were measures aimed at promoting 'behavioural change' through marketing and promotion measures that seek to persuade people to try alternatives to the car for local journeys.

3.52 In 2012 the County Council were successful in securing £4 million to deliver the "Hampshire Sustainable Transport Towns" (HSTT) Project. Two thirds (£2.4m) was in the form of revenue funding. This has been used to deliver measures that will encourage people to consider using car sharing, public transport, walking and cycling more often for short local journeys within the towns in place of car journeys, where appropriate. The Sustainable Transport Towns project hoped to:-

- Reduce car trips per household and employee reducing congestion at peak times on local roads, indirectly helping to support job creation and town centre vitality
- Reduce carbon and greenhouse gas emissions, in the six towns helping improve air quality and address the contribution of local transport to climate change; and
- To encourage people of all ages to adopt healthier, more active lifestyles.

3.53 The My Journey campaign has been set up by HCC using funding acquired through the Hampshire Sustainable Transport Towns Project (HSTTP) via Central Governments investment in

the Local Sustainable Transport Fund. Funding has been made available to encourage those living and working in the six towns, one of which is Andover to consider the full range of travel choices available to them for local journeys. An important part of this is the 'My Journey' website and branding of 'My Journey' which is replaced across Hampshire (www.myjourneyhampshire.com). The website offers journey planning information, project news, details of events and resources to download. It also supports the publication of new cycle/walking maps and leaflets 'Walking and Cycling in Andover' and the setting up of Travel Plan Networks to help employers support more sustainable commuting habits. A networking forum meets quarterly in Andover.

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

Freight

3.55 The movement of freight around the town is managed through a signing and lorry routeing strategy which directs lorries around the town's ring road. The ring road is linked to the A303 (T) at three locations. Access to the town centre is via the A3057. A recent signage strategy and replacement signs have sought to direct HGV traffic on the appropriate route, particularly those heading towards Newbury.

3.56 Parking of HGV's is controlled by licence through the Traffic Commissioner and HGV operators must park either at their registered depot or at an official

lorry park. There are no lorry parking facilities within the town and they are not permitted to park in the Council's car parks. Under the terms of the licences granted to operators of HGVs they should make arrangements for the parking of vehicles when not in use. HGV vehicles are encouraged to make use of the roads within the business parks and this strategy is currently satisfactory. There may be future commercial opportunities to provide formal lorry parking if demand warrants it.

Planned Development

3.57 There has been significant large scale development taking place in Andover over the last 6 years in Andover. Without well planned mitigation measures and improvements these could have had significant adverse impacts on overall travel patterns in Andover. The development of the former Andover Airfield site together with new residential and community development has seen the town grow. Commercial space in the town has grown and a total of 7,500+ dwellings in the town is likely by 2031.

3.58 3,850 dwellings will be accommodated within two Major Development Areas (MDAs) to the East of Andover: 2,500 dwellings will be located at East Anton, and 1,200 will be at Picket Twenty which has been granted planning permission. A site up to 1,000 dwellings is proposed at Picket Piece; to date 530 dwellings have been permitted on this site. Finally, a successful appeal at Harewood farm gave permission for 180 dwellings. With the remainder to be accommodated on brownfield sites, including both sites currently with planning permission and future windfalls.

3.59 The East Anton and Picket Twenty developments will have a degree of self-containment with local facilities provided on site. These include community halls, primary schools and local centres providing a range of facilities including childcare and community space for activities and leisure. Both residential sites will eventually be closely tied in to existing services and facilities around the town, especially existing educational facilities, employment and retail in the town centre, and through the provision of links to open spaces within and beyond the town centre. The provision of good transport links between both sites and the town centre is therefore important in ensuring good accessibility to new residents. A new bus underpass links Picket Piece to London Road and works are due to commence shortly on a bus/pedestrian and cycle only link via River Way to Cricketers Way for those travelling in from East Anton to the town centre.

3.60 In addition to housing there are a number of other significant developments in progress (see Map 1). In order of significance these are:

1. The 46 hectare former Andover Airfield site to the North of Monxton Road is being developed. A mixed development site such as a large B8 storage and distribution warehouse for the Co-Op Group which was opened in 2012 and a pub/restaurant in 2013
2. Theatre Plaza, a development incorporating a mix of sheltered residential units and retail units on the Ford Cottage site, in the town centre
3. The consolidation of the Army Head Quarters along Monxton

Road has seen changes on site to accommodate additional staff, both office and living accommodation, car parking and landscaping

4. Enhancement and development of the town's two Business Parks (Portway and Walworth), including an extension of Walworth as part of the rejuvenation of the business park in partnership with Kier
5. It is proposed that the existing town centre shopping area could be expanded. The George Yard/ Black Swan Yard area to the East of the town centre is identified as a potential location for additional retail floor space, town centre flats and associated car parking.

Trends

3.61 In addition to planned developments in Andover there are three key trends that are likely to contribute to future challenges to transport provision:

3.62 The National Transport Model central forecast suggests that all motor vehicle traffic in 2040 will be 43 per cent higher than in 2010; with 80 per cent greatest growth forecast is in Light Goods Vehicles (LGVs) traffic. The number of licensed vehicles in Great Britain has increased in every year since 1950, except for 1991. The rate of increase since 1950 has averaged 3.6% a year, although it has been below 2% a year since 2005.

3.63 In 2013, overall motor vehicle traffic in Great Britain was 303.7 billion vehicle miles, a slight increase (0.4%) on 2012. Vehicle miles travelled by cars and taxis were broadly similar when comparing 2013 to 2012. LGV traffic reached a new peak in 2013, of 42.6 billion vehicle

miles, a 3.2 per cent increase on 2012 levels. HGVs, and buses and coaches also showed increases (0.9% and 2.9%, respectively). Since the 1950s the long term trend in road traffic has been one of growth. However, over the last 20 years there has been a decline in the rate of traffic growth. Motor vehicle traffic grew by 50 per cent during the 1980s, by 14 per cent during the 1990s and by six per cent between 2000 and 2009. Motor vehicle traffic peaked at 314.1 billion vehicle miles in 2007 after which it fell for three consecutive years; the first consecutive annual falls since traffic records began. Since 2010 traffic levels have been broadly stable, and in 2013 traffic is similar to levels seen in 2003 (DfT, Annual Road Traffic Estimates: Great Britain 2013). Bus and coach traffic saw an increase of 2.9 per cent between 2012 and 2013, to 2.8 billion vehicle miles. However, bus and coach traffic has decreased by 15.4 per cent since 2003 and a 16.5 per cent decrease since its peak in 2007 (3.4 billion vehicle miles). Motorcycle traffic has decreased 22.0 per cent between 2003 (3.5 billion vehicle miles) and 2013, travelling 2.7 billion vehicle miles.

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

1995/97, and a larger proportion of lower income households without access to a car. Changes in car usage tend to be affected by wider economic factors such as the state of the economy and fuel prices, which influence car ownership and the trip behaviour of car users. Increases to the cost of motoring could also be expected to have a negative effect on car use.

3.65 Traffic growth at the national and county levels is likely to be reflected within Andover unless measures are taken to reduce it. Increasing car use would be likely to create significant congestion issues, particularly for those commuting into and out from the town centre during peak hours, this could lead to reductions in air quality around congested roads. Increased traffic also makes non-car modes less appealing, reduces road safety and is often associated with reduced activity levels and public health issues.

3.66 The age profile of the population is likely to change broadly in line with projected trends for Hampshire. An increase of around 50% in the number of people aged 65 or over is expected between 2001 and 2026. Changes to the age profile of the population will have implications on the patterns and purposes of people's trips and new facilities and approaches will be required to maintain and improve the accessibility of key services such as healthcare and retailing. Many people become unable or unwilling to drive or suffer other mobility impairments as they age; ensuring appropriate walking, public and community transport facilities are available will therefore become increasingly important.

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

4 Improving Accessibility in Andover

The Challenge

- 4.1** Current trends and the recent development taking place for Andover could lead to substantial increases in traffic in the coming years. This could lead to more congestion, air pollution and accidents if insufficient measures are in place to mitigate and manage traffic. Similarly, local journeys by sustainable modes such as public transport, walking and cycling could become less appealing and attractive. Transport policies and supplementary planning guidance have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel, (NPPF – Chapter 4 Promoting Sustainable Transport).
- 4.2** The Andover Town Access Plan identifies ways to improve the ease with which people can use public transport, walking and cycling to travel around Andover and encourage their usage. All journeys include an element of being pedestrian even for those who are more dependent upon a car. It is recognised that the car plays a vital role for many in providing convenient access to services and destinations. Car travel again forms the largest proportion when the mode share
- chart is presented in terms of distance travelled. In 2013, 77% of total distance travelled was by car (National Travel Survey 2013). The Access Plan seeks to improve access for all, including those car drivers; improving highway capacity, reducing congestion and improving highway safety has direct benefits for all highway users.
- 4.3** This inclusive, but focused approach supports a range of policy objectives of both Councils, especially:
- Encourage use of public transport, cycling and walking networks to help reduce reliance on cars and provide choice to the community when making a journey
 - Hampshire County Councils Local Transport Plan 2011-2031 seeks a vision of a “safe, efficient and reliable ways to get around a prospering and sustainable Hampshire”.

5 Town Access Plan - Issues and Measures

5.1 A range of schemes identified following the various consultation and technical studies are set out below. A number of improvements to the transport infrastructure could be funded from various sources. The contributions negotiated in association with new development, based on the County Councils Transport Contribution Policy (TCP) is likely to be the main source until the adoption of the Community Infrastructure Levy (CIL). In addition, schemes may be funded from the capital programmes of either Council and where possible through bids for Central Government funding. The locations of some of the schemes are shown on Map 2 (Action Plan Measures).

Prioritised list of road and traffic schemes

5.2 Traffic management can contribute to improving accessibility in a number of ways. It can help to direct and control the movement of road traffic to ensure that drivers can reach their destinations in the quickest and easiest manner. Managing traffic also plays an important role in making non-motorised modes of transport safer and more attractive by ensuring that traffic travels at appropriate speeds along the most suitable routes.

Prioritised list of parking control and management measures

5.3 The availability, location and cost of parking is critical to determining the accessibility of services by car. Providing good quality, convenient and appropriately located parking is important to supporting services and facilities in the town. Managing the amount of traffic and preventing excessive parking in inappropriate locations, such as residential streets is essential. Disabled parking is also essential to the ability of individuals with limited mobility to access the services that they desire. Disabled parking must be easily accessible and conveniently located for a variety of users.

Priorities for improving walking and cycling

5.4 Providing good facilities for walking and cycling supports a range of objectives:

- It provides a cheap means of travel and is available to all people with sufficient mobility
- It improves the accessibility of local services and facilities, helping to support the local economy
- As an alternative to car use for local journeys they help to tackle congestion and improve safety
- They are emission free and so do not contribute to air pollution or climate change or noise
- They provide exercise and therefore help to improve people's health and well-being

- 5.5** Providing high quality facilities for pedestrians and cyclists will not only help to improve accessibility. It is also essential to accommodate the growth and expansion of Andover in a way that minimises the increase in vehicle trips. It is particularly important that cycle and pedestrian routes are established to link the new residential and commercial areas to the facilities and amenities of the town centre.

Prioritised list of public and community transport schemes/measures

- 5.6** Public and community transport plays a key role in providing access to destinations, particularly for those without access to a car or with limited mobility. Good public transport provision also allows people an alternative to car ownership and car journeys. This helps to avoid burdening low income households with the cost of running a car and also helps reduce levels of car use. Proposals to enhance and expand the provision of community transport in Andover remains a priority, specifically, expanding the coverage of dial-a-ride in Andover and enhancing links from the Enham Trust (based in Enham Alamein) into the town centre for many of the residents living there. Andover is fortunate in having a shopmobility scheme and therefore linking community transport with the shopmobility scheme is essential for ensuring accessibility for those less mobile in the community.

Priorities for delivering new smarter choices initiatives

- 5.7** Smarter choices have been shown to be a cost effective way of managing traffic levels and encouraging the use of public transport. The Government's recent guidance set out in the NPPF highlights the importance to reduce the need to travel and to promote sustainable development contributing to wider sustainability and health. 'The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel'. In June 2014, the 'My Journey' sustainable travel programme commenced in Andover with phase 1 - personalised travel planning (PTP). Three wards in Andover were chosen to receive PTP (Charlton, Harroway and Millway) and a group of four travel advisors have called on each household to make an appointment to visit and provide advice and information on travel options in the town. The advisors have been giving out travel information packs (walking and cycling maps, bus and rail timetables) and bus taster tickets. Participation rates have compared favourably to other towns in Hampshire. A total of 56% of households contacted have resulted in discussions with householders and 38% of households have requested a travel pack and in the many residents were found to be supportive of the campaign.
- 5.8** The second phase involves promotion of the 'My Journey' campaign at various community events around Andover such as bike rides, the Andover Carnival and Armed Forces Day as well as town centre Dr Bike sessions and availability of free cycle training and bike loan.

District Statement Reference	ATAP Issue	Location	Scheme Proposal	Status/Funding	
Roads & Traffic					
RT1.1b	TVBC0076	Measures are required to ensure that the impact of traffic growth from new development is minimised.	Roman Way	East Anton - Traffic management to improve the route from north to south. Source: HCC/TVBC	Funding held by HCC. Scheme could be expanded to include Viking Way and part of Smannell Road.
RT1.1e	TVBC0077	As above	Newbury Road/ Smannell Road	Signalisation of existing roundabout, including pedestrian crossing facilities to Newbury on the north side of the roundabout. Source: HCC/TVBC	Funding likely from East Anton MDA.
RT1.1d	TVBC0078	As above	Enhham Alamein and Smannell Villages	East Anton - Traffic management improvements. Source: HCC/TVBC	Consultation with Parish Councils to commence on potential works.
RT1.2b	TVBC0080	Measures needed to be taken to ensure that the highway capacity is adequate to ensure that the additional traffic from the development does not increase congestion or the potential for road traffic accidents.	London Road/Eastern Avenue	Picket Twenty - Junction improvement Link RT1.4 Source: HCC/TVBC	Study proposed to look at traffic using both London Road and Vigo Road to consider most appropriate traffic management measures. Also linked with Vigo Road pedestrian crossing to link East Anton with schools.
RT1.2c	TVBC0081	As above	A3057/Northern Avenue/Western Avenue roundabout (Folly)	Picket Twenty and Picket Piece developments - improvements to the roundabout junction; East Anton - bus priority and/or traffic management measures to the roundabout junction Link PCT. 4.8 Source: HCC/TVBC	Bus priority not required. First phase of works to improve access for pedestrians/cyclists complete.
RT1.2d	TVBC0082	As above	Finkley Arch - Walworth Road to Smannell	East Anton - creation of traffic link under Finkley Arch and signalisation of Walworth Road and North Way Source: HCC/TVBC	Insufficient development to trigger this infrastructure.
RT1.2h	TVBC0086	As above	London Road B3400/ The Middleway	Picket Twenty - junction improvement. Source: HCC/TVBC	Funding held by HCC and feasibility into how to improve junction likely to commence 2016/2017
RT1.4	TVBC0087	Congestion at peak times along main traffic corridors leading into the town. (Winchester, Salisbury, Weyhill, Newbury London Roads.)	Corridors - A3057 Winchester Road; Salisbury Road, London Road, Weyhill Road, Newbury Road	Corridor and junction improvements along key routes. To include (but not exclusively) - Winchester Rd junctions with Old Winton Road and Wellesley Road; London Road/Eastern Avenue (cost in Link RT1.2); Weyhill Road/The Drove and Salisbury Rd/Millway Road junction. Principally to overcome queuing, unreliable journey times, traffic and pedestrian and cycling accessibility deficits. Link: CW 3.13 & 3.14	Some developer funding held. CSA, survey and feasibility work has commenced on a number of schemes. Improvements to crossing facility at the junction of Winchester Road/Old Winton Rd completed. Shared cycle/pedestrian path proposed for Weyhill Road/The Drove. Both access to improve accessibility.

District Statement Reference	ATAP Issue	Location	Scheme Proposal	Status/Funding	
Roads & Traffic Continued					
RT1.5	TVBC0088	Congestion at peak times along main traffic corridors leading into the town. (Winchester, Salisbury, Weyhill, Newbury, London Roads.)	Goch Way/Saxon Way Charlton Road	Speed reduction and pedestrian safety & accessibility improvements on route to Harrow Way School and to Andover War Memorial Hospital (AWMH). Source: Parish Council	Some developer contributions held and early works to investigate potential pedestrian refuge over Goch Way. Pedestrian refuge for Goch Way to be implemented in 2014/15.
RT1.8	TVBCXXXX	Traffic calming	Charlton Andover	Further physical traffic calming to reduce speeds through village. (Charlton Centre, Foxcotte Road & Hatherden Road. Source: Parish Council.	New Scheme.
RT1.9	TVBCXXXX	Traffic calming measure to enhance Community living	B3400 Andover Down, Andover	Speed limit reduction Enhancing residential / community feel. Possible footway provision. Source: HCC/TVBC	New Scheme. Could be considered with APAP 012.
RT2.5	TVBCXXXX	Traffic calming measure	Hatherden Road, Foxcotte Road & Charlton Road	Traffic calming measures to enhance community living. Source: Charlton Parish Council	New Scheme. No funding yet identified.
RT2.6	TVBCXXXX	Traffic calming measure	Charlton Road/ Enham Lane	Speed restrictions for users of the pre-school and community hall. Source: Charlton Parish Council	New scheme. No funding yet identified.
RT2.7	TVBCXXXX	Improve traffic management	Ox Drove	Improve the movement of traffic along Ox Drove by investigating the potential to include a number of passing places. Source: Andover Town Council	New scheme. No funding yet identified.
Parking control and management					
PC2.1	TVBC0091	There is insufficient capacity to meet car parking demand at the railway station and parking there is poorly laid out. This may encourage people to undertake their journeys entirely by car rather than rail.	Andover Railway station	Objective is to provide additional car parking capacity at the station (Network Rail/TOC to provide) - to include contribution towards improving access for pedestrians/cyclists northwards to Charlton Road. Link to PCT4.4 Source: HCC/TVBC	Developer contributions for rail station. On-going discussions with NWR and ToC. Also some funding available via M3 LEP for station accessibility.
PC2.4	TVBC0093	Security and safety issues for users of car parks associated with new development.	Town wide	Install measures to improve security in TVBC car parks, dependant upon location and development. Source: HCC/TVBC	No funding yet identified.

District Statement Reference	ATAP Issue	Location	Scheme Proposal	Status/Funding	
Cycling and Walking Improvements					
CW3.1a	TVBC0094	Improve cycle & pedestrian links from MDAs to the town centre and other key destinations.	Weyhill Road/The Drove/Tollgate Road	Pedestrian and facilities along Weyhill Road/The Drove/Tollgate Road to facilitate routes from the Airfield to key destinations/town centre and onwards to Picket Twenty and East Anton developments. Source: HCC/TVBC	Feasibility and consultation undertaken. Implementation of shared off-road route from Hundred Acre Corner to The Drove proposed for 2014/15.
CW3.1b	TVBC0095	As above	Smannell Road	East Anton - signalised pedestrian crossing. Source: HCC/TVBC	Signalised junction to be provided.
CW3.1c	TVBC0096	As above	A343 Newbury Road/ Smannell Road	East Anton - signalised pedestrian crossing (in the vicinity of Smannell Road roundabout). Source: HCC/TVBC	Controlled crossing north of junction with Smannell Road/A343 Newbury Road proposed. Feasibility undertaken. Implementation 2014/15.
CW3.1d	TVBC0097	As above	Vigo Road	East Anton - pedestrian crossing. Source: HCC/TVBC	Feasibility into extent of scheme to be undertaken 2014/15.
CW3.1e	TVBC0098	As above	East Anton - Various	Off site footway and cycleway provision. Source: HCC/TVBC	Ongoing.
CW3.1i	TVBC0102	As above	East Street (A3057)	Picket Twenty - Toucan crossing (linking cycle link from Vigo Park). Source: HCC/TVBC	Study likely to progress 2015/16 linked with ATAPcw 006 above.
CW3.1j	TVBC0103	As above	Vigo Park	Picket Twenty - Cycle link through park (linking phase 1 and 2). Source: HCC/TVBC	Scheme being progressed. Design stage.
CW3.1k	TVBCXXXX	As above	Winton School to West Street	Picket Twenty - Cycle link Phase 2. Source: HCC/TVBC	Lining and signing on road section of route (West Street through to Newbury Street) undertaken.
cw3.1l	TVBCXXXX	As above	Pilgrims Way	New and improved footpath links required within the residential area. Source: HCC/TVBC	Scheme being progressed in 2 phases. Tescos to underpass along Pilgrims Way completed. Area in the vicinity of the Swallow PH feasibility being undertaken. Implementation 2015.
CW3.1j	TVBCXXXX	As above	Charlton Road – Junction with Hospital - Harrow Way & Under pass of A343	Improvements to pedestrian crossing facilities along Charlton Road between the junction with the Harrow Way and the under pass of the A343 to link with Harrow Way School. Access residential areas. Source: HCC/TVBC	Feasibility being undertaken.

District Statement Reference	ATAP Issue	Location	Scheme Proposal	Status/Funding
CW3.1l	As above	Charlton Village, Charlton Centre, Foxcotte Road, Hatherden Road	Provision of uncontrolled crossing measures to the Community hall near the junction with Foxcotte Road. Source: HCC/TVBC	No funding yet identified.
CW3.1m	As above	Whynot Lane to Millway Road	Improve amenity value of Whynot Lane specifically the pathway connecting it with Millway Road. This will improve access to the rail station by improvement of the graded surface and provision of lighting. Source: Local Ward Members (Millway)	Some developer contributions.
CW3.2a	Need to provide good cycle and pedestrian links between Andover Airfield and Army HQ, Monxton Road to the town centre and the new neighbourhoods to the east of the town centre.	Salisbury Road and Weyhill Road	Small scale accessibility improvements to build on previous traffic calming scheme on Weyhill Road and similar accessibility improvements for Salisbury Road focusing on outputs from Community Street Audits 2011. Source: HCC/TVBC	See ATAP-cw01. Other improvements may follow.
CW3.4a	Develop a comprehensive cycle network focusing on the Adopted Test Valley Cycle Strategy 2009. (Cycle Strategy is being reviewed, consultation January 2015.)	Cycle Strategy 2009	All other measures/routes not specifically outlined as schemes. Source: TVBC	Developer to funding.
CW3.4b	As above	Town Centre - Newbury Street - Upper High Street- Chantry Street	Pedestrian and cycle improvements to this town centre route (linking extended cycle route from Picket Twenty to the bus station and Western Avenue). Source: HCC/TVBC	Feasibility, design and consultation undertaken. Implementation 2014/15. Works due to commence February 2015.
CW3.4c	As above	Dene Road to Bere Hill	Cycling and walking route required from Dene Road to Bere Hill to improve accessibility between the town centre and south west of the town and Wolverdene School. Source: HCC/TVBC	No funding yet identified.
CW3.5c	The River Anton Strategy has identified that the riverside is currently under utilised as a potentially pleasant and convenient route for pedestrians and cyclists travelling through the town.	River Anton - Bridge Street to Anton Mills	Shared use cycleway/footway with signage and enhancement to the street scene. Linking in with Pocket Park and access to the town centre. Source: HCC/TVBC	Feasibility underway. No funding yet identified.

District Statement Reference	ATAP Issue	Location	Scheme Proposal	Status/Funding	
Cycling and Walking Improvements Continued					
CW3.5d	TVBC0113	As above	River Anton - north from Enham Arch	Picket Twenty and East Anton - Improve the cycleway/footpath where it passes under the railway arch (route 32), leading from developments. Source: HCC/TVBC	Developer funding available at 1,500 occupations.
CW3.6	TVBCXXXX	Maintenance issues are critical to vulnerable road users and it is essential to have a system in place which ensures prompt repairs.	Develop new and improved fault and maintenance issue identification systems and/or promote existing systems e.g. HantsDirect.	HCC have developed an online fault/defect reporting system for highways and transport. http://www3.hants.gov.uk/roadproblems Source: HCC/TVBC	
CW3.6a	TVBCXXXX	Pedestrian safety	Saxon Way Andover	Look at pedestrian crossing along Saxon Way to see if there are any opportunities particularly formalising and/or for School children en-route. Source: HCC/TVBC	No funding yet identified
CW3.7a	TVBC0114	An up-to-date strategy is required to ensure that there is adequate signage to guide cyclists and pedestrians around Andover.	Town wide	Review and improve signs for pedestrians and cyclists throughout the town. Produce a strategy to guide the process. Source: HCC/TVBC	On going; Way finding feasibility due to commence in September 2014. Feasibility now completed. No funding yet identified.
CW3.8	TVBC0116	Lack of cycle storage facilities at Andover Station.	Andover railway station	Cycle storage and parking required at north side of station (Costs included in RT2.1). Source: HCC/TVBC	Developer funding available for rail station. Ongoing discussions with NWR and ToC.
CW3.9	TVBC0117	The footpath leading North West from the Town Centre to the Hospital and Harrow Way School requires upgrading (surface/lighting) and improved crossing facilities at the main railway line.	Footpath from town centre to the Hospital and Harrow Way School	Enhance and develop existing route (ROW 47), improving surfacing and lighting and accessibility of the route for all users including cyclists if possible. To include improved crossing facilities at the main railway line. Source: HCC/TVBC	No funding yet identified.
CW3.13	TVBC0121	Footway improvements, including widening to Winchester Road. See 1.4 for details.	A3057 Winchester Road Corridor	Footway improvements, including widening section south to Anton Road (costs included in RT1.4). Source: HCC/TVBC	Some developer funding.

District Statement Reference	ATAP Issue	Location	Scheme Proposal	Status/Funding	
Cycling and Walking Improvements Continued					
CW3.14	TVBC0122	Improvements to roundabout at the junction of Millway/ Rooksbury Road and Salisbury Road to improve pedestrian movement.	Millway Road/ Rooksbury Road/ Salisbury Road roundabout	Improvements to facilitate pedestrians in the vicinity of the roundabout (costs included in RT1.4). Source: HCC/TVBC	No funding yet identified.
CW3.16a	TVBCXXXX	Facilitate access to Knights Enham School.	Knights Enham A343 Newbury Road	Improvements to facilitate pedestrian access. Source: HCC/TVBC	Funding identified. Feasibility undertaken, scheme to progress to project appraisal.
CW3.17	TVBC0105	Upgrade of existing Zebra Crossing on B3402 outside of shops to a controlled crossing (links with LSTF Scheme).	Weyhill Road Andover	Upgrade existing Zebra Crossing to facilitate pedestrians in the vicinity. Source: HCC/TVBC	To be delivered as part of shared off-road cycle route from Hundred Acre Corner to junction of The Drive.
CW3.18	TVBC0125	Improve pedestrian access.	A343 from King Arthurs Way to Saxon Way	Provision of footway along A343 from King Arthurs Way to Saxon Way. Source: HCC/TVBC	Funding available, feasibility works commenced.
CW3.19	TVBCXXXX	Improve pedestrian access.	Andover Down to Picket 20 (past Arbory Residential home)	Provision of footway along Andover Down to the new Picket Twenty footway just beyond Arbory Residential home. Source: HCC/TVBC	No funding yet identified.
CW3.20	TVBCXXXX	Improve pedestrian access.	Charlton Road (village to cemetery & sports club)	Provision of footway from Charlton Village to Charlton Cemetery and Sports Clubs. Source: Charlton Parish Council	No funding yet identified.
CW3.21	TVBCXXXX	Improve pedestrian access.	Ox Drove	Look at pedestrian and cycle links along Ox Drove from new development/s onto London Road. Source: Andover Town Council	Some developer funding available.
CW3.22	TVBCXXXX	Improve pedestrian access.	Burghclere Estate	Investigate improved pedestrian access from Burghclere Estate into Andover town. Source: Local Residents	No funding yet identified.

District Statement Reference	ATAP Issue	Location	Scheme Proposal	Status/Funding	
Public and Community Transport					
PCT4.2	TVBC0129	Need to provide good bus links throughout the town and to the new development sites, particularly between the MDAs and Andover Business Park/Army HQ site and the town centre.	River Way/Pilgrims Way/ Cricketers Way	East Anton - Bus only link controlled by traffic signals under railway arch. Source: HCC/TVBC	Developer to fund and deliver. Significant delays to implementation, owing HCC and NWR to formalise agreements.
PCT4.4	TVBC0130	Improvements required to enhance access to the rail station and improve facilities for passengers.	Railway Station	Further accessibility improvements to the station forecourt area to manage pedestrians/cyclists/public transport and vehicles accessing the station - see Link to RT.2.1. Source: HCC/TVBC	Accessibility improvements have been implemented. Station travel identifies further improvements. Also improvements to northern side including access have not yet been progressed. Discussions with NWR and ToC continue.
PCT4.6	TVBC0131	50 bus stops on the town bus routes have recently been upgraded with raised curbs, new shelters, poles and flags, other less well used stops remain of a lower standard.	Various locations – MDAs and locations between the MDA's and the town centre.	East Anton and Picket Twenty - Various bus service support payments and bus stop infrastructure improvements to facilitate developments. Source: HCC/TVBC	New bus services have not yet started. Awaiting bus infrastructure (underpass and bus arch) before new services can commence. On-going discussions with HCC Passenger Transport and bus operator.
PCT4.7	TVBC0132	Marketing and information provision can help to deliver bus patronage increases, especially when introduced alongside service and infrastructure improvements.	Various location - MDAs	East Anton - Bus service information and marketing/incentive. Source: HCC/TVBC	As part of community travel plan, bus service/routeing information bus passes are offered to new residents on 1st occupation.
PCT4.9	TVBC0134	Bus stops may not be in most suitable location for hospital patients or for through traffic.	Charlton Road	Review operation of bus stop (currently creates queues for eastbound traffic) Source: HCC/TVBC	Initial inquiries are being pursued.
PCT5.0	TVBCXXXX	Expansion Dial A Ride (DAR) service.	Andover wide	Andover Dial A Ride Source: HCC/TVBC	No progress has been made as recruiting volunteers to drive buses has not materialised.
PCT5.0a	TVBCXXXX	Implementing Andover Railway Station Travel Plan.	Andover Railway Station	Andover Railway Station Travel Plan Source: HCC/TVBC	Station Plan developed and adopted in 2013. Objectives require pursuing.

District Statement Reference	ATAP Issue	Location	Scheme Proposal	Status/Funding	
Smarter Choices					
SC5.1	TVBC0135	The mode of travel people use for journeys is often determined by habit ¹ . Early promotion of non-car modes can help to encourage new residents of the MDAs to form habits for walking, cycling and using public transport to travel around Andover, thereby reducing the traffic impacts of the developments.	Wider Andover area	Travel Plans with new developments. Source: HCC/TVBC	HCC/TVBC seek travel plans with large scale developments within the town.
SC5.2a	TVBC0136	Delivery of smarter choices measures could help to reduce car traffic and increase public transport patronage and use of active modes.	Wider Andover area	Workplace travel plans Source: HCC/TVBC	HCC/TVBC seek travel plans with large scale developments within the town.
SC5.2b	TVBC0137	As above	Wider Andover area	Travel marketing/awareness campaign Source: HCC/TVBC	'My Journey' branding supporting and promoting travel plan and personalised journey planning in Andover. Travel Forum established with some employers in the town.
SC5.2c	TVBC0138	As above	High Street and Bus Station/rail station/Beech Hurst	Journey planning kiosks - linked to PCT4.1. Source: HCC/TVBC	Not yet pursued.
SC5.2e	TVBC0140	As above	Wider Andover area	Dedicated CTC officer to promote cycle behaviour change. Source: HCC/TVBC	CTC cycle officer has been supporting the promotion of cycling in Andover. Available (p/t) from 2013-2015.
SC5.2f	TVBC0141	As above	Wider Andover area	Electric vehicle recharging points at railway station and other locations to be decided. Source: HCC/TVBC	LSTF funding available to support. One electric charging point in Andover to be delivered in 2015/16.

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

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

6 Next Steps, Monitoring and Review of TAP

How this document will be used

- 6.1** The document will be used by Development Control and Highway Officers from both Test Valley Borough Council and Hampshire County Council to determine the allocation of funds sought from developers via the Transport Contributions Policy, and later through the Contributions Infrastructure levy (CIL) Charging Schedule. The document will also be used by developers in assessing the anticipated level of financial contribution sought by the authorities when mitigating development and what those funds will provide.
- 6.2** The reviewed Andover TAP will be adopted by the Borough Councils and will be used to inform decisions on where funding should be sought and which schemes should be implemented. Further public consultation on individual schemes will take place when they have secured funding and initial feasibility investigations have been undertaken.

Responsibility for the implementation of TAP action plan measures

- 6.3** The ATAP is a jointly prepared document by both Councils and as such the responsibility for its implementation will be shared. The ATAP will sit alongside the Test Valley District Transport Statement, prepared by the County Council.

Likely and possible sources of funding for schemes

- 6.4** The Andover TAP is largely reliant upon developer contributions obtained through the Transport Contributions Policy. The Andover TAP will serve as a key document in the negotiation between developers, the Highway Authority and Planning Authority.
- 6.5** There may be the opportunity to direct other sources of funding towards the access plan as the pooling of funds may enable the delivery of schemes. This may include LTP funds, capital funds from TVBC or HCC or other key stakeholders investing in the town such as the Department for Transport, Public Transport operators.

How implementation of this ATAP will be monitored and reviewed.

- 6.6** The ATAP will continue to be monitored jointly on an annual basis. The progress of the Plan and those schemes implemented will be reported to Members. Outstanding issues will be reviewed and new priorities added as necessary and taking account of:-
- changes to National Planning Policies;
 - revisions to Policy context at a local level;
 - new information on transport/access issues in Andover;
 - the impact of new development; and
 - changes to the transport network.

The formal review of the ATAP will take place every two years; the District Transport Statement will also be reviewed at the same time to ensure consistency, and continuity between the two documents.

Appendix 1

Transport Contributions Policy

A New Approach to Calculating Transport Contributions in Hampshire
September 2007

C3 - Residential	Cost per Trip (£)	Household Occupancy	Multi-Modal Trips (per dwelling)	Cost per dwelling (£)
1 Bed Dwelling	535	1.3	3.7	1980
2-3 Bed Dwelling	535	2.42	7.0	3745
4+ Bed Dwelling	535	3.5	10.2	5457
B - Employment	Cost per Trip (£)		Multi-Modal Trips (per 100sqm)	Cost per 100 sqm (£)
B1 Business	230		18.7	4301
B2 General Industry	230		7.5	1725
B8 Warehouse & Distribution	230		9.4	2162

Appendix 2

Community Engagement

1 Involvement of Transport Action Group (TAG) part of the Test Valley Local Strategic Partnership

This representative group of transport users and providers has been notified of the review of the ATAP and the opportunity to identify further transport issues.

2 Community Consultation

The community of Andover have been consulted as part of the process of developing the draft Revised Local Plan Development Plan Document for the Borough. The transport issues raised have been fed into the review of the ATAP.

3 Outcomes of Community Street Audit's

The areas covered by the street audits have focused on the town centre and have moved outwards towards the residential areas of the town. The following town centre streets have been audited:-

Union Street, George Yard (including the public car) East Street, Eastern Avenue, London Street, Winchester Street, Bridge Street, South Street, Waterloo Court, Lower High Street, Upper High Street, Newbury Street, Black Swan Yard (including a public car park) and Marlborough Street.

In addition, Northern Avenue and Western Avenue connecting to the town centre and Western Road, Salisbury Road, Weyhill Road, Winchester Road, the main radial routes into the town centre.

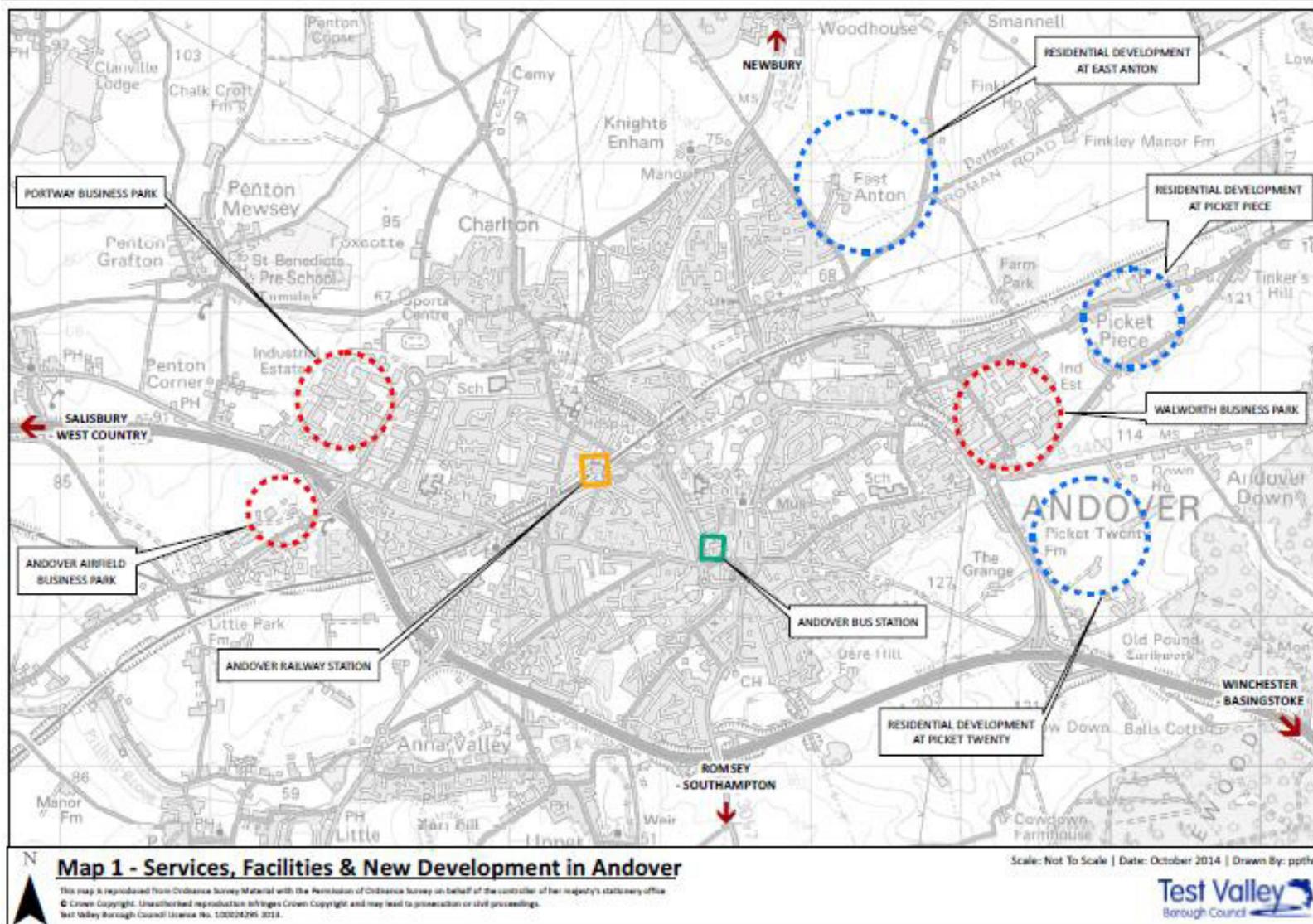
The information gathered during the community street audits highlighted the following common themes as being barriers to accessibility:-

A general lack of maintenance (e.g. uneven surfaces, holes, poor repairs, raised kerbs raised manhole covers)
Obstruction of footpaths by other street furniture (e.g. litter bins, bollards, posts)
Inadequate signage (not visible, confusing or wrong location)
Missing dropped kerbs (no dropped kerbs on desire lines)
Missing desire lines (missing links or no permanent surface)
Narrow footpaths (not wide enough)
Illegally parked vehicles (making footpaths too narrow for all users)
Lack of tactile paving & poor visibility
Confusion between pedestrians and vehicles; who has priority?
Lighting (not sufficient or missing in some localities)
Vegetation management; (overhanging paths/signs)
Lack of places to sit on journeys into the town centre

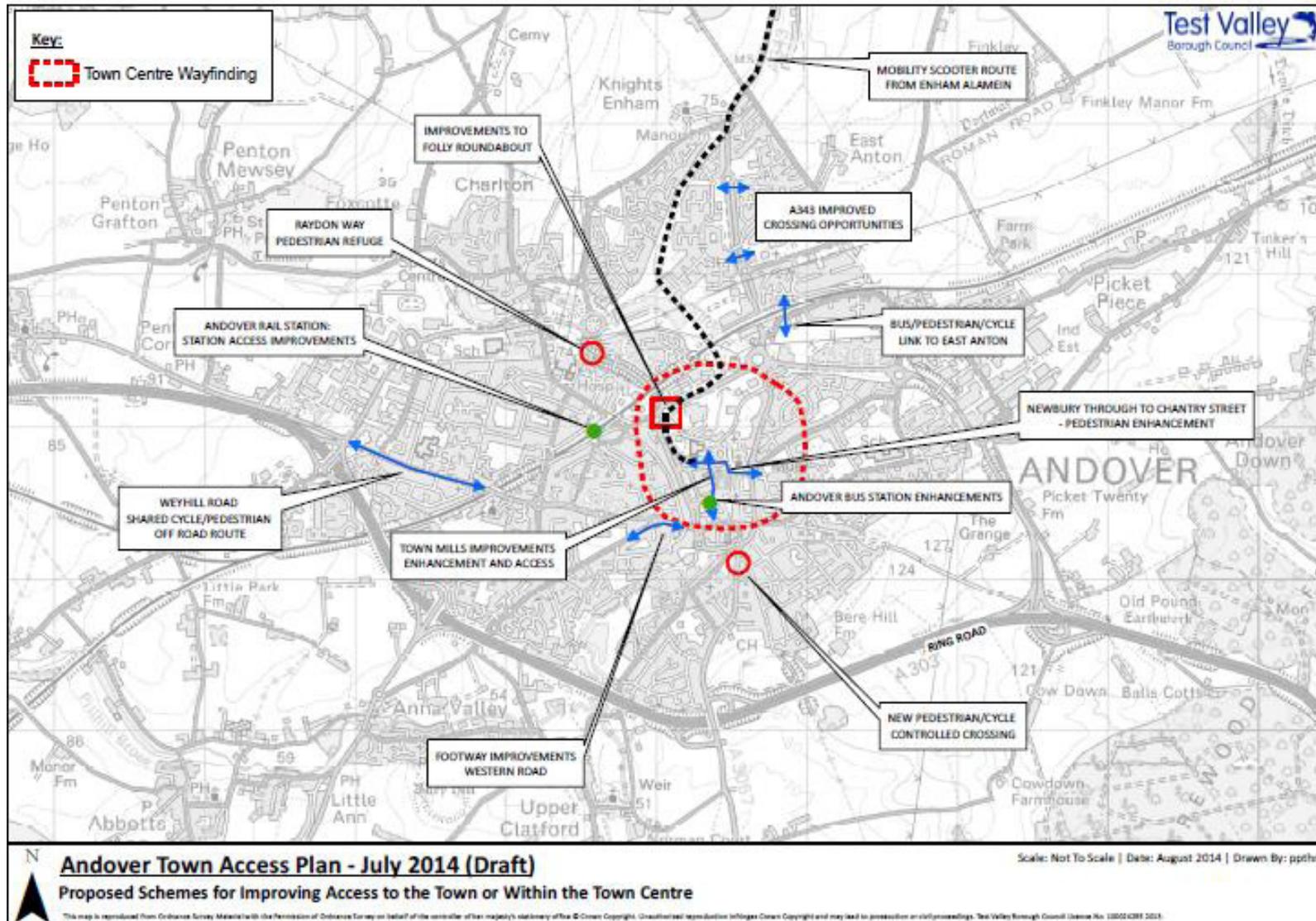
The street audits have led to improvements being made within the town centre. The issues highlighted in the audits have informed the design of the enhancement of Bridge Street, London Street and London Road which took place during 2008/9, followed by the removal of car parking outside the Guildhall and restrictions to access to benefit the safe and access of pedestrians in the High Street in 2011.

The street audits have led to a number of small and focused access improvement schemes being designed for the junction of Salisbury Road and Mead Close, Winchester Road, Upper High Street and the Folly Roundabout. Further details of these schemes are included within section 5 of the ATAP. A programme of street audits will continue to be carried out, looking at specific streets or entire residential or commercial areas in the town.

Map 1: Services, Facilities and New Development in Andover



Map 2: Proposed Schemes for Improving Access to the town or within the town centre



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