

# Duck Street, Abbots Ann

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Abbots Ann Community Land Trust

## Transport Statement



## Duck Street, Abbots Ann

### Transport Statement

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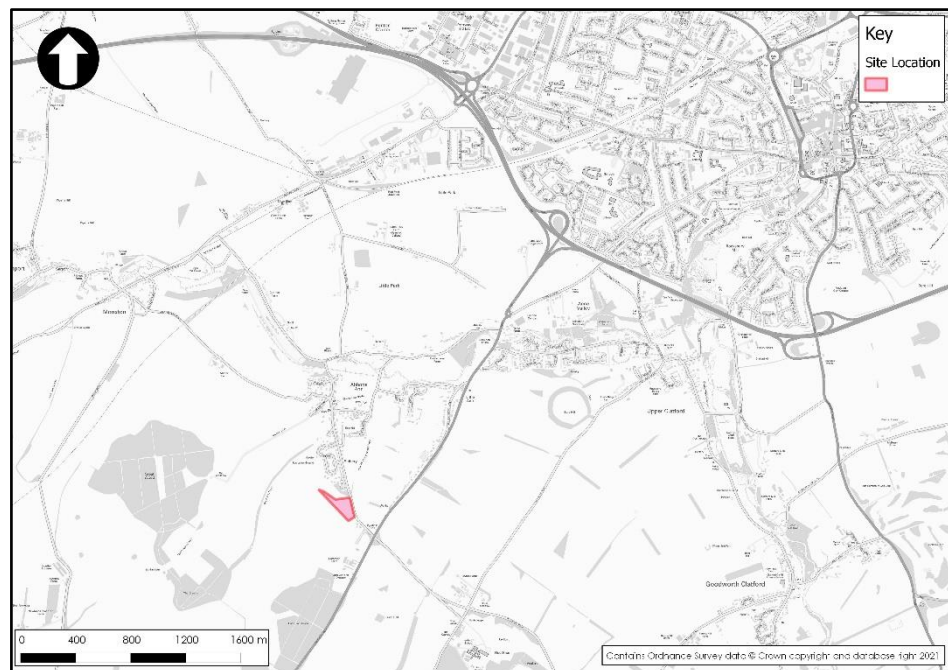
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# 1 Introduction

- 1.1 Awcock Ward Partnership (AWP) has been commissioned by Abbots Ann Community Land Trust to prepare a Transport Statement (TS) in support of a Detailed Planning Application for a development consisting of 24 dwellings. The location of the proposed development is shown on Figure 1.1 below:

**Figure 1:1 - Site Location – Wide Area**



- 1.2 This report has been prepared broadly in accordance with the DfT/DCLG 'Guidance for Transport Assessments' (March 2007) and Planning Practice Guidance published in connection with the National Planning Policy Framework. Scoping discussions have also been held with Hampshire County Council's Highway officers via a Highways Pre-application process.
- 1.3 The structure and content of the report comprises the following:
- Summary of relevant transport policy (local and national);
  - Review of existing transport infrastructure and services;
  - Review of the accessibility of the site to local facilities and public transport opportunities;



- Summary of the development proposals, access and parking arrangements;
- Anticipated vehicular trip generation for the proposed residential development; and
- An assessment of potential traffic impact on the local road network.

1.4 The final chapter of the Transport Statement sets out a summary of the key issues and conclusions on the highways impact of the proposed development.

## 2 Background & Policy

### National Policy

- 2.1 A revised National Planning Policy Framework (NPPF) was published in February 2019. It sets out the Government's planning policies for England and how they are expected to be applied. Amongst others, the revised Framework replaces the original NPPF that superseded PPG13 Transport and provides the single national transport planning policy.
- 2.2 Paragraph 10 states that *'at the heart of the Framework is a presumption in favour of sustainable development'*. Paragraph 11 of the NPPF expands on this point and declares that *'plans and decisions should apply a presumption in favour of sustainable development'*; in relation to decision making the Framework states that this means:

- Approving development proposals that accord with an up-to-date development plan without delay; or
- Where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
  - The application of policies in this Framework that protect areas of assets of particular importance provides a clear reason for refusing the development proposed; or
  - Any adverse impact of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

- 2.3 Paragraph 91 states that planning policies and decisions should *'aim to achieve healthy, inclusive and safe places'*. The Framework provides guidance and examples on how this should be done:

- Promote social interaction, including opportunities for meeting between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontage;

- *Are safe and accessible, so that crime and disorder, and fear of crime, do not undermine that quality of life or community cohesion – for example through the use of clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas; and*
- *Enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sport facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.*

2.4 Section 9 of the document specifically looks at promoting sustainable transport. The Framework acknowledges that *‘Transport issues should be considered from the earliest stages of plan-making and development proposals’*.

2.5 It is stated within Paragraph 108 that plans and decisions should take account of whether:

- *Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its locations;*
- *Safe and suitable access to the site can be achieved for all users; and*
- *Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

2.6 The Framework states in Paragraph 109 that a *‘Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.’*

2.7 In relation to design and layout, Paragraph 110 of the NPPF requires that where practical developments should:

- Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- Allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

2.8 Paragraph 111 requires that all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment.

2.9 In terms of parking the NPPF states in paragraph 105 that in setting local parking standards for residential and non-residential development, local planning authorities should take into account the following:

- The accessibility of the development;
- The type, mix and use of development;
- The availability of and opportunities for public transport;
- Local car ownership levels; and
- The need to ensure an adequate provision of spaces for charging plug-in and other ultra- low emission vehicles.

2.10 Paragraph 106 of the Framework states that 'Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local network, or for optimising the density of development in city and town centres and other location that are well served by public transport'.

- 2.11 Section 9 (paragraph 103) of the document states that *'opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.'*

*The Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.*

### **National Planning Practice Guidance**

- 2.12 On 6 March 2014 the Department for Communities and Local Government (DCLG) launched a suite of planning practice guidance to bring together relevant material for England in an accessible and usable way. As well as other planning matters, the new resource contains specific guidance on Travel Plans, Transport Assessments and statements in decision-making.

- 2.13 The guidance states that these documents should:

*"primarily focus on evaluating the potential transport impacts of a development proposal" and that they "can be used to establish whether the residual transport impacts of a proposed development are likely to be "severe", which may be a reason for refusal, in accordance with the National Planning Policy Framework."*

- 2.14 The guidance also states that:

*"The Transport Assessment or Transport Statement may propose mitigation measures where these are necessary to avoid unacceptable or "severe" impacts. Travel Plans can play an effective role in taking forward those mitigation measures which relate to on-going occupation and operation of the development."*

- 2.15 The key principles that should be taken into account when preparing a Travel Plan, Transport Assessment or Statement are also defined in the guidance. This states that Travel Plans, Transport Assessments and Statements should be:

- *proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;*
- *established at the earliest practicable possible stage of a development proposal;*
- *be tailored to particular local circumstances (other locally-determined factors and information beyond those which are set out in this guidance may need to be considered in these studies provided there is robust evidence for doing so locally);*
- *be brought forward through collaborative ongoing working between the Local Planning Authority/ Transport Authority, transport operators, Rail Network Operators, Highways Agency where there may be implications for the strategic road network and other relevant bodies. Engaging communities and local businesses in Travel Plans, Transport Assessments and Statements can be beneficial in positively supporting higher levels of walking and cycling (which in turn can encourage greater social inclusion,*

## Regional Policy

### Hampshire Local Transport Plan (LTP) – Part A: Long-term Strategy 2011-2031

- 2.16 The Hampshire Local Transport Plan is a two part plan, setting out the vision, goals, objectives and policies for transport up to 2031. The vision of the Long Term Strategy is summarised below:

*The starting-point for Hampshire County Council is that a Local Transport Plan (LTP) is not only about transport, it is about helping people maintain their quality of life and go about their daily business...*

*...It is the Council's role to organise its own resources, make the best use of its powers, and work with a wide range of partner organisations, so that whatever happens in their lives people can:*

- *reliably get to the places they need to go;*
- *choose how, when (and whether) to travel;*
- *travel safely, for themselves and others;*
- *if possible, enjoy their journey.*

*The Council also works with others where it can to contribute towards the health and prosperity of the places where people live and work, so that transport:*

- *respects and protects the physical quality of places;*
- *serves places' economic needs;*
- *minimises carbon emissions and the impact of climate change;*
- *is fully integrated with other areas of policy affecting places (for example, economic development, energy and land-use planning);*
- *helps places be sustainable and socially connected.*

2.17 There are a number of Policy Objectives contained in Hampshire LTP: 2011-2031 established with the view to meeting this vision. Those that are of particular relevance to proposed residential developments are summarised below:

**Policy Objective 1** - Continue to work to improve road safety through targeted measures that deliver reductions in casualties, including applying a speed management approach that aims to reduce the impact of traffic on community life and promote considerate driver behaviour.

**Policy Objective 2:** Work with district authorities to agree coherent policy approaches to parking, including supporting targeted investment in 'park and ride' to provide an efficient and environmentally sustainable alternative means of access to town centres, with small-scale or informal park and ride arrangements being considered as well as major schemes;

**Policy Objective 4:** Work with bus and coach operators to grow bus travel, seek to remove barriers that prevent some people using buses where affordable and practical, and reduce dependence on the private car for journeys on inter- and intra-urban corridors;

**Policy Objective 5:** Maintain a 'safety net' of basic accessibility to services and support for independent living in rural areas, with Community Transport services as the primary alternative to the private car, including car-based provision such as Neighbourcare schemes, car clubs and shared taxis;

**Policy Objective 7** - Ensure that travel from home to school affordably serves changing curriculum needs, underpins sustainable schools and maximises individual opportunities for education and training.

**Policy Objective 9:** Introduce the 'shared space' philosophy, applying Manual for Streets design principles to support a better balance between traffic and community life in towns and residential areas.

**Policy Objective 11** - Reduce the need to travel through encouragement of a highspeed broadband network, supporting the local delivery of services and in urban areas the application of 'Smarter Choices' initiatives.

**Policy Objective 12** - Invest in sustainable transport measures, including walking and cycling infrastructure, principally in urban areas, to provide a healthy alternative to the car for local short journeys to work, local services or schools; and work with health authorities to ensure that transport policy supports local ambitions for health and well-being.

- 2.18 There is particular relevance for this scheme to Policy 7, given the adjacent Abbotts Ann CofE Primary School and Policy 9, given the 'shared space' philosophy for the internal streets to this development.

#### **Hampshire Local Transport Plan (LTP) – Part B: Implementation Plan 2013-2016**

- 2.19 Part B of the local plan was published in April 2013 and contains proposals for delivery of priorities and policies within Part A up to March 2016.

*It demonstrates how both capital and revenue funding, available to the authority from central Government, council tax and developer contributions is to be used to deliver Hampshire's transport priorities.*

#### **Test Valley Borough Revised Local Plan DPD – (Adopted Local Plan 2011-2029)**

- 2.20 The DPD contains policies for determining planning applications as well as identifying strategic allocations for housing and other uses. It was adopted on 27<sup>th</sup> January 2016.
- 2.21 Transport policies are set out in Chapter 9 and summarised below:
- 2.22 The Test Valley seeks to support the long term framework for transport policies as set out by Hampshire's LTP. The strategy has five themes;

*Supporting the economy through resilient highways, the management of traffic, the role of public transport, quality of life and place as well as linking transport and growth areas.*



- 2.23 The council will work in partnership with Hampshire County Council and the Enterprise M3 and Solent Local Enterprise partnerships, to improve accessibility to services and connectivity for businesses by promoting development at sustainable locations and encouraging sustainable modes of transport via travel plans, the cycle strategy and access plans, plus the County Council Borough Statement (2012)

*How a site functions in respect of transport is an integral part of delivering sustainable development. To guide the location of the development the council has identified a hierarchy of settlements in Policy COM2 which takes account of the accessibility of existing facilities.*

- 2.24 Within Policy COM2, Abbots Ann is classified as a Rural Village and suitable for community led development.

*For a site to be considered sustainable outside of settlement boundaries in respect of accessibility it would need to be demonstrated that the intended use and occupiers had a reasonable prospect of a choice of modes of transport to key destinations. Where it was proposed to improve the transport credentials of a site by contributions to the transport infrastructure serving it, it would need to be demonstrated that they were feasible and sustainable.*

*For residential and employment development the extent to which it is sustainable in transport terms will be assessed against the following:*

- Distance to a bus stop or railway station and frequency of service throughout the day*
- Range of facilities within a 30 minute journey by public transport, bicycle or on foot (residential only)*
- Quality and attractiveness of the routes for pedestrians and cyclists throughout the year*
- Sustainability of improvements in the long term without the need for subsidy*

**Policy T1: Managing Movement**

*Development will be permitted provided that:*

- a) its location is connected with existing and proposed pedestrian, cycle and public transport links to key destinations and networks; and*
- b) measures are in place to minimise its impact on the highway and rights of way network and pedestrian, cycle or public transport users; and*
- c) the internal layout, access and highway network is safe, attractive, in character, functional and accessible for all users and does not discourage existing and proposed users; and*

**Policy T1: Managing Movement Continued..**

d) it does not have an adverse impact on the function, safety and character of and accessibility to the local or strategic highway network or rights of way network; and

e) Provision is made to support and promote the use of sustainable transport, including the submission of a site travel plan where appropriate

- 2.25 The DPD outlines that car parking is an integral part of a new development. The scale should be provided to take account of the location of the development, likely demand, local circumstances and site specific constraints.

**Policy T2: Parking Standards**

Development (including change of use and conversions) will be required to provide parking in accordance with the standards set out in Annex G.

Parking provisions should be well designed and appropriately located so as to be convenient to users.

Residential parking provisions below the standards will be considered:

- a) where there is likely to be low demand for parking;
- b) where there are significant heritage or urban design issues;
- c) where any parking off site is appropriately controlled.

It will be necessary for applications to be accompanied by evidence justifying variations from the standards.

- 2.26 Test Valleys residential minimum parking standards are summarised in Table 2.1 below.

**Table 2.1: Residential Minimum Parking Standards**

Dwelling Size	Minimum Car Parking Requirement	Cycle Storage Provision
1 bedroom unit	1 space per unit*	1
2 bedroom unit	2 space per unit*	2
3 bedroom unit	2 space per unit*	2
4+ bedroom unit	3 space per unit*	2
*Visitor parking of at least 1 space per 5 dwellings, for schemes of 5+ dwellings, will be required in addition to these figures.		

- 2.27 Garages are only included in the parking space count if they meet the minimum internal dimensions of 3 metres by 6 metres for each space.

### Cycle Strategy and Network SPD – September 2015

- 2.28 The overall vision for cycling in Test Valley is to provide facilities to ensure cycling is an attractive, safe and viable transport choice within Test Valley. The strategy promotes cycling as a means of transport by providing the context for a variety of detailed proposals.
- 2.29 The Cycle Strategy and Network SPD outlines Abbots Ann as within cycling distance of Andover. A network of links is also identified to provide attractive routes between Andover and outer settlements, and further routes are also proposed.
- 2.30 An off road cycle route exists along Salisbury Road and is proposed to be extended to link to towards Abbots Ann.

*It is considered important to link the closest rural settlements safely with the town which provides access for those wishing to cycle into Andover from the villages and also provides access out to more rural routes for cyclists in the town.*

*There is limited highway land available which means some on road measures may have to be considered as an alternative to an off-road route.*

### Additional Guidance; Manual for Streets

- 2.31 Manual for Streets was published by the Department for Transport in 2007 with the purpose of being a 'common reference point for all those involved in the design of residential neighbourhoods' and represents 'a strong Government commitment to the creation of sustainable and inclusive public spaces'.
- 2.32 This latest design guidance demonstrates 'benefits that flow from good design and assigns a higher priority to pedestrians and cyclists, setting out an approach to residential streets that recognises their role in creating places that work for all members of the community'.
- 2.33 Manual for Streets sets out the following key objectives of the design of new residential neighbourhoods:

- *Encouragement of low vehicle speeds;*
- *Creation of an environment in which pedestrians can walk, or stop to chat, without feeling intimidated by motor traffic;*
- *Make it easier for people to move around;*
- *Promote social interaction.*

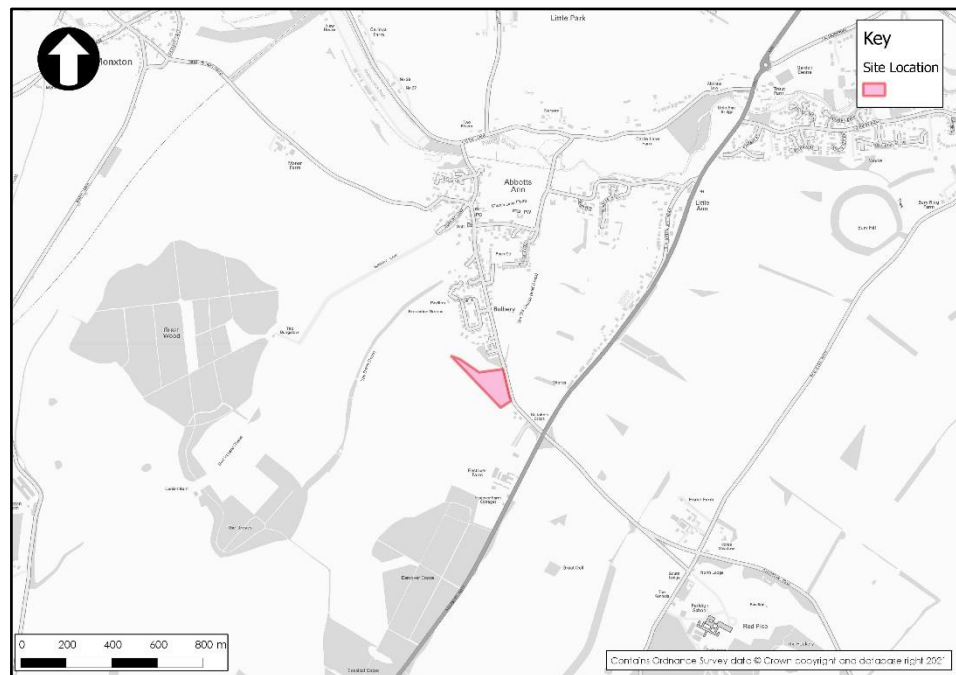
- 2.34 *Manual for Streets 2 – “Wider Application of the Principles, a companion guide to Manual for Streets”, was published by the Chartered Institution of Highways and Transportation in September 2010. Manual for Streets 2 builds on the philosophies originally set out in Manual for Streets, and aims to fill the perceived gap in design advice that lies between Manual for Streets and the Design Manual for Roads and Bridges. The document sets out additional guidance and case studies showing how the Manual for Streets principles can be extended beyond residential streets to encompass both urban and rural situations.*

### 3 Existing Conditions

#### Context

- 3.1 The proposed site is located on the southern outskirts of Abbots Ann, a village to the south of Andover. To the north, the site is bordered by Abbots Ann Church of England Primary School, beyond which lies residential dwellings. Further residential dwellings are located to the south. Duck Street forms the eastern boundary of the site.
- 3.2 The western edge of the site is currently occupied by an orchard which is proposed to be retained. Beyond the western boundary lies agricultural land.
- 3.3 The location of the proposed site in relation to its surroundings is shown on figure 3.1 below:

**Figure 3:1 - Site Location – Local Area**



#### Local Road Network

- 3.4 Duck Street is subject to a 30mph speed limit, a footway is located on the western boundary of the street. There is currently no street lighting present.

- 3.5 An existing highway 'build-out' is adjacent to the northern corner of the proposed development site that creates a gateway feature into the village of Abbots Ann. The build out is 2.3m wide which creates a traffic calming feature requiring vehicles to give way on an informal basis - neither direction has priority.
- 3.6 Just north of the build out there are 'no stopping' zig zag road markings in the vicinity of the primary school entrance.
- 3.7 Duck Street is a two-way road which forms the primary route through the village of Abbots Ann. To the south, the street provides a connection via a crossroads onto Salisbury Road (A343). From here, the A343 provides access to the A303(T) (Andover) in the east and Lopcombe Corner to the west at which point it continues as the A30 into the city of Salisbury.
- 3.8 Salisbury Road provides direct access to the A303 approximately 2.5 km to the northeast of the site. The A303 is a major trunk road across the southwest of England running between Hampshire and Devon. It also provides links to the wider road network including merging into the M3 to the east and continuing as the A30 to the west, from Honiton down into Cornwall.
- 3.9 Approximately 1km to the north Duck Street connects via a priority junction to Cattle Lane. Cattle Lane is largely a single track lane which provides an alternative route to the A343/A303 and also facilitates a connection to neighbouring villages to the west.

### **Existing Traffic**

- 3.10 A manual turning count at St Johns Cross crossroads (Ducks Lane/Salisbury Road/Fullerton Road Junction) was undertaken in February 2020. This includes the volume of traffic entering and leaving Duck Street at this junction. As there are only a few residential dwellings between this junction and the site it is assumed that this is a good representation of traffic passing the site.
- 3.11 Table 3.1 below summarises the traffic flow along Duck Street, past the site. Full survey results are attached in Appendix F.

**Table 3:1 - Traffic Passing Site – 2020 Survey**

	<b>AM Peak (0800-0900)</b>	<b>PM Peak (1700-1800)</b>
Northbound	68	63
Southbound	72	28
<b>Two Way</b>	<b>140</b>	<b>91</b>

- 3.12 Table 3.1 above demonstrates that the flow along Duck Street equates to two to three vehicle per minute in the AM peak and one to two vehicles per minute in the PM peak, which is a relatively low level of traffic during the busiest times of the day.

### **Pedestrian and Cycle Facilities**

- 3.13 A continuous footway is present on the west side of Duck Street along the site frontage towards the bus stops and beyond to the village centre where local facilities such as a local shop and post office are located.
- 3.14 The village centre is approximately 800m away, less than 10 minutes on foot or two minutes cycling.
- 3.15 The Cycle Strategy and Network SPD states that Abbots Ann is within cycling distance of Andover. An off road cycle route exists along Salisbury Road within Andover and the Highway Authority has proposals to extend this to link towards Abbots Ann. Andover is approximately a 20 minute (6km) cycle ride from Abbots Ann.
- 3.16 A copy of the Cycle Strategy and Network – Andover map can be found in Appendix B.
- 3.17 Cyclists can also cycle south along Duck Street and Fullerton Road for 4km to join Route 246 of the National Cycle Network. Route 246 links Andover to Salisbury and Romsey via Route 24 to the south. Route 246 also links to Route 4 to the north which runs from Bath to Reading.

### Accident History

- 3.18 Personal Injury Accident (PIA) data has been obtained from Hampshire Constabulary for the immediate local road network.
- 3.19 The data was obtained for the 5-year period (01/07/2014 – 30/06/2019). The PIA data including a plot of the search area and all reported incidents is included in Appendix C.
- 3.20 The records suggest that there was a total of four incidents within the search area: one categorised as serious; two as slight; and a single fatal incident.
- 3.21 The records indicate that the single fatal incident occurred on Duck Street at the junction with Bulbery in November 2014 and is suggested to have been caused when an elderly driver suffered a medical episode and collapsed within their vehicle. It is reported that the vehicle then continued to travel after the medical episode and collided with the existing build-out on Duck Street and a number of parked vehicles.
- 3.22 No other incidents are reported to have occurred within the search period in the vicinity of this incident and it is therefore considered that the single fatal incident is an isolated incident and does not suggest any deficiency in highway safety infrastructure at this location.
- 3.23 It is reported that the first slight incident involved a vehicle pulling out of Duck Street, towards Fullerton Road, where it collided with a vehicle travelling North-East on Salisbury Road. The second reported slight incident is suggested to have involved a vehicle turning right into Fullerton Road, across the path of an oncoming vehicle which caused the two to collide. Neither of these two reported incidents suggests a highway safety deficiency at this location.
- 3.24 The single reported serious incident is suggested to have involved a vehicle turning east onto Salisbury Road from Fullerton Road. The records indicate that the vehicle exiting Fullerton Road failed to judge the distance between an oncoming vehicle causing the two to collide.
- 3.25 In conclusion, given the different locations, manoeuvres and circumstances of the recorded PIAs it is considered that there are



no patterns in accident history that might suggest any potential existing safety issues or deficiencies in highway infrastructure.

### **Summary**

- 3.26 The proposed site is located on the southern outskirts of Abbots Ann and is located on existing agricultural land.
- 3.27 A manual turning count of St Johns Cross was undertaken in February 2020 which demonstrates that the flow along Duck Street equates to 2-3 cars per minute in the AM peak and one to two cars per minute in the PM peak.
- 3.28 The site is accessed from Duck Street. Duck Street connects via a priority junction onto Salisbury Road (A343) to the south and Cattle Lane to the north. From Salisbury Road, the A303 and M3 can be reached to the east.
- 3.29 A footway is present on the western side of Duck Street along the site frontage. This provides access to the centre of the village and also to other local amenities in the area.
- 3.30 Abbots Ann is outlined within the Cycle Strategy and Network SPD as within cycling distance of Andover. Andover is approximately a 20 minute (6km) cycle ride from Abbots Ann.
- 3.31 Personal Injury Accident (PIA) data has been reviewed for the local vicinity. Given the different locations and circumstances of the recorded PIAs it is considered that there are no patterns in accident history that might suggest any potential existing safety issues or deficiencies in highway infrastructure.

## 4 Accessibility

- 4.1 This section of the TS considers the accessibility of the site in relation to local facilities and sustainable transport opportunities in the local area.

### Local Amenities and Facilities

- 4.2 The Institution of Highways and Transportation document "Guidelines for Providing for Journeys on Foot" contains suggested acceptable walking distances for pedestrians for some common facilities. This document is intended to advise on planning for and providing for pedestrians, maintaining pedestrian infrastructure and promoting walking and as a result the distances stated in the document may be used for planning and evaluation purposes. Table 3.2 from Guidelines for Providing for Journeys on Foot (GPJF) is reproduced below as Table 4.1.

**Table 4.1: 'GPJF Table 3.2' - Suggested Acceptable Walking Distance**

	Town Centres (m)	Commuting/School /Sight-seeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred maximum	800	2000	1200

- 4.3 Section 4.4 of Manual for Streets also describes the characteristics of a walkable neighbourhood as follows:

*Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS13 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km. MfS encourages a reduction in the need to travel by car through the creation of mixed-use neighbourhoods with interconnected street patterns, where daily needs are within walking distance of most residents.*

- 4.4 Whilst a figure of 10 minutes (800m) is mentioned in relation to distances to local facilities, Manual for Streets is clear that this is not

an upper limit, and that walking offers the greatest potential for journeys up to 2km. This equates to approximately a 25 minutes' walk.

- 4.5 Figure 4.1, contained in Appendix A of this report, highlights the location of local facilities with respect to the development site. To provide context, buffers indicating distances from the site boundary in 400m (or 5 minute walk) increments are also shown.
- 4.6 As highlighted on Figure 4.1, residents of the development will be able to access a range of local facilities on foot within an approximate 5, 10 and 15 minute walk of the development. Table 4.2 sets out the measured walking distance to each amenity from the site following the highway network (which is slightly longer due to the nature of the alignment of the local street pattern).

**Table 4.2 – Accessibility to Local Facilities**

Facility	Approximate Walking Distance (m/mins)									
	0-400m	0-5 mins	400-800m	5-10 mins	800-1200m	10-15 mins	1200-1600m	15-20 mins	1600-2000m	20-25 mins
Abbots Ann Church of England Primary School	✓									
St Johns Cross/Criswick Close Bus Stops	✓									
Bulbery Sports Field and Pavilion			✓							
Abbots Ann Village Shop					✓					
Abbots Ann Post Office					✓					
The Eagle Inn (Public House)					✓					
Village Hall					✓					
Saint Mary's Church Abbots Ann					✓					

- 4.7 With reference to GPJF Table 3.2, Table 4.2 shows that within a desirable walking distance of the site there are multiple bus stops and the Abbots Ann Church of England School.
- 4.8 The village centre is approximately a 10 minute walk/two minute cycle (800m) from the development site. Within the centre of the village there is a local shop, post office, public house and village hall. Both Abbots Ann and the proposed development site can therefore be considered as walkable neighbourhoods as defined by MfS.
- 4.9 Abbots Ann is outlined within the Cycle Strategy and Network SPD as within cycling distance of Andover. Andover has a greater range of services, offering the opportunity for residents of the development to make retail, employment and leisure motivated trips via sustainable modes of travel.

#### **Public Transport – Bus**

- 4.10 The site is located between two local bus stops. The closest stops are located on Ducks Street, approximately a two minute walk (200m) from the site and are known as the 'Criswick Close' bus stops.
- 4.11 These stops provide access to the Number 17 service which provides services to Andover.
- 4.12 A second set of bus stops, known as 'St John Cross' are located on Salisbury Road approximately 3 minutes walk (300m) south of the site. These stop provides additional services to Andover, Salisbury and Winchester.
- 4.13 Table 4.3 outlines the details of the bus routes serving the 'St Johns Cross' stops on Salisbury Road. The relevant bus timetables are attached in Appendix D.

**Table 4.3 - Bus Services – St Johns Cross**

No.	Operator	Route	Approximate Average Frequency		
			Mon-Fri	Sat	Sun
17	Stagecoach/ Hampshire Community Transport	Over Wallop – Middle Wallop – Criswick Close/St Johns Cross - Andover	Two Daily Services	Two Daily Services	-
85+	Stagecoach	Middle Wallop – <b>St Johns Cross</b> – Andover - Winchester	One Daily Service	-	-
87	Stagecoach	Salisbury – Winterslows – Middle Wallop – <b>St Johns Cross</b> - Andover	-	One Daily Service	-
851+	Stagecoach	St Johns Cross – Middle Wallop	One Daily Service	-	-
853+	Stagecoach	St Johns Cross – Middle Wallop – Sparsholt College – Fulford	One Daily Service	-	-
*College Service, only operating within term time *One service in each direction Sources: <a href="http://travelinesw.com">travelinesw.com</a>					
			Date: 17.06.2021		

- 4.14 The St Johns Cross bus stop offers two daily services to Andover Mondays to Fridays during term time and on Saturdays. This provides opportunities for health, retail and leisure associated trips to the wealth of services within Andover. One of these routes also serves Winchester once a day during the week providing opportunities to travel sustainably.
- 4.15 There is an additional route which also stop at local colleges, providing opportunities for sustainable education related trips. This has particular relevance to Policy 7 from the LTP which seeks to ensure travel from home to school underpins sustainable schools and maximises individual opportunities for education and to access employment and leisure.

### Public Transport – Rail

- 4.16 Andover railway station is located approximately 4.9km northeast of the site and is on the West of England main line with trains running between London Waterloo and Exeter.
- 4.17 Andover station is within 20 minutes cycling distance of the site and there are sheltered cycle storage facilities in place enabling

residents to access the station by bicycle and then board a train for destinations further afield.

### **Summary**

- 4.18 There are a range of local facilities including a local shop and post office within walking distance from the site.
- 4.19 Andover is outlined within the cycling SPD as within cycling distance of Abbots Ann. It is also served by bus routes offering the opportunity for residents of the development to make retail, employment and leisure motivated trips via sustainable modes of travel.
- 4.20 Andover railway station is approximately 4.9km northeast of the site and is on the West of England main line with trains running between London Waterloo and Exeter.
- 4.21 In conclusion the site is considered to be in an accessible location given its rural context, with a number of key services within walking distance to the site. Local public transport facilities/cycling opportunities provide opportunities for travel to destinations further afield including Andover without using a private car.
- 4.22 The site is therefore provides the opportunity for sustainable development in transport terms as required by Policy COM2 of the adopted Local Plan and the NPPF. Given the allocation of the site in the emerging Local Plan it is clear that the Planning Authority agrees with the conclusion that the site provides an opportunity for sustainable development in transport terms.

## 5 Development Proposals

### Introduction

- 5.1 The development proposals comprise the construction of 24 residential dwellings on greenfield land to the south of Abbotts Ann Primary School.
- 5.2 A copy of the proposed masterplan is contained within Appendix E of this report.

### Access

- 5.3 The existing site is accessed via a field gate directly onto Duck Street in the south east corner of the site. The southern section of this site is remaining as agricultural land and therefore the field gate will remain to serve this remaining section of field. However, this gate will not provide any access to the proposed residential development.
- 5.4 The proposed vehicular access to the site is proposed towards the northern end of the site as a new simple priority junction. The access is proposed to be a 5.5m carriageway (for at least 20m into the development) with a 2m footway on the northern side. Visibility will be provided in line with Manual for Streets guidance for a 30mph street (which is 2.4x43m) - the signed speed limit for Duck Street.
- 5.5 The existing build-out on Duck Street will be relocated around 50m to the south of the proposed development to ensure there is no conflict between the site access and the build-out.
- 5.6 The proposed site access is shown on drawing 0995-PHL-101 contained within Appendix A.

### Internal Layout

- 5.7 The internal layout of the site is proposed as a pedestrian led shared space scheme that has been developed using the principles set out within the latest Department for Transport Guidance; Manual for Streets.
- 5.8 This includes a minimum street width of 6.1m to be shared by pedestrians, cyclists and vehicles. A number of wider areas are also

provided to allow a refuse lorry and fire tender to turn within the development and exit in a forward gear.

- 5.9 With a single point of access serving 24 dwellings, the main street through the development would form a lightly trafficked, slow speed environment and therefore the proposed shared space arrangement is considered to be appropriate in light of DfT guidance on shared spaced within developments.
- 5.10 The shared space proposal is also consistent with Policy Objective 9 from the LTP which seeks to 'introduce the shared space philosophy' and 'to support a better balance between traffic and community life in towns and residential areas.'
- 5.11 A copy of the masterplan is contained within Appendix E.

### **Parking**

- 5.12 Car parking for the development has been provided at a figure in line with Test Valley's guidance which sets out minimum number of spaces for dwellings, as outlined within the Policy section of this report.
- 5.13 The development mix requires a total of 44 parking spaces conveyed to the plots, plus additional visitor parking. This is considered to be an appropriate level of parking provision given the nature and location of the site.
- 5.14 It is proposed that each unit will be constructed with appropriate provision for cycle parking within the property.

### **Summary**

- 5.15 The proposed vehicular access to the site is proposed to be located towards the northern end of the site as a new simple priority junction. The access is proposed to be a 5.5m a carriageway with a 2m footway on the northern side.
- 5.16 The internal layout of the site is proposed as a pedestrian led shared space scheme that has been developed using the principles set out within the latest Department for Transport Guidance; Manual for Streets.



- 5.17 Car parking for the development has been provided at a rate in line with Test Valley's guidance which sets out minimum number of spaces for dwellings.

## 6 Trip Generation & Distribution

### Introduction

- 6.1 This section of the Transport Statement considers the likely number of trips that might be expected to be generated as a result of the proposed development, together with the potential distribution on the local road network.

### Proposed Vehicular Trip Generation

- 6.2 To estimate the potential vehicular trip generation for the proposed development, reference has been made to the industry standard TRICS database (*version 7.7.1*). Sites in Greater London and the Republic of Ireland have been excluded as they are not considered to be representative of the site.
- 6.3 Sites were filtered for the following location categories: 'Edge of Town' and 'Neighbourhood Centre', as these are considered to be representative of the development site location.
- 6.4 Table 6.1 summarises the peak hour trip rates and estimated trip generation by car for the 24 dwellings proposed development. The trip rates below have been agreed with Hampshire County Council Highways as part of a Pre-Application Process.

**Table 6.1 - Proposed Development Trip Rates and Trip Generation**

	AM Peak (0800-0900)			PM Peak (1700-1800)		
	Arr.	Dep.	Total	Arr.	Dep.	Total
<b>Trip Rates (Veh)</b>	0.177	0.398	0.575	0.384	0.181	0.565
<b>Trip Generation (24 dwellings)</b>	4	10	14	9	4	14

- 6.5 Table 6.1 shows that the proposed development is expected to generate 14 vehicular trips during the AM and PM peaks respectively. This equates to approximately, on average, a single vehicle trip every four to five minutes in both the AM and PM peak. This trip generation is not considered to represent a severe impact on the local highway network.

### **Trip Distribution & Assignment**

- 6.6 Traffic distribution from the site access has been split north and south based on likely trip destinations. Turning north on Duck Street leads through the village to a network of country roads. Turning south leads to the A343 (Salisbury Road) which links directly to Andover, Salisbury and further afield. Therefore, for the purpose of the assessment of the site access junction it is anticipated approximately 20% of trips will be to the north and the remainder to the south.
- 6.7 However, it was agreed with Hampshire County Council Highways during the Pre-application that the modelling for the St Johns Cross junction would assume 100% of the development traffic would exit south from the site along Duck Street towards St Johns Cross junction - this is considered a robust assessment which was utilised within a previous nearby application (*ref. 15/01634/OUTN*).

### **Summary**

- 6.8 It is expected that the site could generate 14 trips during both the AM and PM peaks. This equates to approximately 1 trip every 4-5 minutes, and is not considered to be severe in terms of the impact on the local highway network.
- 6.9 The trip rates and trip distribution has been agreed with Hampshire Highways as part of a Highways Pre-application process.

## 7 Traffic Impact Assessment

- 7.1 This chapter of the TS assesses the traffic impact at key junctions on the local road network. The scope of assessment is limited to the site access junction and the St Johns Cross Crossroads junction to the south of the site,

### Scope

- 7.2 Industry standard software Junctions 9 has been used for the assessment of the Duck Street/Salisbury Road (A343)/Fullerton Road Cross-roads and the site access junction.
- 7.3 This scope was agreed with the local Highway Authority through the pre-application process.

### Traffic Impact Assessment

- 7.4 The traffic impact assessment has been completed for 2021 baseline and 2026 future year. It therefore considers the following scenarios:
- 2021 Baseline AM and PM peak;
  - 2021 Baseline + Development AM and PM peak;
  - 2026 Baseline AM and PM peak; and
  - 2026 Baseline + Development AM and PM peak.
- 7.5 As previously noted, traffic data has been obtained from a Classified Count (MCCs) of the crossroads undertaken in February 2020. A copy of this data is provided in Appendix F.
- 7.6 In order to establish baseline traffic conditions in the 2021 and 2026 scenario TEMPro growth rates for 'Test Valley 005' have been applied to the traffic count data obtained for the junction. The rates used are summarised in Table 7.1:

**Table 7.1 - TEMPRO (v7.2) Growth Rates - MSOA 'Test Valley 005'**

Year	AM	PM
2020-2021	1.0117	1.0138
2020-2026	1.0760	1.0758

- 7.7 Traffic flows for the 2021 and 2026 baseline conditions with the addition of development traffic are shown on Figures 7.1 & 7.2 attached in Appendix A.

### Capacity Analysis - Site Access

- 7.8 The proposed site access junction on to Duck Street has been assessed by constructing an operational model using Junctions 9 (PICADY Module). The full PICADY Output is contained within Appendix H of this TS.
- 7.9 Table 7.2 below shows a summary of the PICADY capacity model results for the priority junction under baseline plus development conditions.

**Table 7.2 – PICADY Results – Site Access**

Approach	AM Peak			PM Peak		
	RFC	Queue (Veh)	Delay (secs)	RFC	Queue (Veh)	Delay (secs)
<b>2021 Baseline + Development</b>						
<b>Site Access – Duck Street</b>	0.02	0.0	7.78	0.00	0.0	0.00
<b>Duck Street – Site Access</b>	0.00	0.0	6.39	0.00	0.0	6.40
<b>2026 Baseline + Development</b>						
<b>Site Access – Duck Street</b>	0.02	0.0	7.81	0.00	0.0	0.00
<b>Duck Street – Site Access</b>	0.00	0.0	6.40	0.00	0.0	6.41

- 7.10 The results in Table 7.2 show the junction operates well within capacity, with a maximum RFC of 0.02 and no queuing on the site access road in the AM peak.
- 7.11 It is considered that the proposed junction has a negligible impact on the existing Duck Street and local road network operation, with a maximum RFC of 0.01 and no queue length predicted for southbound cars waiting to turn right into the site.

### Salisbury Road/Duck Street/Fullerton Road Crossroad (St. Johns Cross)

- 7.12 The impact of traffic at the existing crossroads has been assessed by constructing an operational model using Junctions 9 (PICADY Module). Summaries of the PICADY capacity model results for the crossroads in 2021 and 2026, are set out in Table 7.3 and 7.4 below. The full PICADY outputs can be found in Appendix H.

**Table 7.3 – PICADY Results – St Johns Cross Crossroads – Baseline Scenario**

Approach	AM Peak			PM Peak		
	RFC	Queue (Veh)	Delay (secs)	RFC	Queue (Veh)	Delay (secs)
<b>2021 Baseline:</b>						
Fullerton Road – Duck Street	0.11	0.1	11.02	0.10	0.1	9.70
Fullerton Road – Duck Street	0.33	0.5	20.57	0.27	0.4	16.14
Salisbury Road North	0.06	0.1	7.11	0.06	0.1	6.76
Duck Street - Fullerton	0.15	0.2	9.85	0.06	0.1	9.52
Duck Street – Salisbury Road South	0.06	0.1	14.71	0.03	0.0	12.57
Salisbury Road South	0.08	0.1	7.35	0.04	0.0	6.59
<b>2026 Baseline:</b>						
Fullerton Road – Duck Street	0.13	0.2	12.34	0.11	0.1	10.28
Fullerton Road – Duck Street	0.39	0.6	24.81	0.30	0.4	17.74
Salisbury Road North	0.07	0.1	7.30	0.07	0.1	6.90
Duck Street - Fullerton	0.16	0.2	10.46	0.06	0.1	9.85
Duck Street – Salisbury Road South	0.08	0.1	16.20	0.04	0.0	13.29
Salisbury Road South	0.08	0.1	7.75	0.04	0.0	6.75

- 7.13 The results summarised in Table 7.3 demonstrate that the existing junction operates well within theoretical capacity under baseline conditions and in the future 2026 year. There is over 60% reserve

capacity in the worst-case scenario on the approach from Fullerton Road.

- 7.14 Table 7.4 below shows a summary of the PICADY capacity model results for the priority junction with the addition of development traffic.

**Table 7.4 – PICADY Results – St Johns Cross Crossroads**  
**Baseline + Development**

Approach	AM Peak			PM Peak		
	RFC	Queue (Veh)	Delay (secs)	RFC	Queue (Veh)	Delay (secs)
<b>2021 Baseline + Development:</b>						
Fullerton Road – Duck Street	0.13	0.1	11.53	0.12	0.1	10.22
Fullerton Road – Duck Street	0.38	0.6	22.86	0.31	0.4	17.52
Salisbury Road North	0.07	0.1	7.20	0.07	0.1	6.87
Duck Street - Fullerton	0.17	0.2	10.26	0.07	0.1	9.67
Duck Street – Salisbury Road South	0.08	0.1	15.29	0.04	0.0	13.02
Salisbury Road South	0.08	0.1	7.44	0.04	0.0	6.67
<b>2026 Baseline + Development:</b>						
Fullerton Road – Duck Street	0.15	0.2	13.03	0.13	0.1	10.89
Fullerton Road – Duck Street	0.44	0.8	28.19	0.34	0.5	19.40
Salisbury Road North	0.07	0.1	7.40	0.08	0.1	7.03
Duck Street - Fullerton	0.19	0.2	10.94	0.07	0.1	10.02
Duck Street – Salisbury Road South	0.09	0.1	16.92	0.04	0.0	13.79
Salisbury Road South	0.09	0.1	7.85	0.04	0.0	6.83

- 7.15 The results also show the existing junction continues to operate well within its theoretical capacity with the addition of the development traffic in both the present and the future 2026 scenario.

- 7.16 The modelling suggests that the junction operates well within its theoretical capacity at present, and with the addition of the development traffic into the 2026 base + development scenario.
- 7.17 It is therefore concluded that the junctions and surrounding highway network would satisfactorily accommodate the additional traffic arising from the proposed development without resulting in any severe impacts.

### **Summary**

- 7.18 The traffic impact assessment completed demonstrates that the proposed site access junction is expected to operate within theoretical capacity in all scenarios modelled.
- 7.19 Given the minimal trip generation from the proposed development it is concluded that the existing highway network would satisfactorily accommodate the additional traffic arising from the proposed residential development without resulting in any severe impacts. Therefore the traffic impact of the scheme is considered to be acceptable in light of the requirements of the NPPF.



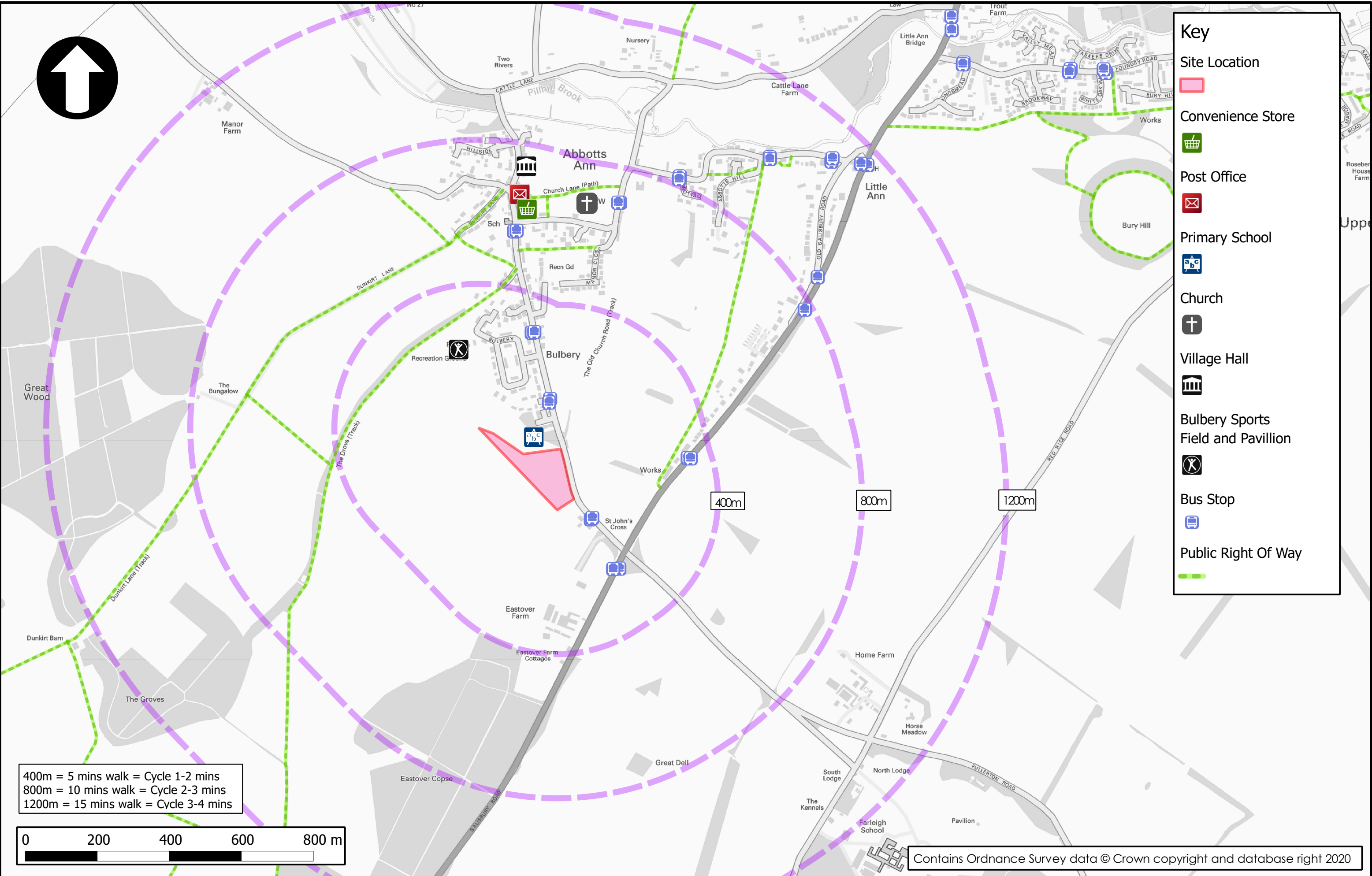
## 8 Summary and Conclusions

- 8.1 Awcock Ward Partnership (AWP) has been commissioned by Abbots Ann Community Land Trust to prepare a Transport Statement (TS) in support of a Detailed Planning Application for the development of 24 dwellings. The proposed site is located to the south of Abbots Ann adjacent to the Abbots Ann Church of England Primary School.
- 8.2 Accessed is proposed to be taken from Duck Street - a two-way road which forms the primary route through the village of Abbots Ann.
- 8.3 Duck Street connects, to the south, via a priority junction to Salisbury Road (A343) and Cattle Lane to the north. Salisbury Road (A343) provides a connection to the A303, and M3 in the east.
- 8.4 A footway is present along the western side of Duck Street at the site frontage. This provides access to the centre of the village and the amenities and facilities that are present.
- 8.5 The Cycle Strategy and Network SPD states that Abbots Ann is within cycling distance of Andover. Andover is approximately a 20 minute (6km) cycle ride from Abbots Ann.
- 8.6 Personal Injury Accident (PIA) data has been reviewed for the local vicinity. Given the different locations and circumstances of the recorded PIAs it is considered that there are no patterns in accident history that might suggest any potential existing safety issues or deficiencies in highway infrastructure.
- 8.7 There are a range of local facilities including a local shop and post office within a 10 minute walking distance from the site. Abbots Ann may therefore be considered a 'walkable neighbourhood' as defined by Manual for Streets guidance.
- 8.8 The closest bus stops to the site are known as the 'St John Cross' bus stops, located on Salisbury Road. These provide access to services to Andover, Salisbury and Winchester including local colleges.
- 8.9 Andover railway station is approximately 4.9km northeast of the site and is on the West of England main line with trains running between London Waterloo and Exeter.

- 8.10 There are sheltered cycle storage facilities in place at Andover Station enabling residents to access the station by bicycle and then board a train for destinations further afield.
- 8.11 In conclusion, the site is considered to be in an accessible location given the rural context, with a number of key services within walking distance to the site. Local public transport facilities/cycling opportunities also provide opportunities for travel to destinations further afield including Andover without using a private car. The site is therefore considered to provide the opportunity for sustainable development in transport terms as required by the NPPF and Policy COM2 of the adopted Local Plan.
- 8.12 The proposed vehicular access to the site is located towards the northern end of the site as a new simple priority junction on Duck Street. The access is proposed to be 5.5m wide with a 2m wide footway on the northern side.
- 8.13 The internal layout of the site is proposed as a pedestrian led shared space scheme and has been developed using the principles set out within the latest Department for Transport Guidance; Manual for Streets. The proposed design rationale is also consistent with Policy Objective 9 of the Local Transport Plan.
- 8.14 Car parking for the development has been provided at a rate in line with Test Valley's guidance which sets out minimum number of spaces for dwellings.
- 8.15 It is expected that the site could generate 14 trips during the AM and PM peaks respectively. This equates to approximately a single trip every four to five minutes, and is not considered to be severe in terms of the impact on the local highway network.
- 8.16 It is assumed for the purpose of modelling the crossroads, 100% of the traffic flows expected to be generated from the development will travel south towards the St Johns Cross junction. The trip rates and trip distribution has been agreed with Hampshire Highways as part of a Highways Pre-application process.
- 8.17 Overall the proposed site access junction has a negligible impact on the local road network. Similarly, the modelling suggests that the existing crossroad operates well within the theoretical capacity at present, and continues to do so with the addition of development traffic into the 2026 base + development scenario.

- 8.18 It is considered that the key junctions in the immediate vicinity of the site would satisfactorily accommodate the additional traffic arising from the proposed development without resulting in any severe impacts. Further afield the change in traffic flow is expected to be negligible. Therefore, the traffic impact of the scheme is considered to be acceptable in light of the requirements of the NPPF and policy T1 of the Local Plan.
- 8.19 It is therefore considered that the site provides a sustainable location for development, the proposals include safe and suitable access arrangements, and there would be no severe impacts on the local road network. It is concluded that the proposed development is consistent with the requirements of local and national planning policy and there is no valid reason why this site should not be granted planning permission on highway grounds.

## **Appendix A** Drawings



**Key**

- Site Location
- Convenience Store
- Post Office
- Primary School
- Church
- Village Hall
- Bulbery Sports Field and Pavillion
- Bus Stop
- Public Right Of Way

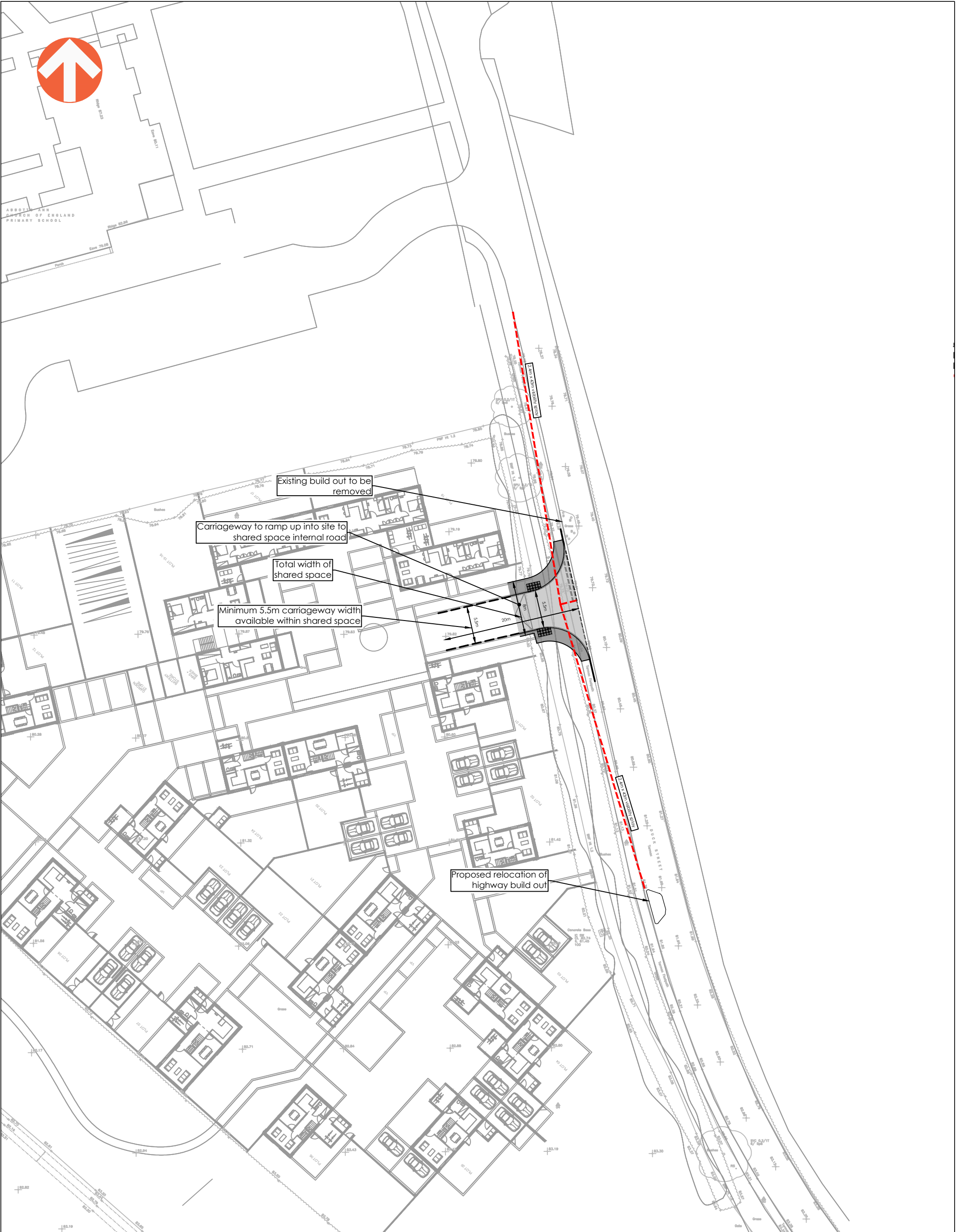


Duck Street, Abbotts Ann  
Site Accessibility Plan

Job number:	0995
Drawn:	AJM
Checked:	AH
Approved:	AJW

Figure 4.1





**Key**

- Proposed Carriageway
- Proposed Footway
- Visibility Splay

C	16.07.2021	MINOR DESIGN CHANGES	MR	SD	AJW
B	06.05.2020	UPDATED ACCESS TO SUIT PRE-APP COMMENTS	MR	AJH	AJW
A	27.11.2019	INITIAL ISSUE	AJM	AJH	AJW
REV	DATE	DESCRIPTION	BY	CHK	APD
CLIENT: ABBOTTS ANN COMMUNITY LAND TRUST					
DRAWING STATUS: FOR INFORMATION ONLY					

PROJECT: DUCK STREET, ABBOTTS ANN

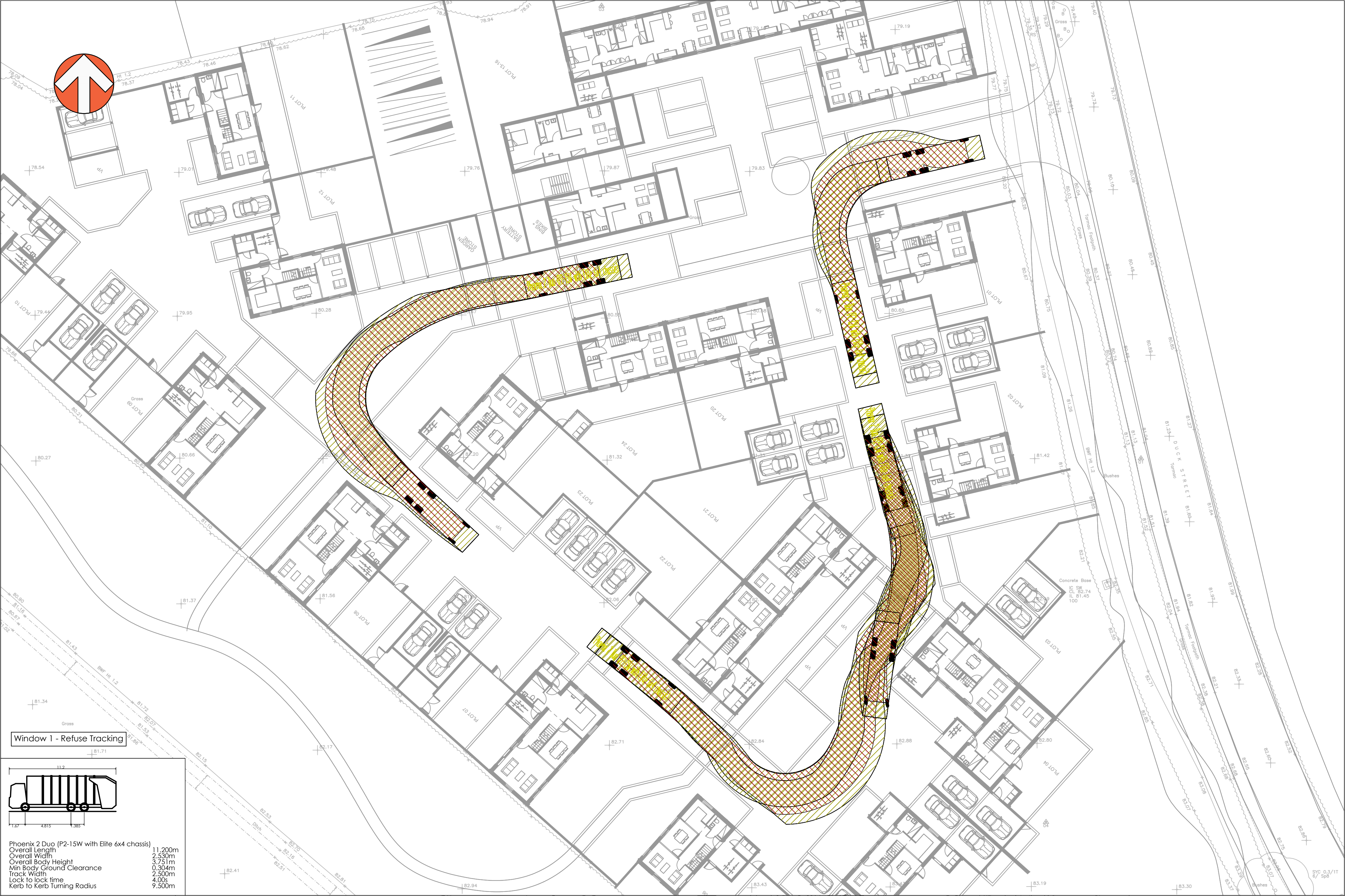
TITLE: PROPOSED SITE ACCESS

PROJECT No: 0995	DRAWING No: PHL-101	REV: C
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SCALE @ A0: 1:500 25 metres

Awcock Ward Partnership, Ada House, Pynes Hill, Exeter, EX2 5TU  
Tel: 01392 409007 Web: [www.awpexeter.com](http://www.awpexeter.com)





Notes:

1. Refuse vehicle based upon the worst case vehicle from Test Valley Borough Council's "Guidance Document for the Storage and Collection of Domestic Waste".

A			23.06.2021			INITIAL ISSUE			MR			AJH			AJW		
REV			DATE			DESCRIPTION			BY			CHK			APD		
CLIENT:																	
ABBOTTS ANN COMMUNITY LAND TRUST																	
DRAWING STATUS:																	
FOR INFORMATION ONLY																	

PROJECT:			DUCK STREET, ABBOTTS ANN														
TITLE:			VEHICLE SWEEP PATH ANALYSIS														
PROJECT NO:			0995			DRAWING NO:			ATR-101			REV:			A		
SCALE @ A1:			0 1:250 12.5 metres														

DESIGN BY:

Awcock Ward Partnership, Kensington Court, Woodwater Park, Pynes Hill, Exeter, EX2 5TY  
Tel: 01392 409007 Web: [www.awcockward.com](http://www.awcockward.com)



## **Appendix B** Cycle Strategy and Network SPD – Andover Map



