



SSJ Neighbourhood Plan Roads and Traffic Analysis

1. Overview

The Parish of Sherborne St John has a population of 1200, living in approximately 525 homes, varying in type from flats to larger houses (5 or 6 bedrooms) - with the majority being located within the village itself. Nearly all the larger homes have off-street parking. The Parish is situated predominantly east of the A340, immediately to the north of Basingstoke and about 5 miles south of Tadley. The A340 and other local roads link to the M3, M4, A33 and A34, giving good access to London, the South Coast, Reading and the Midlands.

The environs of the Village are under constant threat of large scale development, due to the requirement for Basingstoke and Deane Borough Council (BDBC) to deliver its target of 748+ new homes per annum until 2029 - an increase in the previous number of 594. The draft BDBC Local Plan also outlines proposals to build 3,800 homes on an extensive area of land just to the west of SSJ called Manydown.

It should be noted that the initial draft of the BDBC Local Plan has been rejected by the Government Inspector as the presumed target of 748 new homes is not deemed sufficient and BDBC have been asked to increase this number to ~850 per annum. A revised Local Plan is being drafted with a publication date of Summer 2015 and an expected adoption date of early 2016.

It is a matter of concern to all that Sherborne St. John retains its status as a discrete community (the Village was first referenced in 12th century Domesday book), and is not swallowed up by the Basingstoke conurbation.

Sherborne St John provides the following local facilities:

- a Village Hall that has a high usage percentage (>90% - including evenings and weekends – and increasing)
- the Chute Pavilion and sports fields (an additional meeting place as well as football fields and tennis courts which again has a high usage percentage(>90% - and increasing)
- a Village primary school (Church of England) with over 100 pupils.
- the Grange residential care home - currently for some 24 full time residents with planning permission recently granted to increase that number to 48. The Grange is situated on the Vyne Road with ingress/egress from the site onto Vyne Road.

The demographics of the village show an ageing population with a balance between a day-to-day focus within and around the village, and a number of villagers commuting to Reading, Basingstoke and London. There are also a number of businesses on the periphery of the village that employ a number of village residents.

Recent HM Government guidance has stated that future housing development numbers should be based on evidence not just of population growth and household size, but also on the impact housing development will have on the environment and water quality, and the ability of infrastructure and water supply to cope. Development must be seen as being sustainable.

The impact on Sherborne St John's infrastructure of the volumes of traffic running through the village must also be considered as an issue of concern with regards to any future development. The village's

proximity to Basingstoke and Tadley and the existing congestion on the main roads in the area currently encourage commuters to use the village as a 'rat run' to escape the aforementioned congestion. The recently approved development of 450 homes in the Marnel Park area will increase this problem.

2. Policy Considerations

2.1 The following documents are relevant to any future development within the bounds of the Sherborne St. John Parish as covered by the Sherborne St. John Neighbourhood Plan

- **National Policy**
 - National Planning Policy Framework (NPPF)

- **Local Policy**
 - Basingstoke Town Access Plan
 - Basingstoke and Deane Borough Adopted Local Plan 1996-2011 (to be superseded by the Local Plan currently under development)
 - Hampshire Local Transport Plan

2.2 National Policy

National Planning Policy Framework (NPPF)

The key objectives outlined within the NPPF with regards to transport are;

- Optimise use of sustainable modes of transport
- Access to new development will be safe and suitable
- Impact of the development should be minimised wherever possible

2.2.1 Paragraph 29 identifies *'The transport system needs to be balanced in favour of sustainable transport modes, giving people real choice about how they travel,' and Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solution.'*

2.2.2 Paragraph 30 specifies that *'Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. In preparing Local Plans, local planning authorities should therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport'*

2.2.3 Paragraph 32 states that; *'All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether;*

- *The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
- *Safe and suitable access to the site can be achieved for all people; and*
- *Improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.*

2.2.4 Paragraph 35 requires that *'Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable modes can be maximised.'*

2.2.5 Paragraph 36 states that *'A key tool to facilitate this (sustainable travel) will be a Travel Plan. All developments which generate significant amounts of movement should be required to provide a travel plan.'*

2.3 Local Policy

Basingstoke Town Access Plan

2.3.1 The Basingstoke Town Access Plan was developed by Hampshire County Council and Basingstoke and Deane Borough Council and it was formally adopted by the County Council in January 2012.

2.3.2 The Basingstoke Town Access Plan sets out a strategy to improve access to facilities and services within Basingstoke by all transport modes. The aims of the town access plan are outlined below;

- Improve the accessibility throughout Basingstoke by all sustainable modes of transport, notably walking, cycles and public transport
- Enhance Basingstoke as an important centre to live, work and visit
- Support the local economy by providing important transport infrastructure
- Promote social inclusion and access for all; and
- Integrate transport proposals with land use development

2.3.3 Policy C1 of the Basingstoke and Deane Borough Adopted Local Plan 1996-2011 states;

'Development will be permitted only where there are, or will be, adequate infrastructure and community facilities. Where provision is inadequate, developers will be required to provide the infrastructure and community facilities necessary to allow the development to proceed. The Council will negotiate to secure planning obligations to ensure that such infrastructure and facilities are provided in time to meet the needs arising from the development.'

2.3.4 Policy A1 of the Basingstoke and Deane Borough Adopted Local Plan 1996-2011 states;

'Travel Plans will be required for all development, other than residential, which is above 500 square metres.'

2.3.5 Policy A2 states that;

'The Borough Council will only grant planning permission for developments with vehicular and pedestrian generation implications where;

- *cycling and walking infrastructure are integrated with the development and linked with surrounding networks; and*
- *development takes account of the needs of public transport.*

Elsewhere within the Plan area opportunities will be examined to improve provision for pedestrians, cyclists and to encourage use of public transport including community transport in areas not served by conventional public transport. Additionally, the funding of local

transport improvements will be sought in conjunction with new development where appropriate.'

Hampshire County Council Local Transport Plan

2.3.6 The Hampshire County Council Local Transport Plan sets out Hampshire's transport strategy up to 2031. The first line of Chapter 1 of the Local Transport Plan states *"Hampshire's transport strategy as set out in this Local Transport Plan (LTP) will help the County Council to make progress on its corporate priorities; of developing and supporting stronger safer communities, maximising well-being and enhancing quality of place, and on its Sustainable Community Strategy"*

There are 5 main themes and 15 policy objectives of the LTP.

2.3.7 Theme D relates to quality of life and place and includes Policy Objectives to apply Manual for Streets design principles in order to support a better balance between traffic and community life along with investment in sustainable transport measures, including walking and cycling infrastructure. Under Theme D Policy Objective 12 outlines the requirement to invest in sustainable transport measures to provide an alternative to the car for short local journeys.

2.3.8 Theme E relates to Transport and Growth which identifies that *"new development provides opportunities to deliver better streetscapes, de-carbonise transport and reduce the need to travel. These aims can also be achieved within new development through the provision of more services locally that people can access easily by walking or cycling"*. Under Theme E, policy objective 14 seeks to achieve *'long-term transport strategy to enable sustainable development in major growth areas.'*

3. Current Traffic Issues

- Elm Bottom (the junction of Elm Road / A340) is one of the most frequently-used ingress/egress routes to the Village. Entering Sherborne St John involves a dangerous right turn across the oncoming traffic. Both entering and exiting can be difficult in heavy traffic and dangerous when traffic is lighter (the junction is at the bottom of a dip). The A340 speed limit is 50mph).

The SSJ Parish Council (PC) is already working with BDBC to install traffic control measures at the junction, in order to mitigate the current (and future increased) volumes of traffic using this junction – see previous comment relating to the planned Marnel Park development of 450 homes

- Dixons Corner (the junction of Cranes Rd/ A340/West End) is similarly dangerous and difficult with limited sight lines on the A340 (due to the north-bound 'S' bend). There have been a number of 'near misses'. With the Marnel Park development of 450 houses now having been given the go ahead, this will become an increasingly busy junction.

The SSJ PC is already in discussion with BDBC to consider installation a pelican crossing point on the A340 at this junction, in order to help slow the traffic as it enters the Village and to provide a safe crossing point. (N.B. there is already an uncontrolled crossing south of this junction..

- Cranes Road / Elm Road / Sherborne Road / Chineham Lane are used as a convenient cut-through for AWE Aldermaston / Tadley to Basingstoke A340 traffic wishing to avoid the A340/Priestley Road junction and the A339/A340 Aldermaston roundabout (both traffic light controlled).

Most mornings and evenings the volume of traffic results in traffic queuing for approx. 1 mile from the A340/A339 Ring Road and/or A340/Priestley Road junction back along the A340 towards Tadley. (The A339 Ring Road leads to Newbury to the north and the M3 to the south).

- The entry/exit of the Sherborne Fields (formerly Merton Rise) development is also situated at the A340/Priestley Road junction. Currently this development is only part-occupied; when fully occupied there will be an additional traffic light sequence at this junction, thereby further increasing the traffic queue backing up on the A340 towards Tadley. This will be exacerbated by additional lights currently being installed at the northern end of the 'A340 Aldermaston Rd Triangle'
- The location of the Primary School in the centre of the village leads to a significant traffic build up in the middle of the village during school term. (N.B. The roads surrounding the school constitute some of the key 'rat runs'. The SSJ PC has already seen a number of 'near misses' as commuter traffic mixes with children and parents approaching the school).

The SSJ PC is working with the BDBC, the local Constabulary and highways agency representatives to improve the layout and speed limit (a reduction to 20 mph) in this area. It is hoped that this will include a Pelican crossing on Vyne Road close to the school to facilitate safe access across Vyne Road to the school and again to slow down the traffic as it goes through the village.

- With the Village Hall being a popular venue for both Village events and events booked by people from the surrounding area, and given the relatively small 'footprint' of the village, the roads in the centre of the village are occasionally impacted by over-spill parking from the Village Hall.

As per the school the Village Hall is located in proximity to the current village 'rat runs'

- The Chute Pavilion also has limited parking and like the Village Hall (for example at busy times when all 3 local football teams are playing at home) parking can spill out onto the Vyne Road thereby hindering ingress and egress from the Village along one of the key routes into the village, Vyne Road.

Vyne Road is one of the key 'rat run' routes from the A33 through the village onwards to Basingstoke.

- Access to The Grange is from the Vyne Road, close to where the 30 mph limit on entering the village begins. This is a key area where additional traffic calming measures are being

considered by the SSJ PC in discussion with BDBC (a chicane to slow the traffic as it enters the village.)

- Enforcing the 30 mph speed limit within Sherborne St John and particularly on the following main entries into the village are key concerns:
 - Vyne Road, southbound from Bramley
 - The A340/Cranes Road junction, southbound from Tadley
 - The A340 northbound, from Basingstoke

N.B. So concerned is the SSJ PC and the villagers in general as to the level of traffic in the village and the high percentage of that traffic that chooses to ignore the 30 m.p.h speed limit, the SSJ PC has funded purchase of a portable Speed Indicator Device (SID). In conjunction with the local constabulary, random speed checks have been initiated within the environs of the village. (So far, on average, this process has logged ~20 vehicles per hour breaking the current 30 m.p.h. speed limit - regardless of where in the village footprint the device is located.

- The current, and increasing, volume of traffic through the village also has a direct impact on the state of the main roads through the village, Vyne Road, Elm Road, Sherborne Road and Cranes road (these are the main 'rat runs'). The SSJ PC has recently commissioned a report detailing the state of all roads and footpaths and has passed the same to BDBC for their review.

With the recent decision in favour of a large scale development of 450 houses (Marnel Park Phase II), other potential planning applications and the anticipated 3,800 homes at Manydown, the issues highlighted above can only increase, both in regularity and severity.

4. Proximal Developments

In addition to the village centric traffic issues highlighted above there are also large scale developments, either already taking place or planned, that will have a direct impact on the volume and density of the traffic using SSJ as a 'rat run' or increasing the volume of traffic on the main routes that circumvent the village e.g. the A340, the A339 and the A33. These developments are as follows;

- Marnel Park Phase II (also known as Land North of Popley)
- Manydown
- Rooksdown Old Golf Course
- A340 Aldermaston Rd Triangle
- Dual carriageway extension – A340 from the junction of the A339 northwards

4.1 Marnel Park Phase II

The outline and detailed planning applications for this development of 450 homes within the SSJ Parish were rigorously objected to by the SSJ PC and the village as a whole. The site is located to the north of Basingstoke town centre adjoining the residential area of Popley, within the Parish of SSJ.

Both applications were then rejected by the BDBC Planning Committee on the following grounds but were eventually given the go ahead by the Secretary of State. BDBC ruled *inter alia*:

- *The development as proposed would be unsatisfactory since the roads and pathways leading to and from the site are of inadequate capacity, width and alignment to accommodate safely the cumulative traffic generated from the proposed development in addition to that generated by the existing residential area.*
- *The development as proposed would be unsatisfactory given it would result in a significant increase in traffic with vehicles entering or leaving the local and wider road networks and thereby interfering with the safety and free flow of traffic on these busy traffic routes , including the C58, A33, A339 and A340.*
- *The site is insufficiently sustainable to warrant development by virtue of there being inadequate options for travel by public transport, inadequate local facilities and inadequate access to local services.*
- *In the absence of any suitable legal agreement, or justification for the absence of a legal agreement, the proposed development does not make adequate provision for community and infrastructure contributions in relation to play areas/recreation, playing fields, community facilities, education, on-site provision for art and Basingstoke Environmental Strategy for Transport (BEST) to adequately off-set the impact of the development.*

The application was also rejected for a number of other infrastructure-related issues e.g. water and sewerage management, not part of this traffic analysis

For a more detailed review of the above application refusal reasons relating to traffic issues please see the three Appendix attachments;

- **Hampshire County Council Proof of Evidence of: Ben Howard BA (Hons) MSc**
- **Proof of Evidence by Mrs Fiona M. Jones BSc(Hons), BTP, MRTPI**
- **Proof of Evidence by Steven Parsons MCIHT**

4.2 Manydown

Manydown, is a 2,000 acre site bordering Basingstoke on its western side. Currently it is proposed that 3,800 houses are to be constructed on the site between 2019 and 2029, although the potential for the construction of up to 8000 houses beyond this period still remains

The proposal for 8000 homes on Manydown will generate even more vehicle traffic (16,000 vehicles i.e. 32,000 journeys per day) on Roman Road, Worting Road, Winklebury Way and the Northern part of the ring road.

A percentage of this increased vehicle traffic will then use the roads in an around SSJ to access the A340, A339 and A33 to access Reading, Tadley etc., further exacerbating the issue as outlined above in Section 3- Current Traffic Issues

4.3 Rooksdown Old Golf Course

Rooksdown is an estate in the north-west of Basingstoke on land within and adjacent to the former Park Prewett hospital. The local housing development took the name Park Village, still used by some local estate agents. Rooksdown was originally part of the Parish of Sherborne St John.

Over 1,300 houses have already been completed on this site. Other housing sites identified in the locality could see a further 1,000 dwellings being built subject to planning permission being obtained. A primary school site of 2 hectares was reserved as part of the original planning approval for development enabling up to 420 new primary school places to be provided.

Perhaps more so than the Manydown development the future development of Rooksdown will see a marked increase in traffic along the A340 and A339, the main ingress/egress points of the site. Like Manydown, this increased vehicle traffic will then use the roads in an around SSJ to access the A340, A339 and A33 to access Reading, Tadley etc., further exacerbating the issue as outlined above in Section 3- Current Traffic Issues

4.4 A340 Aldermaston Triangle

This 2.1 hectare site lies between the entrance to the North Hampshire hospital and the A340. The site is proposed as a mixed use allocation to be developed comprehensively with the adjacent Park Prewett and North of Popley developments as part of the North Basingstoke Action Plan.

The site is identified as having potential for 300 units. This is based upon a high density scheme for flats occupying part of the site, reflecting the site's location and local market demand.

As for the Rooksdown site, this development will have a significant impact on the volume of traffic in and around SSJ accessing the A340, A339 and A33 to access Reading, Tadley etc., further exacerbating the issue as outlined above in Section 3- Current Traffic Issues

It is important to note that the land needed to facilitate improvements to the A340/ Lodge junction at the Northern end of the A340 Aldermaston Rd Triangle will not be included as part of any of the 3 aforementioned developments (following the Government's announcement of funding towards a part dualling project on the A340 between Tadley and Basingstoke – see below).

4.5 Dual carriageway extension – A340 from the junction of the A339 towards Tadley

Government funding to the tune of £3.34m has been agreed to improve two junctions on the A340. One of these improvements will see the current dual carriageway section of the A340 from the roundabout with the A339 to the junction with Priestley Road extended northwards to the entrance of the Ambulance Station.

The proposed work is anticipated to reduce congestion and improve safety at the Lodge junction as well as supporting traffic measures through the Rooksdown area to reduce rat-running and improve pedestrian and cycle routes in the area and the Basingstoke Hospital.

It is anticipated that these improvement will contribute in part to the creation of over 2,000 new jobs at Chineham Park and Hampshire International Business Park. The conclusion has to be that this increased level of employment will again increase the level of traffic in and around SSJ. Traffic destined for the two sites referred to above will use SSJ Village in order to avoid congestion on the A339 Ring Road and A340.

5. SSJ Neighbourhood Plan.

The SSJ Neighbourhood Plan Key Policy 5 deals with Infrastructure – Traffic and other local Services. There is a need for an over-reaching review of traffic and traffic flow through the Parish, which is expected to increase with time. This should also look to minimise noise and light pollution (including

the large amount of unwelcome noise from heavy traffic on the A339 Ring Road and A340 Aldermaston Rd) to enhance the environment.

6. Appendices

- **Hampshire County Council Proof of Evidence of: Ben Howard BA (Hons) MSc**



Adobe Acrobat
Document

- **Proof of Evidence by Mrs Fiona M. Jones BSc(Hons), BTP, MRTPI**



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Document

- **Proof of Evidence by Steven Parsons MCIHT**



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