

TEST VALLEY TRANSPORT STATEMENT

Adopted September 2012

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1. INTRODUCTION

- 1.1 This report sets out the County Council's transport objectives and delivery priorities for the Test Valley Borough Council (TVBC) area. It complements the three Access Plans covering the Borough (detailed in Section 2) and should be read in conjunction with these. This Transport Statement provides:
- A local transport policy framework for the Borough;
 - A framework to assist with the prioritisation of transport investment;
 - To assist in transport and land use planning decisions associated with new development proposals. This includes the application of the Transport Contributions Policy (TCP) in the interim period until the CIL Charging Schedule is adopted;
 - Assistance to the local planning authority with infrastructure planning in support of the emerging Core Strategy. To include input to the preparation of a Community Infrastructure Levy (CIL) Charging Schedule as required by the introduction of CIL in April 2014.
- 1.2 The Statement is a Hampshire County Council document and has been developed in consultation with TVBC. The Statement covers the period up to 2031, which conforms with the timeframes of planned development in the emerging Test Valley LDF. It will be reviewed and updated on a regular basis, particularly as updated policies and strategies emerge or proposals are completed or modified.
- 1.3 The Transport Statement links to current economic priorities, including those being developed by the M3 Local Enterprise Partnership (LEP) and the Solent LEP. It also builds on existing transport related documents covering the Borough, notably the Local Transport Plan 3 (LTP), the adopted Local Plan, the emerging Local Development Framework (LDF) Documents and the three Access Plans in the Test Valley area. The area is subject to significant planned growth and this will lead to additional travel demands that will need to be managed in a sustainable manner. In addition Andover has been designated a 'Sustainable Travel Town', as part of the current Local Sustainable Transport Fund (LSTF) project outlined in Section 5 later and Romsey is a part of the TfSH area which has put in a separate bid for funding from the LSTF.
- 1.4 Within this context, the transport vision for the Borough is 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 in this 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.

1.5 The types of transport scheme that will best meet these objectives are given in Section 4. The actual schemes themselves are identified in Table 1 and in the Access Plans for the Borough.

2. POLICY CONTEXT

The National Context

- 2.1 The White Paper entitled 'Creating Growth, Cutting Carbon, Making Sustainable Local Transport Happen', published in January 2011, sets out the Government's policy towards transport and its links to economic prosperity, climate change and local transport. This Statement aims to reflect and address these national priorities at the local level. The proposals contribute to creating growth through reducing congestion, providing greater accessibility for all and regenerating the area. Carbon emissions will be reduced by encouraging greater use of walking, cycling and public transport.
- 2.2 Central government has recently published the National Planning Policy Framework, which provides national strategy and guidance for land-use planning policy and practice. It identifies how planning can achieve sustainable development and includes a section on promoting sustainable transport. This supersedes the earlier guidance and statements used in developing planning policy, and assessing the impact of developments. Manual for Streets 1 and 2 places an emphasis on better design in public spaces, and provides best practice in design of the urban environment.
- 2.3 Test Valley comes within the remit of two LEPs:
1. The Enterprise M3 LEP. This covers an area of West and North Hampshire and West Surrey and encompasses a population of about 1.6 million people;
 2. The Solent LEP. This includes the cities of Southampton and Portsmouth, as well as the main catchment areas for these cities in Hampshire and the Isle of Wight and covers a population of over 1.3 million people.

- 2.4 Under their business-led boards, both LEPs are bringing together the private, public and community/voluntary sectors to drive forward economic growth. As part of this they will prioritise key strategic infrastructure investment priorities, including for transport, over the next few years.
- 2.5 This Transport Statement has been designed to link into the current economic priorities being developed by the LEPs so that Test Valley can benefit from any strategic transport improvements planned and delivered through the relevant LEP.
- 2.6 The key transport policy document produced by Hampshire County Council is the Hampshire Local Transport Plan 3 (LTP3), www3.hants.gov.uk/transport/local-transport-plan.htm. It is in two parts with Part A containing the Long Term Strategy between 2011 and 2031 and Part B the Implementation Plan for the next three years of 2012-2015.

South Hampshire

- 2.7 The southern part of Test Valley is within the South Hampshire sub-region where a significant amount of development is proposed. The Partnership for Urban South Hampshire (PUSH) is a public-private partnership committed to long term, managed and conditional economic growth and regeneration, and to the delivery of the housing, infrastructure, facilities and services necessary to achieve it. PUSH is currently updating the Spatial Strategy for South Hampshire, which will be available in the summer 2012. The content of the strategy is likely to influence the location, scale and timing of new development and infrastructure in the sub-region.
- 2.8 Co-ordination of transport activities in the South Hampshire sub-region is undertaken by Transport for South Hampshire (TfSH). TfSH leads on addressing existing and future transport requirements in the sub-region, and has produced a number of strategies relevant to the management of transport in southern Test Valley including a 'Reduce' Strategy (2009) and a Freight Strategy (2009). The Transport for South Hampshire Joint Strategy will guide the development of transport networks in the sub-region until 2031.
- 2.9 TfSH has been developing a Long Term Strategic Implementation Plan (LTSIP) that will cover the next 15 years. LTSIP aims to support a range of activities that will reduce the number of car trips and manage transport networks better with activities and solutions not limited to investment in transport infrastructure or services. This includes supporting planning policies that avoid the need for excessive additional travel as well as encouraging sustainable patterns of travel.

- 2.10 Complementing LTSIP is a webTAG-compliant Sub-Regional Transport Model (SRTM) that also includes a Local Economic Impact Model. Significant new transport proposals in the Transport for South Hampshire area will be assessed and fully justified according to both the LTSIP and SRTM.
- 2.11 The current development plan for Test Valley is the Local Plan adopted on 2nd June 2006. Some of the policies in this plan have subsequently been 'saved', following the set procedures in the Planning and Compulsory Purchase Act 2004. A Direction from the Secretary of State has been issued that allows some of these Local Plan policies to continue to be saved.
- 2.12 There are numerous other adopted TVBC Supplementary Planning Documents (SPDs) of relevance to this Statement. Most relevant are:
- The **Infrastructure and Developer Contributions DPD**, adopted by TVBC in February 2009. This provides detailed practical advice on developer contributions towards community benefits and infrastructure, clarifying what contributions TVBC seeks and how contributions will be negotiated.
 - The **Andover Town Access Plan SPD** adopted by TVBC and HCC in 2009. This identifies proposed transport improvements to facilities and services in Andover and is the basis by which the funding for these improvements is sought.
 - The **Romsey Town Access Plan SPD** adopted by TVBC and HCC in 2011. This has the same remit as the Andover document, but covers Romsey.
 - The **Test Valley Access Plan SPD** adopted by TVBC in 2010. It has the same remit as the Andover and Romsey documents but covers the remainder of the district outside of the two biggest settlements, including urban settlements at North Baddesley, Nursling and Rownhams.
 - The **Cycle Strategy and Network SPD** adopted by TVBC in March 2009 identifies and promotes the development of a growing network of cycle routes throughout the Borough.
 - **Village Design Statement SPDs**. These are normally prepared by Parish or Town Councils with support from TVBC. So far 22 have been formally adopted by TVBC.
- 2.13 The Local Plan will remain as the key document until it is superseded by Local Development Framework documents. In February 2012 the Borough Council published a draft Core Strategy and Development Management DPD and a Designations DPD for public consultation. When adopted these documents will set out the planning framework for the Borough until 2031.
- 2.14 Other documents that give further information on the anticipated new developments in the Borough are:

- The 2011 Annual Monitoring Report and housing trajectory. This provides information on past completions and the expected phasing and location of future housing development. It is available on the Borough Council website at <http://www.testvalley.gov.uk/resident/planningandbuildingcontrol/planningpolicy/local-development-framework/amr/>
- The County Council's land supply surveys provide an annual stock take of land with development potential in each Borough. Information is set out on forthcoming housing, industrial land and office floor space, retail and leisure uses. The 2011 surveys are available on Hantsweb at <http://www3.hants.gov.uk/factsandfigures/land-supply.htm>.
- Strategic Housing Land Availability Assessment (SHLAA). The SHLAA is a technical document which seeks to provide information on potential site availability, suitability and whether development is achievable in the plan period in the Borough. It is available on the Borough Council website at <http://www.testvalley.gov.uk/resident/planningandbuildingcontrol/planningpolicy/local-development-framework/shlaa/>

2.15 There has been a high level of development activity in Test Valley in recent years, particularly in and around Andover. This high level is expected to continue in the Borough over the next five to ten years, on account of there being a number of developments that have planning permission that have not yet been implemented. Beyond then further developments are likely to come forward in line with the emerging LDF Designations DPD work. However these are expected to be smaller in scale and so the level of development in the Borough may well fall.

2.16 It is acknowledged that both the Transport Statement Table 1 and the LDF Infrastructure Development Plan will require revision and update to reflect the outcomes of work to be undertaken on the Core Strategy. This Statement will also need to reflect the findings in the Core Strategy / Local Plans for neighbouring councils including Basingstoke & Deane, Christchurch, Salisbury, Southampton and Winchester.

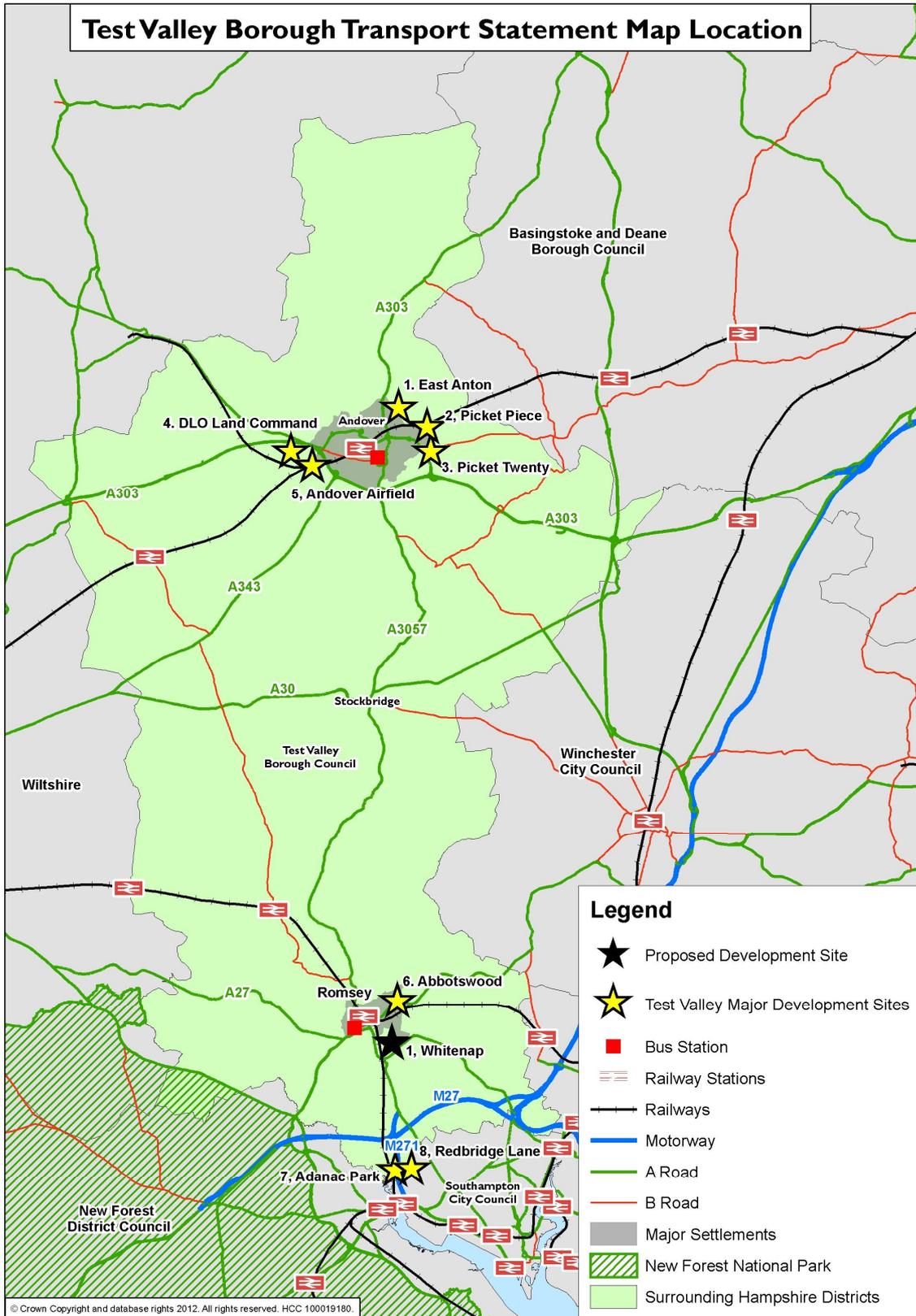
3. TRANSPORT CONTEXT AND ISSUES IN TEST VALLEY

Geography and Demography

- 3.1 By size Test Valley is the fourth largest borough or district in Hampshire covering an area of almost 630 km². The Borough borders four other Hampshire districts and boroughs (New Forest, Eastleigh, Winchester and Basingstoke and Deane) as well as the unitary authorities of West Berkshire, Wiltshire and Southampton. A very small part of the Borough is within the New Forest National Park. The Borough is predominantly rural in nature and includes 59 parishes. A location map is provided on the following page.
- 3.2 Over 113,000 people live in Test Valley. The two main centres of population in the Borough are Andover (with around 37,500 residents) and Romsey (with about 17,700). Other notable settlements include North Baddesley, Nursling and Rownhams. A significant proportion of the population of the Borough live in a large number of relatively small communities outside of the principle settlements. Overall the population of the Borough is both rising and ageing.

Highways

- 3.3 Andover's Ring Road, made up of the A3093, A3057 and A343 was built in the 1960s and 1970s in order to provide a northern bypass for traffic not using the town centre. The A303 effectively provides the southern half of the Ring Road and provides good strategic connections to the West Country. Andover is an important centre for employment with its industrial estates and business parks which is helped by good strategic road links to Winchester/Newbury/Reading (A34) and south Hampshire (M3/M27). Highway congestion does occur but not to a significantly large scale or over long periods. It is generally contained to the peak hours on the key routes including the A3093/A343/A3057 and queues form leading up to the roundabout junctions. The ring way in the off-peak is relatively free flowing with good capacity. Recent development has seen the signalisation of the Enham (A3093/A3057) roundabout and the Weyhill Road/Hundred Acre Corner (B3402/A343) roundabout to improve capacity and traffic flow. Future capacity and operational interventions are planned to other key junctions on the network to cater for predicted future traffic growth.
- 3.4 Romsey sits at the intersection of three 'A' roads namely the A3090 Romsey Bypass, the A27 from North Baddesley and the A3057 which runs north to south through the town. Romsey has a couple of low railway bridges which restrict the movements of high vehicles at the Sun Arch and Great Bridge, which has suffered in the past from many HGV strikes.



3.5 Most roads are free-flowing during the day with congestion on the highway network mainly limited to the peak hours. Particular congestion hotspots are:

- On the A3090 in the morning peak near the Salisbury Road junction owing to the right turn queue backing up over the River Test bridge;
 - Alma Road can also suffer from minor congestion during the day as a result of the Waitrose car park barrier system which limits access to the store car park resulting in cars queuing out onto this road;
 - The junction of Alma Road and Winchester Road is very busy in the evening peak.
- 3.6 Some signalisation on the A3090 is planned at the Cupernham Lane and Braishfield Road junctions to address the expected additional pressures caused by the Abbotswood development.
- 3.7 The recent harsh winters have caused considerable disruption during severe weather conditions, and resulted in significant damage to the highway network. This, combined with the forecast effect of climate change, has highlighted the importance of maintaining and keeping highways open, facilitating safe movement of people and goods. In this context, it is recognised that Highway maintenance will continue to be a high priority for the County Council.

Passenger Transport Issues

- 3.8 Passenger transport has a key role to play in supporting economic growth and cutting social exclusion. However the core (mostly commercial) bus network in Test Valley is a modest one, largely within the two main settlements. In Andover this features the Stagecoach Star 1 and Star 2 Quality Bus Partnerships, as well as the Stagecoach/Wilts & Dorset Activ8 from Andover to Salisbury which is another QBP. In Romsey it includes the Bluestar 4 and 5 services as well as the Stagecoach 66 service to Winchester. These routes are complemented by secondary (mostly financially supported) local and rural services. Taxishare, Cango and community transport are provided in areas where passenger numbers are too few for bus services to be viable. Such services play a valuable role for those unable to use public transport.
- 3.9 Meanwhile, a priority for the rail industry to improve passenger facilities, passenger security and improve access for all at rail stations. Where appropriate this will include encouraging new Community Rail Partnerships and station adoption groups. Meanwhile the forthcoming First Great Western Franchise is a significant opportunity for a number of improvements to be funded at Romsey Station.

- 3.10 The principal aspirations for passenger transport services have been identified within the delivery priorities in the table in paragraph 4.1.

Walking and Cycling

- 3.11 Walking and cycling offer opportunities in the Borough especially in association with the key trip attractors of schools, colleges, town centres and rail stations. However, several missing links in these networks have been identified, and severance caused by main roads and rail lines continues to be an issue at certain locations in the Borough. Improving transport accessibility by all modes of transport would help enable residents and visitors to the Borough to better access services and facilities. It would also help promote lower-carbon transport choices.

Countryside Access Plan (CAP)

- 3.12 The vast majority of Test Valley comes within the Test & Itchen CAP (<http://www.hants.gov.uk/rh/countryside/access/test-itchen.pdf>), although a very small part lies within the Hampshire Downs CAP <http://www.hants.gov.uk/rh/countryside/access/hampshire-downs.pdf>. These form two of seven area plans which, together with an eighth 'County Overview' CAP, form the Rights of Way Improvement Plan (ROWIP) for the county of Hampshire. A ROWIP is intended to provide the means by HCC will manage and improve its rights of way network to meet the Government's aim of better provision for walkers, cyclists, equestrians and people with mobility problems. ROWIPs are closely linked with LTPs, with the aim of delivering a more integrated approach to sustainable transport in rural and urban areas. The CAP identifies the main issues and suggests what should be done to improve access to the countryside. The CAP identifies the main issues and suggests what should be done to improve access to the countryside and support better access to services and amenities.

The Key Transport Issues

- 3.13 There are a number of significant transport problems and challenges in the TVBC area. Five of the biggest (in no particular order) are noted below:
- Improving transport accessibility, particularly to the main employment locations and town centres in Andover and Romsey and to local services and facilities for rural residents, in particular those without access to a private car, many of whom have to travel a significant distance to access some of the goods and services they require;
 - Managing existing and forecast road congestion especially on the main A road routes (such as the A3057, the A3093, the A303 and the A343) and motorway network during peak periods;
 - Planning for, and mitigation of, the travel impacts arising from new developments;

- Helping to facilitate lower-carbon transport choices given that the per capita per annum CO₂ emissions in the Borough are significantly above both the Hampshire and national averages;
- The need to continue to improve the local highway network after the considerable disruption caused by recent harsh winters.

4. TRANSPORT OBJECTIVES AND DELIVERY PRIORITIES

4.1 As noted in Section 1, four priority measures have been identified to help deliver the local Transport Vision for Test Valley. The table below identifies the types of schemes that will help deliver each of these priority measures. More details are provided in the three Access Plans.

Objective	Delivery Priorities
<p>1. Promote economic growth by maintaining a safe and efficient highway network, reducing casualties and tackling congestion on the transport network</p>	<ul style="list-style-type: none"> • Maintain the road network for all users to ensure a resilient, long-term and efficient network; • Develop measures to improve capacity and optimise traffic management at key congestion bottlenecks including those identified by measuring average delays in the morning and evening peaks. • In partnership with the Highways Agency, look at ways of addressing strategic congestion issues, including bringing forward the proposals for Junction 3 of the M27 (linked to development at Adanac Park) and addressing capacity concerns along the M271. • Reduce road casualties by ensuring a proactive approach to accident reduction.
<p>2. Improve access to jobs, facilities and services by all types of transport</p>	<ul style="list-style-type: none"> • Ensure that high quality transport access to the main employment areas is maintained and improved; • Provide accessibility improvements as outlined in the Access Plans for Andover, Romsey and the rural area; • Enhance key public transport routes, including the provision of improved bus stop waiting facilities, real-time information and bus priority on core routes and better information generally; • In partnership with the bus companies, improve bus services across the Borough; • Improve interchange facilities including Andover rail and bus stations (work has already started at the bus station); Romsey Bus Station and Stockbridge bus interchange; • Promote workplace travel planning, including flexible working initiatives, so as to help tackle peak period congestion; • Improve and deliver the cycle and pedestrian network across the

Objective	Delivery Priorities
	Borough, including better links to business locations, town centres, schools and rail stations; <ul style="list-style-type: none"> • Provide better information and advice on transport choices.
3, Facilitate and enable new development to come forward	<ul style="list-style-type: none"> • Improve access to the key business areas, including enhancements to junctions on the nearby road network and better pedestrian and cycle links from surrounding areas; • Mitigate the impact of forecast congestion on the highway network by reducing the need to travel and by providing good quality walking, cycling and public transport links from new developments.
4, Reduce carbon emissions and minimise the impacts of transport on the environment	<ul style="list-style-type: none"> • Promote low carbon emitting modes of transport, including supporting the necessary infrastructure for low emission vehicles, and encouraging walking, cycling and public transport; • Facilitate low emission modes of transport, including support for the infrastructure required for low emission vehicles; • Encourage solar power at bus shelters to improve the passenger experience and reduce the carbon footprint of public transport; • Support measures that reduce the need to travel.

5. IMPLEMENTATION AND FUNDING

5.1 The proposals identified in Section 4 and Table 1 are at various stages of progress, ranging from concept to implementation. Stages of transport scheme development typically include preliminary design, consultation, detailed design, tendering and construction, with delivery of schemes largely undertaken within the integrated capital programme by Hampshire County Council. Close co-operation, partnership and assistance from Test Valley Borough Council, the Highways Agency, Enterprise M3 LEP, Solent LEP, businesses, neighbouring councils, transport operators, developers and the local community remain a vital component in delivering these transport improvements.

5.2 Delivery of the proposals will depend on funding and there is funding available from a range of different sources. These sources are briefly summarised below in four main groups:

i) Funding from the Department for Transport:

5.3 There are currently four funding streams available from the Department for Transport (DfT) that can be expected to help fund transport schemes in Test Valley:

- **Integrated Transport and Maintenance Capital Grants:** This is block funding from central government for transport. It includes funds for highways maintenance schemes, and funding for smaller-scale transport improvements, including highway improvements, traffic management schemes, and accessibility schemes. HCC decides how to spend these funds, including some in Test Valley.
- **Major Schemes Funding:** This is capital funding for transport schemes over £5 million in value. Until recently this has been administered as a competitive process from the DfT. However, central government has recently set out consultation on devolving prioritisation and funding for these schemes to a more local level, with a new role proposed for Local Transport Bodies and LEPs in this process.
- **The Local Sustainable Transport Fund (LSTF),** which is in the form of capital and revenue expenditure. Funding of £4.1m (for both capital and revenue schemes) has been secured by the County Council for the ‘Hampshire Sustainable Travel Towns’ initiative, which will be allocated over a four year period of 2011-2015 towards sustainable transport improvements in six Hampshire towns including Andover. The measures that will benefit Andover as follows:

Travel planning	Measures are likely to include: <ul style="list-style-type: none"> • Some residential personalised journey planning • A travel plan for Andover Station • Some school, college and workplace travel plans and associated measures; • A workplace travel plan network • An initiative to reduce the carbon impact of travel
Cycling	This will include cycle promotion, training and awareness
Supporting capital works	Measures are likely to include: <ul style="list-style-type: none"> • Real- time bus departure information screen • Bus priority and pedestrian accessibility measures at Folly Roundabout; • Accessibility improvements to Newbury Street, High Street and Chantry Street in Andover town centre; • Additional cycle parking; • Pedestrian and cycle improvements from Land Command HQ Airfield to

	East Anton via Weyhill Road; <ul style="list-style-type: none"> • Some electric vehicle charge points
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- Pinch-point Fund: This is funding that has been identified by central government for highway improvements on the strategic road network. Approximately £220 million has been identified for growth related schemes which cost under £10 million and which help ease local bottlenecks and improve safety and road layout. The fund, administered by the Highway's Agency, is anticipated to fund improvements over the next 3 years.

5.4 In the Autumn of 2011 a separate LSTF bid was submitted by TFSH for a range of transport measures in southern Hampshire. The bid included a package of measures that would support sustainable economic growth within urban South Hampshire, whilst also reducing carbon. The transport measures included

- area-wide interventions, and
- targeted measures along nine key commuting corridors between existing and planned economic growth centres. One of the nine corridors is the route from Southampton City Centre to Romsey via Shirley.

5.5 The bid passed the first hurdle. However all bidders have now been asked to submit full business cases. This work was completed and the business case submitted in December 2011. Whilst the exact measures will only be confirmed in 2012 if the bid is successful, it is likely that the bid will deliver at least some of the following improvements:

Passenger Transport Improvements	<ul style="list-style-type: none"> • Improved interchange signage at Romsey Bus station • RTI screens at Romsey rail station and potentially at other bus stops • Automatic vehicle location hardware on the local bus fleet in and around Romsey
Travel Planning	<ul style="list-style-type: none"> • Potentially some personalised journey planning in North Baddesley and/or north Romsey

ii) Funds from Local Resources:

5.6 These are funds that have been allocated at a local level from Hampshire County Council to support delivery of the highway maintenance programme. These funds complement the capital grant funds allocated for maintenance from the Department for Transport.

(iii) Funding from developers

- 5.7 One of the main sources of funding for transport improvements is from developments in the Borough. Currently transport contributions are secured in accordance with the County Council's Transport Contributions Policy, which is adopted within the Borough's 'Infrastructure and Developer Contributions' Supplementary Planning Document.
- 5.8 Once a CIL Charging Schedule has been adopted by Test Valley Borough Council, or on 6 April 2014 (whichever is sooner), the Transport Contributions Policy will become inoperable and so it is expected that a number of transport infrastructure projects will be included on the Charging Schedule and may be funded by CIL receipts. This Transport Statement, together with the existing Access plans, is intended to provide additional information to assist the Borough Council in preparing the CIL Charging Schedule and to ensure that transport infrastructure is included.
- 5.9 It may be that in some cases, particularly with major developments, some specific transport infrastructure will need to be secured – via Section 106 of the Town and Country Planning Act 1990 or Section 278 of the Highways Act 1980 - in order that they can be delivered to meet the needs of the development alone, or by CIL contributions including the opportunity to pool resources with neighbouring councils where appropriate. Section 278 agreements will not be restricted by the CIL Regulations and so it will be possible to fund transport schemes through both CIL and Section 278.

(iv) Other Funding Streams

- 5.10 There are also other emerging sources of funding, which have the potential to assist with delivery of the proposals in the Borough. Other funding opportunities for improvements can typically arise via public transport operators, Network Rail (for example the 'Access for All' programme to improve accessibility at rail stations or the National Stations Improvement Programme), the Highways Agency, and Sustrans.
- 5.11 In the future, there may be opportunities for Test Valley to benefit from new funding streams such as the Tax Increment Funding and the New Homes Bonus, both of which may see new development helping to fund transport improvements.

- 5.12 The proposed schemes listed in Table 1 include an indication of the likely funding source, where this has been able to be identified. However for several of the sources the level of funds available and the criteria for their application has not yet been confirmed.
- 5.13 Whilst the Transport Statement timeframe is up to 2031, it is not expected that all of the schemes listed in Table 1 will be deliverable within this time period. Future funding is uncertain, particularly in the current economic climate, and the global sum likely to be available for transport in the next 15-20 years is unknown. The identification of schemes for progression will take place in conjunction with key partners and will be informed by a range of factors currently unconfirmed, including economic pressures, finalised development allocations and availability of funding. Therefore, the schemes listed represent longer term policy aspirations of HCC. Delivery will be subject to future prioritisation and the development of robust business cases to justify delivery. A comprehensive review of strategic transport schemes will be completed in 2012 through the development of the TfSH Long Term Strategic Implementation Plan (LTSIP). LTSIP will be developed utilising the TfSH Sub-Regional Transport Model and following the LTSIP adoption, the list of strategic schemes will be updated.

TABLE (On separate Excel spreadsheet)

TABLE 1 A schedule of transport schemes for the Test Valley area.