Hampshire Planning and Transport

New Alresford Neighbourhood Plan potential site allocations: high-level transport review

Location: New Alresford

27 November 2025

Hampshire Planning and Transport
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Hampshire Planning and Transport

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Background and Purpose

New Alresford Town Council (NATC) have commissioned Hampshire Planning and Transport (HPT) to undertake a transport review of 6 potential development sites, to support the emerging New Alresford Neighbourhood Plan. A Neighbourhood Plan is a statutory planning document created by a local community to guide and shape development in their area. New Alresford is classified as a Market Town in the Winchester settlement hierarchy[1] and is considered to be a sustainable location for new development.

The emerging Local Plan[2] (2020-2040) sets out that '*over the plan period (taking account of recent completions, commitments, windfall and existing allocations which have not yet been completed and are carried forward, New Alresford can achieve over 600 dwellings*' (Reg 19 LP p.402). The housing target for New Alresford will be provided by carrying forward the unimplemented development allocations of the existing Local Plan and through the allocation of additional sites in the new Neighbourhood Plan. See *Table 1* below for the breakdown of this number.

New Alresford Housing Sources	No. of dwellings
Net Completions in or adjoining settlement (2020 - 2023)	78
Outstanding permissions (at 2023) including Local Plan allocations car¬ried forward (Policies NA1 (part), NA2)	330
Remaining Local Plan allocations (at 2023) carried forward (Policy NA1 (part))	10
Windfall allowance	90
New Sites to be allocated in Neighbourhood Plan (Policy NA3)	100
Total Provision 2020 – 2040	**608**

Table 1: New Alresford Housing Sources - from emerging Local Plan

[1] https://www.winchester.gov.uk/assets/attach/43344/Settlement-Hierarchy-Review-August-2024.pdf

[2] Winchester District Local Plan 2020 – 2040 (Emerging) - Winchester City Council

As part of the Neighbourhood Plan process, New Alresford have been asked to identify sites to deliver 100 dwellings. Policy NA3 in the emerging Local Plan relates to the New Alresford Neighbourhood Plan designated area and is set out below.

Policy NA3

Neighbourhood Plan Designated Area

POLICY

Additional land will be allocated for development in the New Alresford Neighbourhood Plan for about 100 dwellings, including any amendments to the settlement boundary.

Development will be expected to:

i. Show how it contributes towards the Vision and Objectives of the Plan in Policy SP1 and is in general conformity with its strategic approach;

ii. Have regard to information on local needs for new homes, jobs and facilities, for the Neighbourhood Plan area; and

iii. Be phased for the latter part of the Local Plan period and permission for housing development will not be granted before 2030.

Figure 1: Policy NA3 from the emerging Local Plan

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This transport assessment looks at six sites that New Alresford Town Council have commissioned us to review. The sites have been identified through the Strategic Housing and Employment Land Availability Assessment (SHELAA) process[3].

The sites are all located within the settlement of New Alresford and can be seen in *Figure 2* below. The number of dwellings to be considered for each site is set out below in brackets. This is based on figures provided through the AECOM site options assessment report and/or the indicative capacity in the 2021 WCC SHELAA;

- **NA01: New Farm Road** (up to 75 dwellings)
- **NA02: Land at Perins School, Pound Hill** (up to 13 dwellings)
- **NA06: Land adjacent to Arlebury Park** (up to 51 dwellings)
- **NA07: Land off Drove Lane** (9 dwellings and 5,000 sq ft commercial floorspace)
- **NA08: Land to the east of Bridge Road** (up to 8 dwellings)
- **NA09: The Spinney Caravan Site, Arlebury Park** (up to 20 dwellings)

[3] https://www.winchester.gov.uk/assets/attach/36455/SHELAA-report-2023.pdf

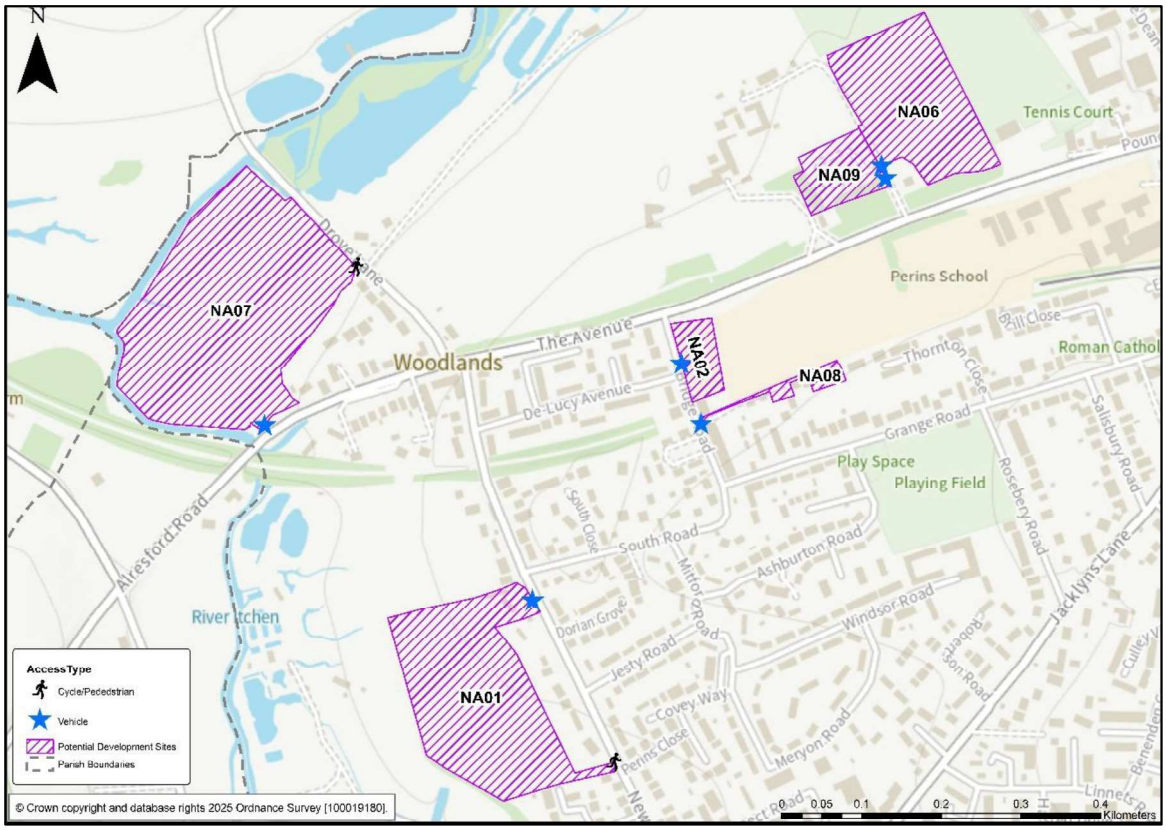

Figure 2: Potential housing sites - New Alresford

SHELAA Sites and Policy

The sites shown above in *Figure 2* were identified, along with other sites (which we have not been asked to assess) as potential development sites, in the Winchester City Council (WCC) SHELAA 2021 (updated 2023) and were also submitted through the New Alresford 'call for sites' as part of the Neighbourhood Plan process. The SHELAA provided a high level review of these sites and included detail about each site including a site description, size, and relevant planning history, potential use of the site (residential, employment or mixed use) and whether there were any constraints relating to the site in the following categories; environmental, historical, policy and physical, along with any other considerations including archaeology, accessibility and landscape. All the above were given a Red/Amber/Green (RAG) rating and a high-level assessment was made as to whether the site was deemed deliverable and developable based on the above considerations. The assessment also looked at availability and achievability criteria and included an assessment of the sites capacity in terms of potential development with a proposed phasing estimate for the delivery of the site.

The accessibility assessment undertaken as part of the SHELAA process was done by taking the central point of the site and then calculating the walking distance in metres (via paths/roads, not as the crow flies) to the closest bus stop, a shop and a school. All of these distances were added together and divided by 3 to get an average distance to facilities and then it was rated 'Amber' if over 800m and 'Green' if it was under 800m.

Since the SHELAA site assessment work was done in 2023 there have been changes in policy (including the adoption of Local Transport Plan 4[4]) and new tools developed to enable a more refined assessment of the sites accessibility to facilities. This transport assessment uses the Department for Transport connectivity tool to assess the accessibility and connectivity of the sites in more detail for all modes (walking, wheeling cycling and driving) to key facilities. This is covered in more detail in the methodology section of the report.

Other development sites in New Alresford

There are two sites in New Alresford which are carried forward sites from the previous Local Plan and make up some of the housing delivery set out in *Table 1*. These sites are The Dean and Sun Lane which can been seen on *Figure 3* below.

The Dean is an allocation from the previous Local Plan for redevelopment of land on the western side of The Dean. Part of the site has been completed and the majority of the remainder of the site has consent for residential development. Policy NA1 in the emerging Local Plan relates to the allocation of The Dean. The site will deliver approximately 130 dwellings.

Sun Lane is an existing allocation in the previous Local Plan which has been carried forward and updated in the emerging Local Plan. Policy NA2 in the emerging Local Plan relates to the allocation of Sun Lane. The site is over 30ha and is allocated for up to 325 dwellings, 5ha of employment land and 15ha of open space.

[4] https://www.hants.gov.uk/transport/localtransportplan

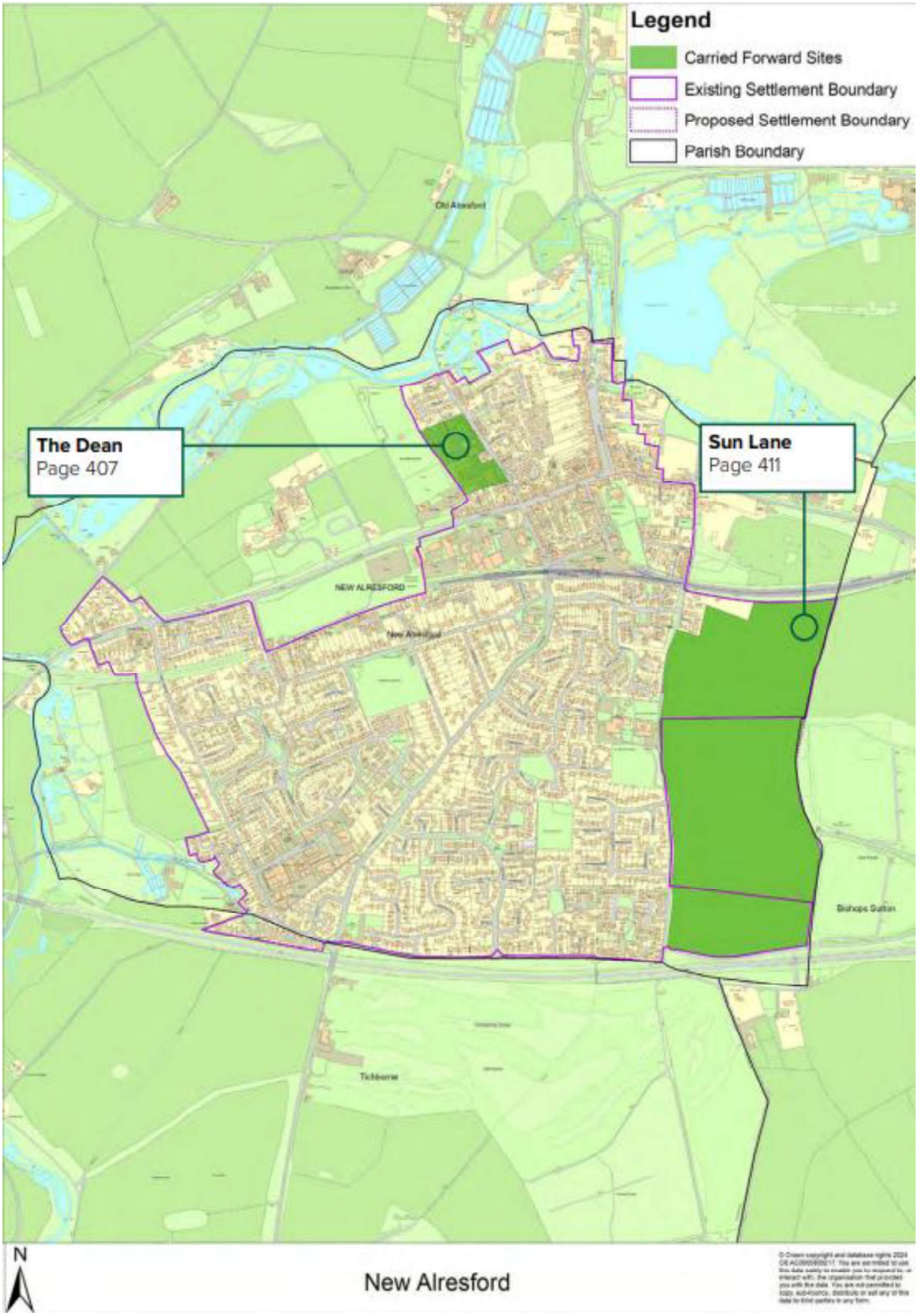

Figure 3: The Dean and Sun Lane site allocations extract from emerging Local Plan

Area context

New Alresford is a historic market town located approximately six miles to the north-east of Winchester. It is situated in the gently rolling landscape of the Hampshire countryside, with the River Arle flowing through the town and contributing to its scenic character.

It is defined as a 'market town' the in the Winchester Settlement hierarchy[5], which ranks and classifies settlements based on the availability and accessibility of a broad range of facilities. The defined town centre covers the primary shopping areas along West Street, East Street, Broad Street and the railway station. New Alresford has a strong independent retail presence and low vacancy rates. The footfall is strong, particularly in the summer months reflecting the area's status as a tourist destination. However, the high volume of traffic and the prevalence of on-street parking, especially on West Street and Broad Street, detract from the experience of people walking and cycling and pose challenges to accessibility within the town centre.

New Alresford has an increasing proportion of older residents. In 2021, nearly one third of the population was aged 65 and over[6]. Car ownership levels[7] from the 2021 Census show that 12.9% of households had no cars or vans, 40.4% had one, 32.7% had two, and 14% had three or more cars or vans.

Movement around New Alresford is affected by severance created by The Avenue, West Street, East Street and Broad Street. These routes form a major barrier to pedestrian and cycle connectivity and concentrate traffic flows through the main town centre. While the majority of traffic bypasses New Alresford via the A31, vehicles travelling into the town or heading north towards destinations such as Old Alresford and surrounding villages typically route through the centre and continue along Broad Street. This pattern increases traffic volumes within the town and reinforces the severance effect of the main roads. As part of the Sun Lane planning permission, a new three-arm roundabout will be constructed giving an additional point of access on to the A31. This should mean that residents of the new development and surrounding areas can access the A31, providing direct links to Winchester, Alton and the M3, without routing through residential streets in New Alresford.

New Alresford is served by Alresford Railway Station, which forms part of the Watercress Line, a heritage railway running between Alresford and Alton. While the station is popular with tourists, it is not connected to the National Rail network, and services are limited to heritage steam and diesel trains operated by the Mid-Hants Railway.

[5] https://www.localplan.winchester.gov.uk/LibraryAssets/inline/431/Settlement-Hierarchy-Review-Augst-2024.pdf

[6] New Alresford HNA Final Report 17032025

[7] Based on the average of the four LSOAs covering New Alresford (E01023278, E01023279, E01023280, E01023281)

Policy context

Winchester City Council are the local planning authority for New Alresford and Hampshire County Council are the Highway Authority.

The Local Plan for Winchester which covers the city and district areas has, at the time of writing[8], been found legally compliant and sound by a planning inspector (subject to a six-week consultation on the main modifications). The development of the Local Plan has been supported by a broad evidence base[9], which includes studies such as the settlement hierarchy. Policy NA3 in the emerging Local Plan, set out in *Figure 1,* is the most relevant policy to this review, it states that in addition to the existing commitments and any windfall development, land will be allocated in New Alresford for about 100 dwellings over the plan period.

Hampshire County Council's Local Transport Plan 4 (LTP4) was adopted in February 2024 and sets out a shift in transport strategy, moving away from private car dependency and placing greater emphasis on sustainable modes of travel, particularly walking, wheeling, and cycling. LTP4 encourages new developments that are well integrated with the transport network, discourage car dependency, and support mixed-use developments. Local planning authorities are encouraged to promote development that creates better connected, accessible, and liveable communities. One of the theme policies, Development and Masterplanning (DM), supports proactive masterplanning to deliver high-quality, sustainable places. These principles and policies provide a strong foundation for shaping Neighbourhood Plan policies, helping to ensure future growth is inclusive and well connected.

LTP4 has two guiding principles:

1. Give people a choice of high-quality travel choices and;
2. Provide a transport system that promotes high quality, prosperous places and puts people first.

Other key concepts in LTP4 include the Road User Utility Framework, Movement and Place framework, and the Healthy Streets approach. These are all set out in more detail below.

The Road User Utility Framework (RUUF) (*Figure 4*) is a key concept in LTP4 which supports the approach of prioritising active travel by considering all modes of transport, while prioritising active travel and public transport in decision-making.

[8] October 2025

[9] Home - Winchester District Local Plan

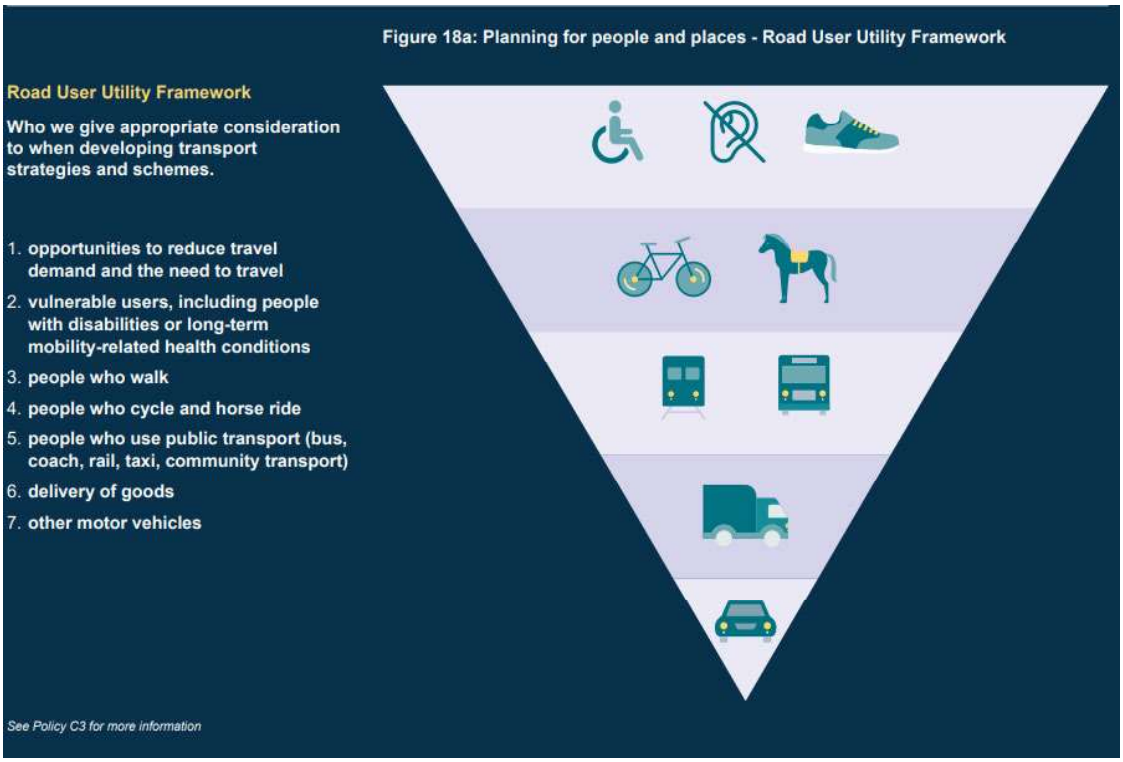

Figure 4: Road User Utility Framework

The Movement and Place Framework (*Figure 5)* is embedded within LTP4 to help balance the function of streets as transport corridors and public spaces. It supports planning decisions that reflect the role of location, whether it's a busy town centre or a quiet residential street, and ensures that transport interventions enhance both movement and quality of place. It encourages local living where people can access jobs, education, retail and leisure via walking, wheeling, cycling or public transport.

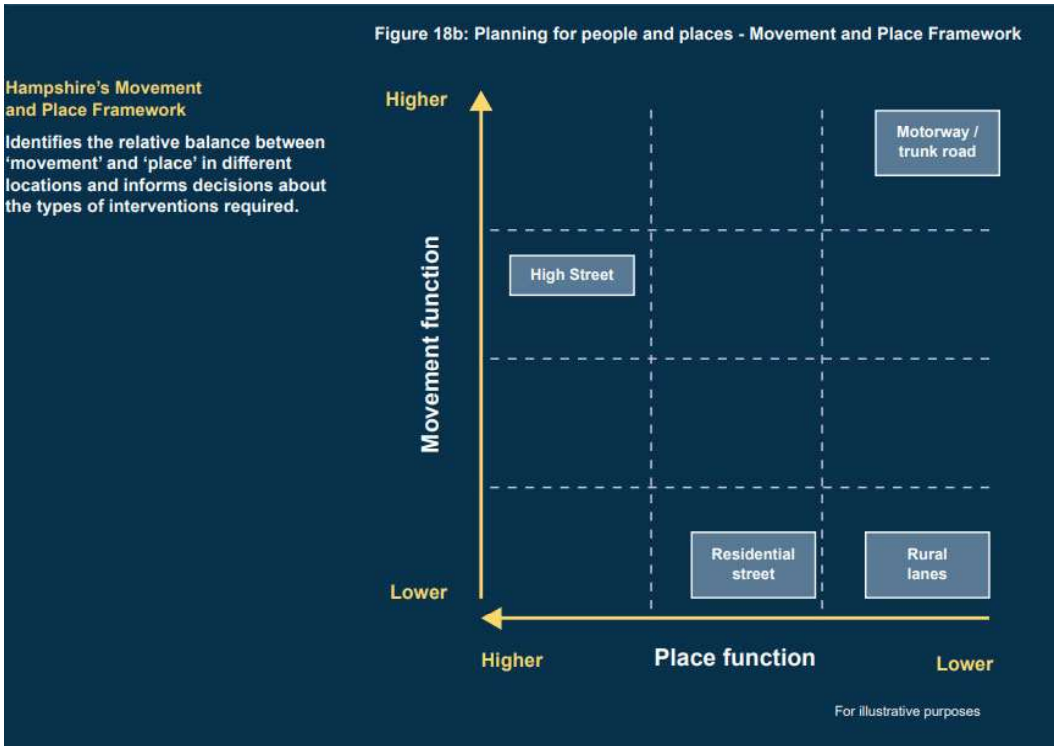

Figure 5: Movement and Place Framework

The Healthy Streets Approach is a framework based around the ten Healthy Streets Indicators which can been seen on *Figure 6* below, to create environments that feel welcoming, comfortable, and safe for walking and cycling for all people. By embedding these indicators into decision making, it should ensure that decisions are made which support active travel, reduce car dependency, improve air quality and improve social interaction.

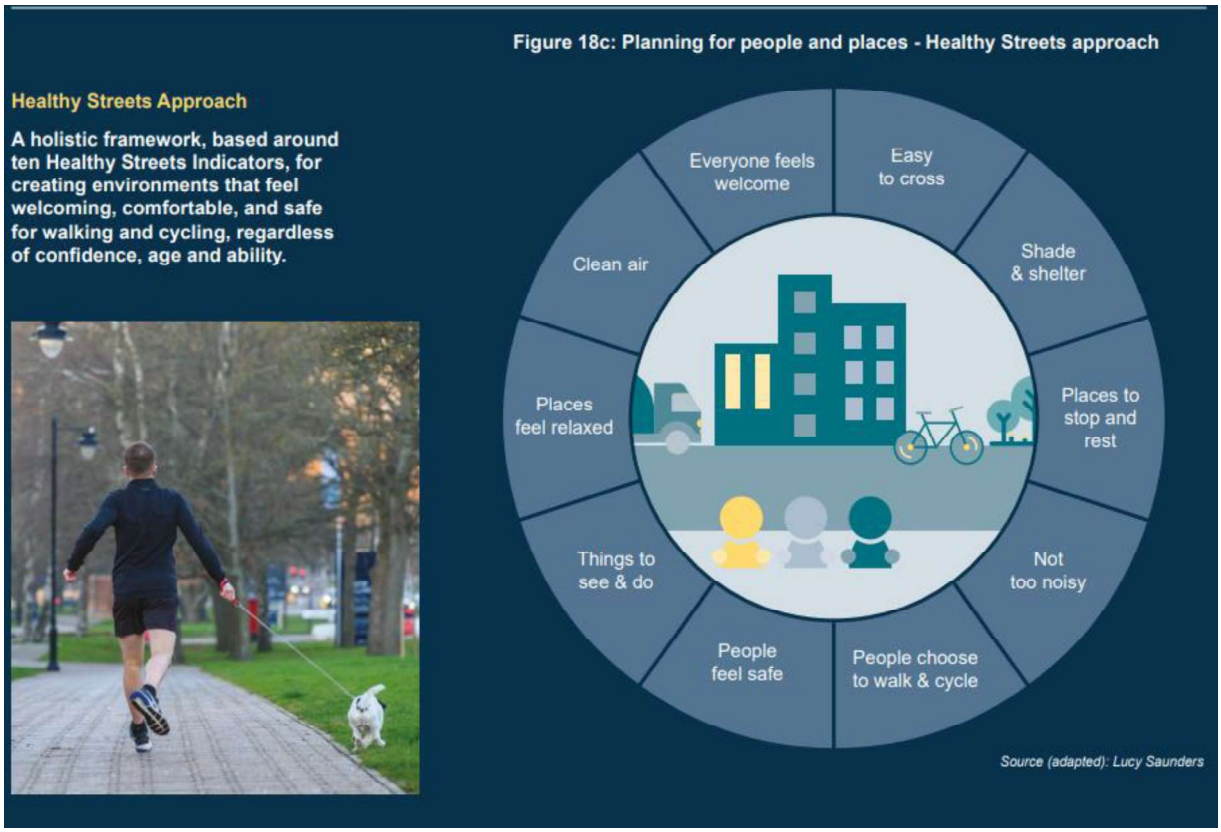

Figure 6: Healthy Streets Approach

Methodology

It has been agreed with NATC that the methodology below will be followed to assess the sites

- Introductory text
  - Covering site context and summary of information from the SHELAA report including assessed site capacity and any other relevant information.

- Site Access and costings

NATC have provided HPT with relevant information regarding access points to the sites for motor vehicles, walking and cycling

  - Identify potential access point(s) for the site and whether access to the site for walking, wheeling and cycling and driving is likely to be deliverable if no current access exists and note any potential constraints identified
  - A high/medium/low cost assessment of establishing site access for all modes
  - Identify any potential improvements to site access in relation to walking, wheeling, cycling and motor vehicles
  - Overall RAG rating for this category

- Connectivity
  - Use the DfT connectivity tool to assess how well the site is connected to destinations for education, leisure, health, shopping, residential and employment. More detailed information about this tool is set out below.
  - Identify how close the site is to the nearest public transport infrastructure
  - Identify bus routes and frequencies within proximity of the sites
  - Identify existing cycle routes (NCN)
  - Use the LCWIP to assess whether the site is within close proximity to a cycle route or walking zone and what the potential interventions are (this could be linked to the policies in the Neighbourhood Plan to help with the delivery of these elements)
  - Determine current mode share for walking, cycling and public transport of the Lower Super Output Area (LSOA[10]) the site sits in, and the comparative figures the Winchester District, Hampshire and the UK

- Speed limit
  - Of the road that the site access(es) is located on and the speed limits for any pedestrian and cycle access point if additional or different to the motor vehicle site access

- Safety
  - Assessment of collision data (over a 5-year period) in the vicinity of the site, and summary to highlight any clusters, with a focus on collisions where either pedestrians or cyclists have been injured and the contributory factors, if relevant.

[10] A Lower Super Output Area (LSOA) is a geographic unit used in the UK by the Office for National Statistics. They are designed to improve the reporting of small-area statistics in a consistent way. Each LSOA typically contains 1,000-3,000 people or 400-1,200 households.

- Details of any known schemes
  - Current or planned highway schemes in the area that could improve connectivity, accessibility or safety

Due to the proximity of the sites to each other, some of the information is relevant to a number of the sites. Rather than repeat this information under each site assessment this has been provided at the start of the report. This includes:

- Census mode share data;
- Proximity to bus stops, bus routes and frequencies;
- Collision data;
- NCN and LCWIP;
- Known schemes.

Department for Transport (DfT) Connectivity tool

The DfT Connectivity Tool[11] is a new tool that the DfT has made available in 2025 for local authorities to use. It is a web-based platform that measures how well a location is connected to key services such as jobs, education, healthcare, and retail across England and Wales. It provides a standardised score between 0-100, based on travel time, distance, mode of transport, and infrastructure. The tool offers average, minimum, and maximum connectivity scores for a site, with breakdowns by mode (walking, cycling, public transport, driving) and destination (education, leisure, health, shopping, residential, workplaces). For context a score of 50 indicates moderate access to key destinations and that travel by car is likely the dominant mode, and that improvements to public transport or active travel infrastructure may be required to support sustainable travel.

For this site assessment work, the Connectivity Tool has been used to provide scores for each site to help assess the site's connectivity overall and by mode and destination. This is included under each specific site assessment. Each site has been analysed for walking, cycling, public transport and driving.

Information relevant to all sites

Mode Share and Scores: Travel to work Census data

Data from both the 2011 and 2021 censuses has been included in this section. Whilst the 2021 Census is the most recent data available, the Census was undertaken during the COVID-19 pandemic during which there were significant disruptions to travel behaviours and economic activity. As such, patterns observed in this dataset may not reflect typical conditions and should be interpreted with caution. The influence of lockdowns, remote working arrangements, travel restrictions and changes in public transport usage may mean the data is not representative of reality. By using both the 2011 and 2021 data, should help to give a more robust picture.

[11] Connectivity Tool - GOV.UK

All the potential development sites fall within two Lower Super Output Areas (LSOAs) and therefore the information below is grouped by these:

- LSOA E01023280 includes sites NA01 New Farm Road and NA07 Land off Drove Lane;
- LSOA E01023281 includes sites NA02 Land at Perins School, NA06 Land adjacent to Arlebury Park, NA08 Land to the east of Bridge Road and NA09 The Spinney Caravan Site, Arlebury Park.

In addition to data covering the relevant LSOAs, data has also been included for Winchester, Hampshire and England for comparative purposes.

The data below provides an indication (based on the location of the site) of the share of travel to work by each mode in that location. The modal share data for England, Hampshire and Winchester have been included as a comparison to show how the site performs in relation to these areas. It should however be noted that walking, cycling and public transport levels are very low in Winchester district, Hampshire, and England therefore these are not targets – they are purely for reference purposes.

The data has been presented as percentages in a table. The public transport figures are calculated using the combined train and bus figures. The motor vehicle figures are calculated using the combined figures for travel by taxi; motorcycle; car and van; and car and van passenger.

2011	LSOA E01023280 (NA01, NA07)	LSOA E01023281 (NA02, NA06, NA08, NA09)	Winchester	Hampshire	England
Work mainly at or from home	8.2%	6.0%	6.2%	4.4%	3.5%
Public transport	3.9%	2.8%	6.0%	5.2%	11.0%
Motor vehicle	48.7%	45.2%	44.6%	51.0%	41.0%
Bicycle	0.8%	0.7%	1.4%	2.2%	1.9%
On foot	7.5%	10.0%	9.2%	6.4%	6.9%
Other method of travel to work	0.7%	0.3%	0.5%	0.5%	0.4%
Not in employment	30.1%	35.0%	32.2%	30.3%	35.3%
Total	100.0%	100.0%	100.0%	100.0%	100.0%

Table 2: 2011 Census data for travel to work mode share

2021	LSOA E01023280 (NA01, NA07)	LSOA E01023281 (NA02, NA06, NA08, NA09)	Winchester	Hampshire	England
Work mainly at or from home	42.7%	39.8%	43.3%	34.8%	31.5%
Public transport	2.2%	1.9%	2.5%	2.7%	8.2%
Motor vehicle	47.5%	46.6%	43.3%	53.1%	49.6%
Bicycle	0.8%	0.3%	1.3%	1.9%	2.1%
On foot	6.4%	10.6%	8.8%	6.5%	7.6%
Other method of travel to work	0.5%	0.9%	0.9%	1.0%	1.0%
Total[12]	100.00%	100.00%	100.1%	100.0%	100.0%

Table 3: 2021 Census data for travel to work mode share

As the tables above show the motor vehicle is by far the dominant mode of travel to work in this area. Walking, cycling and public transport have very low mode share, which has decreased since the 2011 Census. This data indicates that there is potential for enabling trips by sustainable modes of transport and reducing car dependency.

[12] Note in the 2021 Census there was no category for 'not in employment'

While commuting trips made up only 12% of all trips made in England in 2024[13], it is important to consider that the above mode share data may not fully reflect travel patterns for other trip purposes. According to the 2024 National Travel Survey, 59% of all trips were made by car or van, 29% by walking, 4% by local bus, 2% by pedal cycle, 2% by surface rail, and 3% by other modes.

Bus stops, routes and frequencies

Bus services play a vital role in creating accessible, sustainable and inclusive transport networks. Whilst New Alresford has various facilities, there is the need for people to travel outside of New Alresford to access a wider range of facilities including employment, education and leisure. Access to bus services is particularly important for those without access to private vehicles, young people, older adults and low-income households. Beyond their social value, buses also contribute to environmental goals. Ensuring that potential development sites are well connected to the bus network is an important aspect of making them sustainable.

Whilst we have assessed the proximity of the sites to bus stops and frequency of services, we have not undertaken an assessment of the infrastructure. If the sites are to be allocated for development it is recommended that an assessment of the existing infrastructure is undertaken to ensure that the bus stops provide seating, shade and shelter and real time information where possible.

Bus services that serve New Alresford, and frequencies, are shown in *Table 4* below. The absence of direct National Rail services and limited evening and weekend bus frequencies can pose challenges for residents relying on public transport.

Bus service	**Operator**	**Frequency**
64 – Winchester – Alton via Morn Hill, Alresford, Four Marks	Stagecoach South	Approximately every 20-30 mins (weekdays), 30-60min (Sat-Sun)
67 – Winchester – Petersfield via Alresford, Bramdean, The Meons	Stagecoach South	Six times a day (weekdays), four times a day (Saturdays), no Sunday service
41 – New Alresford – Basingstoke	Cresta Coaches	Only Wednesday and Friday one a day
240 – Alresford Local Service	Cresta Coaches	Only Monday and Thursday, four times a day

Table 4: New Alresford Bus Services and frequency

[13] NTS 2024: Factsheet - GOV.UK

As Figure 7 below shows the majority of the sites are within close proximity to stops served by an existing bus service, however not all of these are served by a frequent bus service which therefore can limit the ability for people to travel by bus. A high-level summary of each site's links to bus services is set out below.

NA01: New Farm Road. This site's accessibility to bus stops including those served by medium frequency routes is good.
NA02: Land at Perins School. This site has a low frequency bus route (along The Avenue), with bus stops close to the proposed site access. The site is approximately 310m from a medium frequency service.
NA06: Land adjacent to Alrebury Park and NA09: The Spinney Caravan Site have a low frequency bus route that travels along The Avenue. Consideration could be given to locating bus stops closer to these sites. The site is approximately 500m from a medium frequency service.
NA07: Land off Drove Lane. The all-modes access point is located on Alresford Road and the second access point for pedestrian and cycle access only, is located on Drove Lane. Both these access points are within walking distance from medium and low frequency bus stops. However, walking to a bus stop from the Drove Lane access is not safe or convenient due to the lack of pavement provision on Drove Lane.
NA08: Land to the east of Bridge Road. There is a low frequency bus route near the site (along The Avenue) with bus stops within walking distance of the site access. The site is approximately 500m from a medium frequency service.

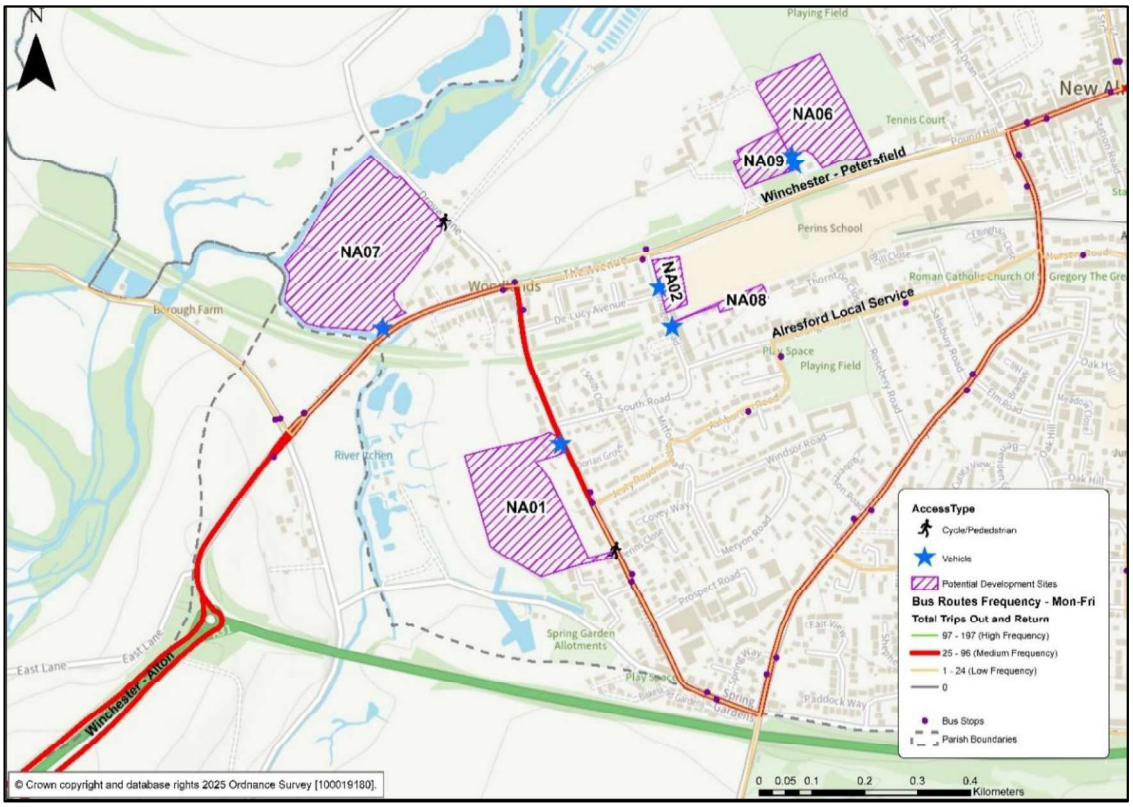

Figure 7: Bus routes, frequency and stops in New Alresford

National Cycle Network and LCWIP

National Cycle Network (NCN) Route 23 passes through New Alresford and connects Reading to Sandown via Basingstoke, Alresford, Winchester, Eastleigh and Southampton. It is 86.1 miles long, of which 36.2% is traffic-free. The section of NCN Route 23 that runs through New Alresford, shown in *Figure 8,* enters the town from the west near the A31 and continues east through the Watercress Meadows. It then turns north onto New Farm Road, before following residential streets South Road and Grange Road heading east. From there, the route joins Jacklyns Lane and proceeds onto West Street towards the town centre.

The NCN only directly serves one site, NA01 on New Farm Road. However it is within close proximity to all the sites and when looked at in conjunction with the LCWIP cycle routes as shown in *Figure 8,* all sites are fairly well served by either an existing or proposed cycle route.

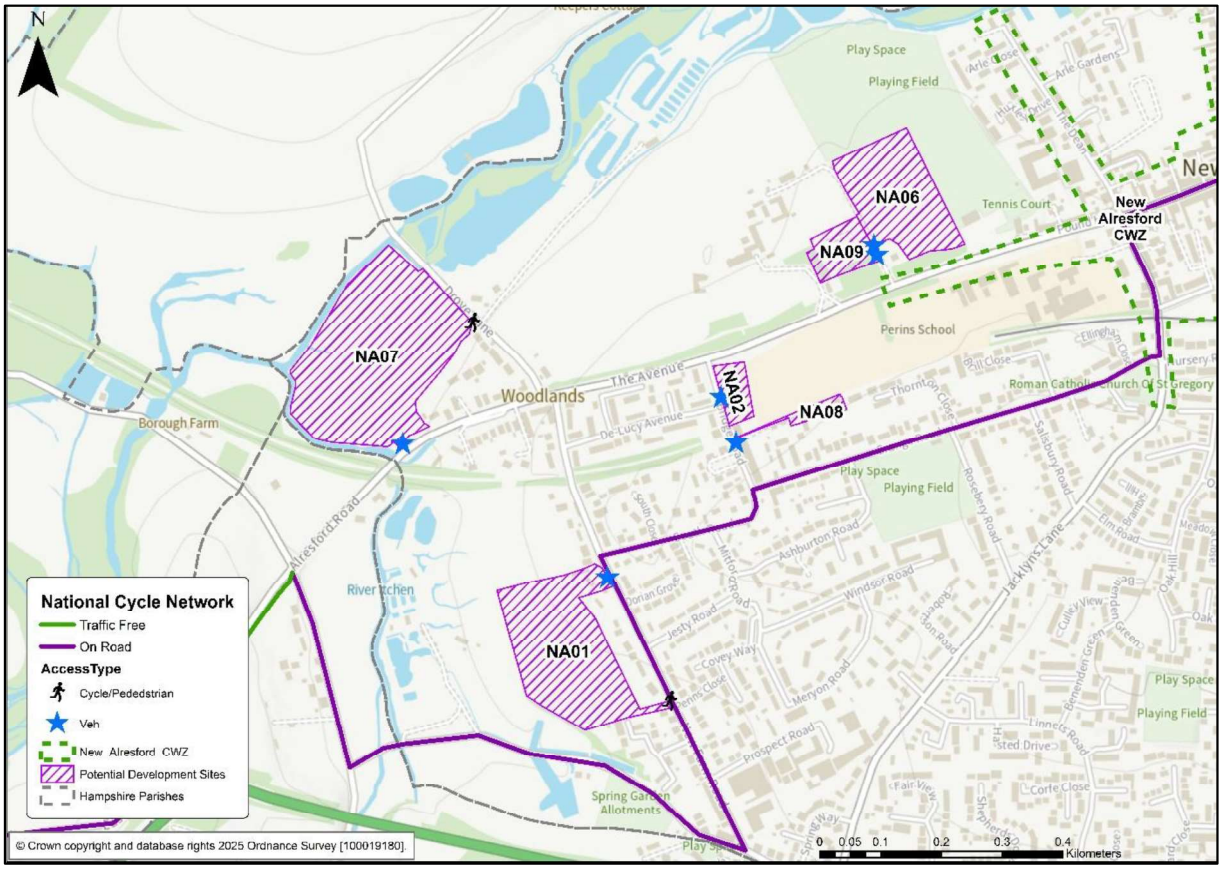

Figure 8: National Cycle Network in New Alresford

Winchester District Local Cycling and Walking Infrastructure Plan (LCWIP) 2024

The Winchester District LCWIP[14] sets out a network of planned cycle routes (primary, secondary and local) and identifies a Core Walking Zone (CWZ[15]) in New Alresford. The LCWIP also identifies high level walking and cycling interventions for New Alresford. Cycle route 210 as shown in *Figure 9* below, connects Kings Worthy and New Alresford. It runs through New Alresford along The Avenue, Pound Hill and West Street. The LCWIP includes a number of high-level potential interventions to improve the provision for cycling and ensure it aligns with current cycling infrastructure design guidance set out in LTN1/20[16]. Thes potential interventions include suggestions like introducing segregated cycle facilities, 20mph speed limits, and a reviewing the B3047/B3046/The Dean junction to provide priority for people cycling. There are also a number of secondary and local cycle routes that run through New Alresford. These have not been audited and therefore no potential interventions have been included in relation to these routes. Identification of a route in the LCWIP does not imply that it is currently suitable for all-ability cycling; these are typically routes that have been identified as the most appropriate to *upgrade* to enable safe, convenient cycling.

The CWZ for New Alresford covers the core retail area along Broad Street and West Street and key connections to it including The Dean, Pound Hill and part of Jacklyns Lane. Suggested improvements within the CWZ include rationalising parking, the addition of seating and improving public spaces, enhancing wayfinding, installing continuous footways and widening pavements where they are narrow.

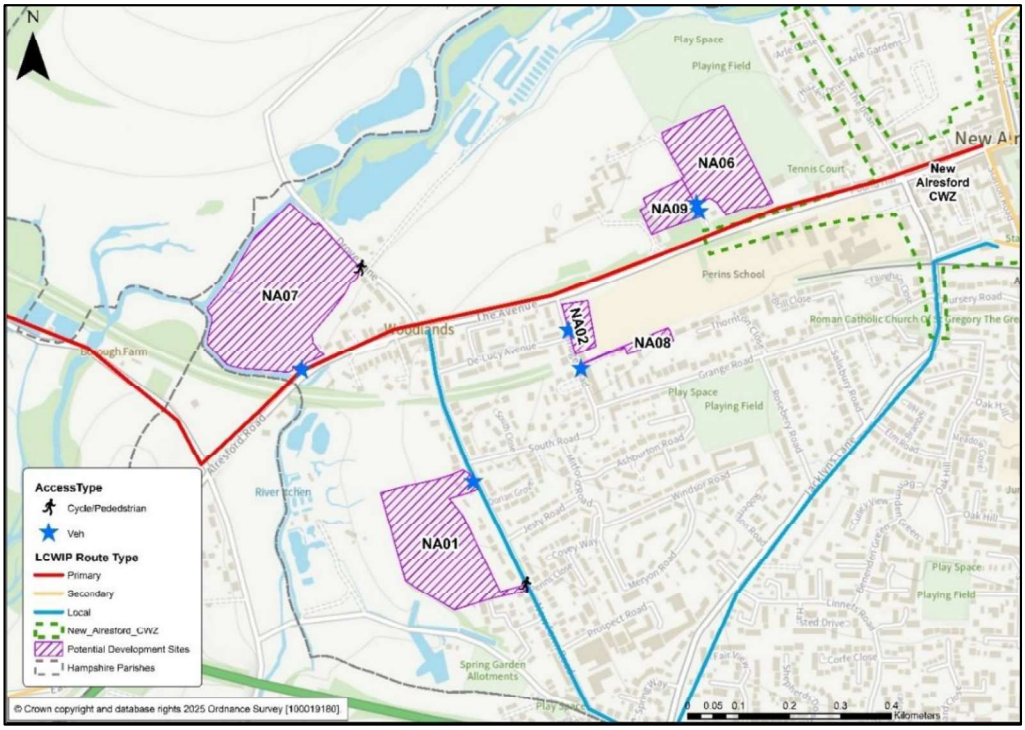

Figure 9: LCWIP cycle routes and core walking zone

[14] Winchester Local Cycling and Walking Infrastructure Plan

[15] A CWZ is a concept used in transport and active travel planning and is an area where there is a high concentration of walking trip attractors and generators. These can include things like shops, schools and employment sites.

16 Cycle infrastructure design (LTN 1/20) - GOV.UK

Collision data

The map below shows the recorded personal injury collision data in New Alresford for a 5-year period (2020-2024). Only collisions where an injury was recorded are included in this data. Therefore, this data does not show where every collision has occurred but does provide an indication of where there are collision hotspots in the area. The collisions on the map below have also been classified according to who was recorded as being injured in the collision. This is important as people walking and cycling who are involved in a collision are much more likely to be killed or seriously injured.

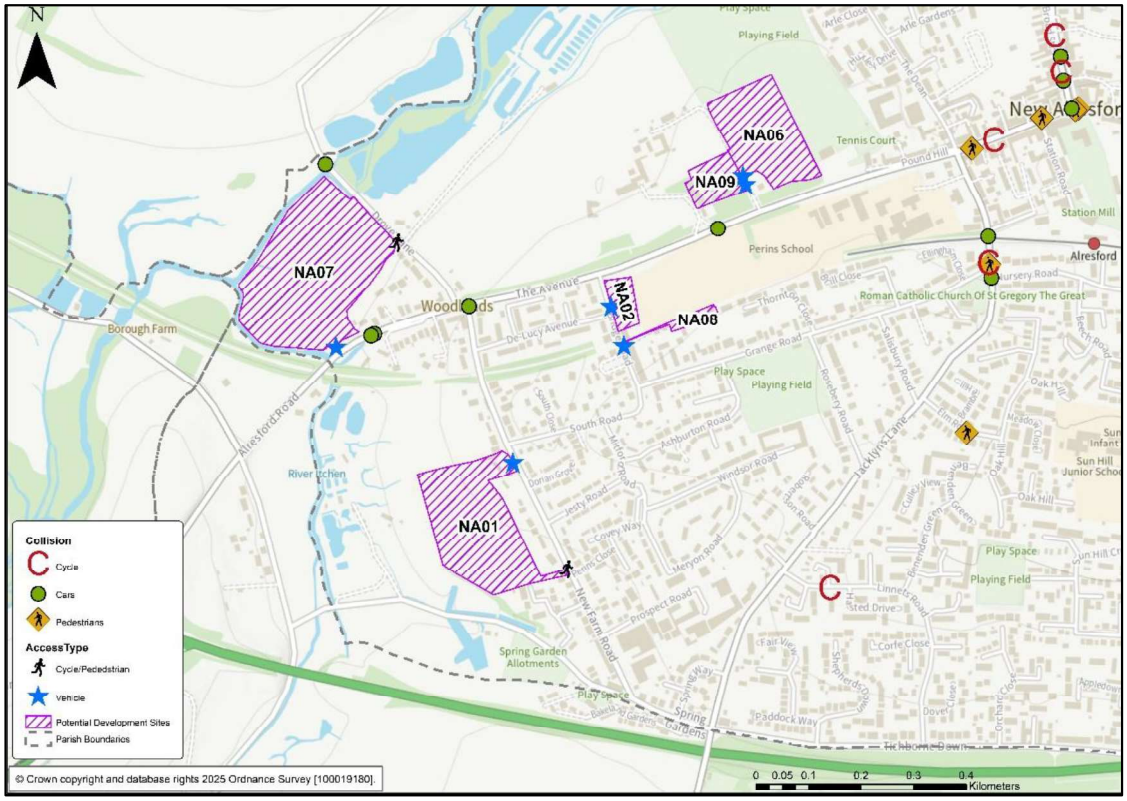

Figure 10: Collision data in New Alresford

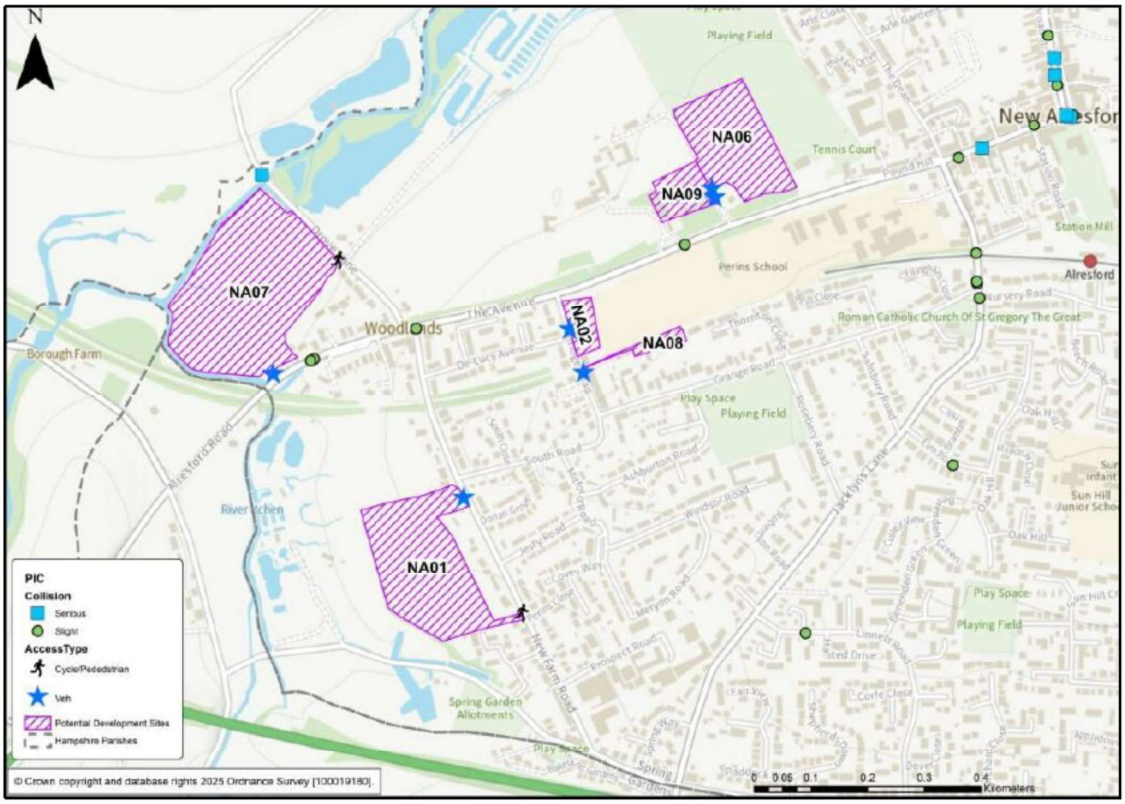

Figure 11: Collisions by severity

A red triangle indicates a fatal collision, a blue square, a serious collision and a green circle, a slight collision.

Fatal	Serious	Slight	Total	RAG rating
0	6	15	21	Green

Table 5: Number of collisions (fatal, serious, slight) and RAG rating

As the maps and table above show, there is a small cluster of collisions on Broad Street, West Street and Jacklyns Lane. There are also a few recorded collisions near site NA07 (Land off Drove Lane) which should be taken into consideration when considering the access for this site. There is also a recorded collision on The Avenue in fairly close proximity to sites NA06 and NA09. It should be noted that all the collisions within close proximity to the sites are motor vehicle collisions. Those collisions involving a pedestrian or cyclist casualty are located closer to the town centre.

Details of any known Schemes

Hampshire County Council is proposing transport improvements in New Alresford, specifically along a section of West Street between Station Road and the footway vehicle crossover adjacent to No.49[17]. The planned works include widening the pavement and upgrading retaining walls and railings to enhance both safety and appearance. These improvements aim to create a more attractive and welcoming environment and encourage more walking in line with LTP4. Construction is anticipated to commence in January 2026 and is funded through external grants and Section 106 developer contributions.

Site Accesses

All the sites have a proposed site access which is for motor vehicle access; it is, however, expected that these access points will also provide suitable access for walking and cycling. Two of the sites have an additional access point which is for walking and cycling access only. This information was provided to Hampshire Planning and Transport by New Alresford Town Council. We have not undertaken any assessment of any other potential access points to these sites.

[17] https://www.hants.gov.uk/transport/transportschemes/new-alresford-improvements

Individual site assessments

Site Location: New Farm Road

Site reference: NA01

Site Introduction/ Summary

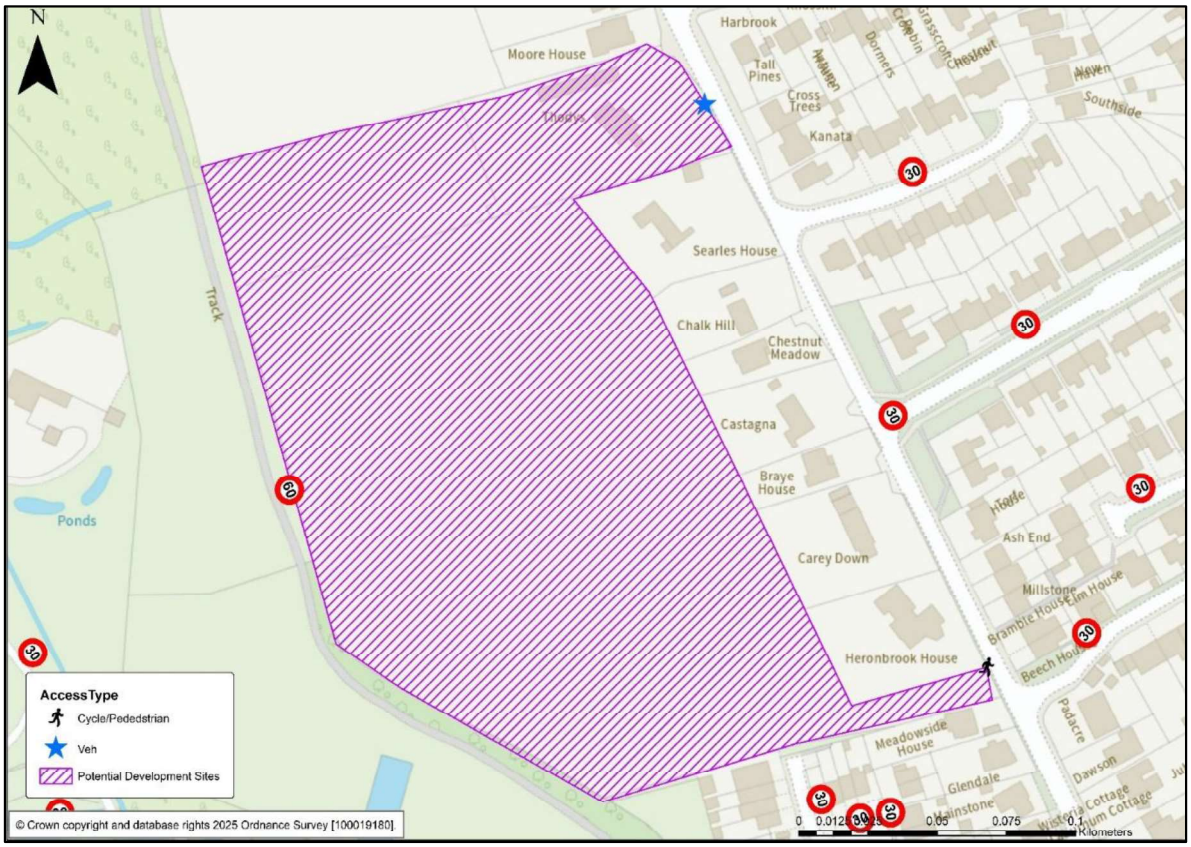

Figure 12: Site NA01 New Farm Road

This site has been identified in the New Alresford Neighbourhood Plan Call for Sites and this report is considering capacity of up to 75 dwellings. The site is 3.853ha and is currently agricultural land.

This site does not have an existing motor vehicle access point. The proposed motor vehicle access is on New Farm Road (shown as a blue star on *Figure* 12 above), to the north of the junction with South Road.

New Farm Road has a 30mph speed limit and has residential properties along its length. It is relatively narrow for two-way traffic and lacks central white lining, which may help visually narrow the carriageway and encourage lower vehicle speeds. There is pavement provision on the eastern side of New Farm Road. However, this is narrow in places and restricted due to factors including residential property boundaries, lighting columns and grass verges. The western side of the road has some limited pavement provision at the northern end near the junction with The Avenue, but for the majority of the road only has narrow grass verges.

Street lighting along New Farm Road appears to be continuous but an assessment of the lighting could be undertaken to ensure it covers all the pavement and there are no dark patches.

The junction of New Farm Road and Perins Close is close to the proposed pedestrian and cycling access to the site. The junction has a wide bellmouth with no

tactile paving. Some crossing points along New Farm Road are not on the desire line and do not have tactile paving.

The site is located in a predominantly residential location with residential properties to the east of the site and agricultural land to the west. The SHELAA gave this site an 'amber' rating for accessibility.

This site is not directly served by an LCWIP route, the closest planned route is Primary route 210 which runs along The Avenue. However, NCN 23 runs along New Farm Road. This site is not within the Core Walking Zone identified in the LCWIP.

Site Access and Costings

Criteria	Assessment and Commentary
Can walking and cycling access be established	Yes - walking and cycling access can be established for this site. The proposed access for walking and cycling is adjacent to Perins Close. Due to the lack of pavement on the western side of the road people would be required to cross New Farm Road to access the site. This would require sufficient visibility splays to be achieved on both sides of New Farm Road. May struggle to achieve the required visibility splays due to boundaries either side. Further work would need to be done and a design standards check undertaken to ensure access meets current standards. There is no available width along New Farm Road for segregated cycle facilities so cyclists would need to mix with general traffic. Traffic speeds and volumes along New Farm Road are unlikely to be appropriate for all people cycling and may exclude some users. Traffic calming measures could be considered along New Farm Road to maintain low speeds but as this is on a bus route, this would also need to be taken into consideration as to whether this would be appropriate.
Is the site within 400m distance of public transport	Yes – 45m to nearest bus stop (both low and medium frequency services)
Can motor vehicle access be established	Yes – there is one motor vehicle access point proposed for this site. The proposed motor vehicle access is adjacent to South Road. Required visibility splays on both sides and may be difficult to achieve on southern side due to existing boundary constraints. Further work would need to be done and a design standards check undertaken to ensure access meets current standards. Traffic calming may be required to reduce speeds.

Estimate of cost to establish site access for all modes High/Medium/Low	Medium to high if traffic calming required.
Potential to improve access to site for walking, cycling and driving	New Farm Road is narrow with narrow pavements and no available width for widening. Consider traffic calming measures along New Farm Road to create low speed environment. Modal filters[18] to reduce traffic volume could also be considered. All side road dropped kerb-crossing points along this section of New Farm Road could be improved and the pavement widened, where feasible.
Overall RAG rating for site access and costings	Amber

Table 6: Site NA01 access and costings

Connectivity

	Walking	**Cycling**	**Public Transport**	**Driving**
How well connected is the site (using the DfT connectivity tool)	42	49	50	79
Is it within the Core Walking Zone	No	N/A	N/A	N/A
Is it on an LCWIP cycle route	N/A	Yes (local)	N/A	N/A
Proximity to bus stop **a) From main access** **b) From ped/cycle access, if applicable**	N/A	N/A	a.) 115 meters b.) 45 meters	N/A
Does the site have existing connection	No	No	N/A	No
Is existing motor vehicle access suitable	N/A	N/A	N/A	No
Current mode share (2021)	6.4%	0.8%	2.2%	47.5%

Table 7: Site NA01 – overall connectivity and access

[18] A modal filter is a measure used to restrict certain types of traffic e.g. motor vehicles but permits through travel for people walking and cycling

Mode of transport / Destination	Walking	Cycling	Public Transport	Driving
Education	34	47	46	67
Leisure	43	57	53	81
Health	26	40	41	65
Shopping	47	57	55	79
Residential	48	49	47	83
Workplaces	33	43	47	76

Table 8: Site NA01 connectivity – destination vs mode of transport

Table 7 highlights that the site scores highest for driving at 79, while connectivity for sustainable modes is notably lower, with scores of 42 for walking, 49 for cycling, and 50 for public transport.

Table 8 provides a more detailed breakdown by destination type. Walking shows poorer connectivity and cycling shows moderate connectivity overall, with walking scoring highest for residential (48) and lowest for Health (26). Cycling performs best for leisure and shopping (57) but scores lowest for workplaces (43). Public transport connectivity scores highest for shopping (55) and lowest for health (41). In contrast driving scores were highest for residential (81) and lowest (65) for health.

Overall, shopping destinations are the most accessible by sustainable modes, while health, education, and workplaces tend to have poorer connectivity, particularly for walking.

Speed Limit

The speed limit of road where primary motor vehicle access is proposed: 30mph.

Site Location: Land at Perins School, Pound Hill
Site reference: NA02

Site Introduction/ Summary

Figure 13: Site NA02 Land at Perins School

This site has been identified in the New Alresford Neighbourhood Plan Call for Sites and this report is considering capacity of up to 13 dwellings. The site is 0.434ha and it is currently a greenfield site with part of the site currently consisting of a section the playing fields for Perins School.

This site does not have an existing motor vehicle access point. The proposed motor vehicle access point is on Bridge Road, just north of the junction with De-Lucy Avenue.

Bridge Road has a 30mph speed limit and has residential properties along its length. It is a fairly narrow road serving residential properties with parked cars on the eastern side of the road which narrows the carriageway to one lane for a significant length of the road. There is pavement provision on both sides of the road, however, this is narrow in places and restricted in width due to factors including trees, lighting columns and grass verges.

The lighting provision along the eastern side of Bridge Road could be reviewed to ensure lighting covers both the carriageway and pavement. This would ensure it is easier to navigate in the evenings/winter. The pavement on the eastern side of Bridge Street provides a more consistent walking experience than the western side as there are fewer properties on the eastern side. The junction of Bridge Road and De-Lucy Avenue has a very wide bellmouth with no dropped kerbs or tactiles. The

junction of Bridge Road with The Avenue has a very wide bellmouth and no tactile paving. There are no formal crossing points to cross Bridge Road.

The site is located in a predominately residential location with school playing fields to the east of the site. The SHELAA gave this site an 'amber' rating for accessibility.

This site is not directly served by an LCWIP route, the closest route is Primary route 210 which runs along The Avenue. This site is not within the Core Walking Zone identified in the LCWIP. NCN 23 runs approximately 150m south of the proposed site access, along Grange Road.

Site Access and Costings

Criteria	Assessment and Commentary
Can walking and cycling access be established	Yes, walking and cycling access can be established for this site. The proposed access for walking and cycling could be via the main vehicular access or anywhere along the frontage depending on layout of site. Any crossings to access the site would require visibility splays on both sides along Bridge Road. May struggle to achieve required visibility splays due to trees on southern side and on-street parking. Parking restrictions are likely to be required to protect visibility splays from crossing points. Further work would need to be done and a design standards check undertaken to ensure access meets current standards. There appears to be available width along the frontage to widen the pavement to provide a shared facility but there is no existing cycle infrastructure to connect into at either end. Traffic speeds and volumes along Bridge Road may not be appropriate for cycling in mixed traffic so may exclude some users. A speed limit reduction along with associated traffic calming measures could be considered along Bridge Road to reduce and maintain low speeds, if needed, to promote cycling in mixed traffic.
Is the site within 400m distance of public transport	Yes – 60 metres to nearest bus stop (low frequency) and 310 meters to a medium frequency service bus stop
Can motor vehicle access be established	Yes – subject to achieving the required visibility splays. Proposed motor vehicle access adjacent to De-Lucy Avenue would require visibility splays on both sides along Bridge Road. May struggle to achieve on southern side due to trees and on-street parking. Further work would need to be done and a design standards check undertaken to ensure access meets current standards.
Estimate of cost to establish site access for all modes High/Medium/Low	Low to medium (if pavement widening is progressed)

Potential to improve access to site for walking, cycling and driving	As above, a short section of shared pavement could be feasible along the site frontage but would offer little benefit at this stage as there is no existing infrastructure to tie-in to.
Overall RAG rating for site access and costings	Green (if visibility splays are not problematic)

Table 9: Site NA02 access and costings

Connectivity

	Walking	**Cycling**	**Public Transport**	**Driving**
How well connected is the site (using the DfT connectivity tool)	54	53	54	81
Is it within the Core Walking Zone	No	N/A	N/A	N/A
Is it on an LCWIP cycle route	N/A	No	N/A	N/A
Proximity to bus stop	N/A	N/A	60 meters	N/A
Does the site have existing connection	No	No	N/A	No
Is existing motor vehicle access suitable	N/A	N/A	N/A	No
Current mode share (2021)	10.60%	0.30%	1.90%	46.60%

Table 10: Site NA02 – overall connectivity and access

Mode of transport / **Destination**	**Walking**	**Cycling**	**Public Transport**	**Driving**
Education	52	54	51	71
Leisure	55	65	59	86
Health	40	49	46	69
Shopping	60	66	64	83
Residential	51	50	48	84
Workplaces	36	43	47	76

Table 11: Site NA02 connectivity – destination vs mode of transport

Table 10 highlights that the site scores highest for driving (81), while connectivity for sustainable modes is notably lower, with scores of 54 for walking, 53 for cycling, and 54 for public transport.

Table 11 provides a more detailed breakdown by destination type. Walking, cycling and public transport show moderate connectivity overall, with walking scoring highest for shopping (60) and lowest for workplaces (36). Cycling performs best for shopping (66) but scores lowest for workplaces (43). Public transport connectivity scores highest for shopping (64) and lowest for health (46). In contrast driving scores were highest for leisure (86) and lowest (69) for health.

Overall, shopping destinations are the most accessible by sustainable modes, followed by leisure, while workplaces and health tend to have poorer connectivity, particularly for walking.

Speed Limit

The speed limit of road where primary motor vehicle access is proposed: 30mph.

Site Location: Land adjacent to Arlebury Park
Site reference: NA06

Site Introduction/ Summary

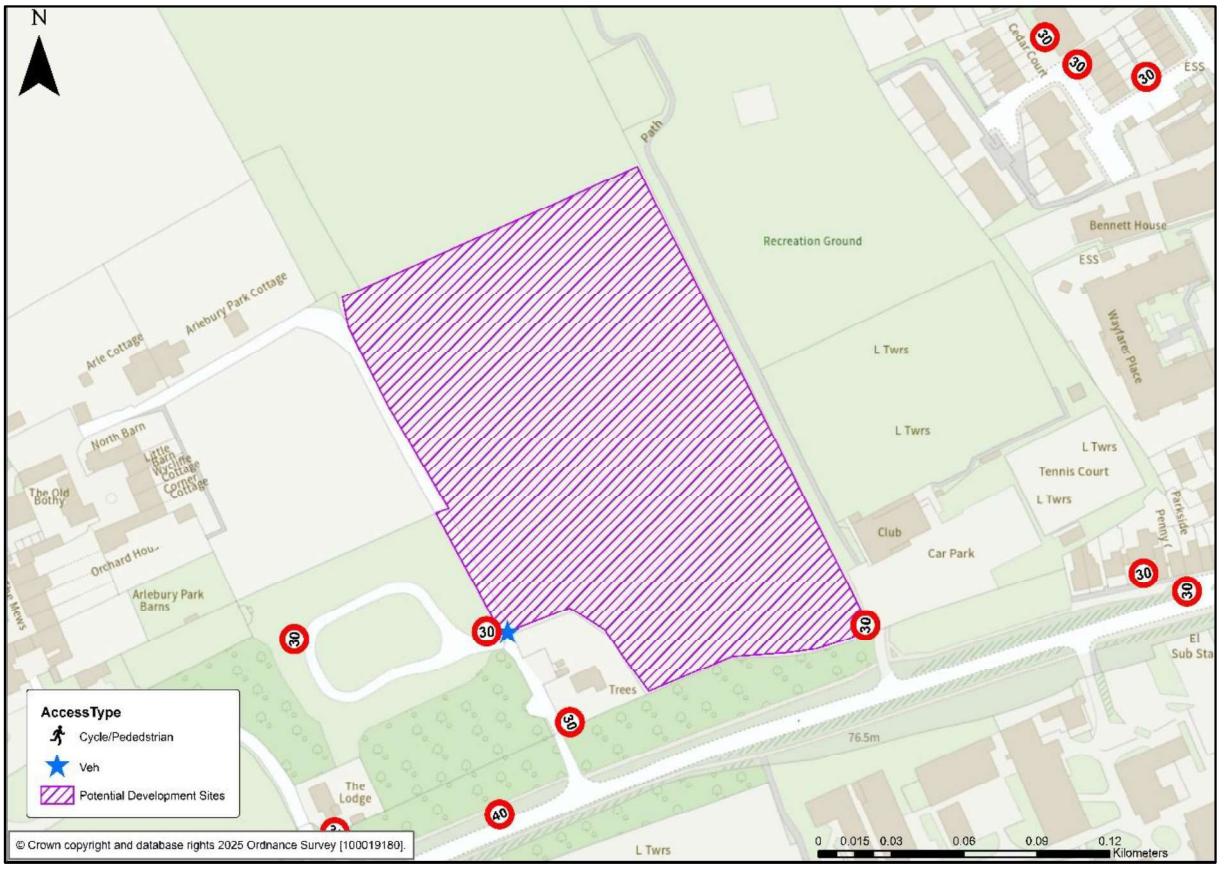

Figure 14: Site NA06 Land adjacent to Arlebury Park

This site has been identified in the New Alresford Neighbourhood Plan Call for Sites and this report is considering capacity of up to 51 dwellings. The site is 2.614ha and it is currently a greenfield site that forms part of the parkland associated with Arlebury Park House.

This site has an existing motor vehicle access point from The Avenue (B3047). However, this access is too narrow to support two-way traffic. It is bounded by property curtilages, hedging and green verges and fields. It is an existing access road for one dwelling on the eastern side of the road and The Spinney Caravan Park on the western side of the road and also provides access to some properties to the north of the caravan park.

The site is accessed from The Avenue which at this location has a 30mph speed limit, the access road to the site also has a 30mph speed limit. The Avenue is a B road with trees lining both sides of the road and pavements on both sides. However, pavements are narrow in places and restricted due to factors including grass verges and trees. There appears to be scope to widen the pavements along The Avenue.

The lighting provision appears continuous but could be reviewed to ensure lighting is provided on all parts of the pavement and there are no dark patches. There are also some seating opportunities in the form of benches on the southern side of The Avenue.

The SHELAA gave this site an ‘amber’ rating for accessibility.

This site is served by an LCWIP route, Primary route 210, which runs along The Avenue. This site is not within the Core Walking Zone identified in the LCWIP, but the site access is just within the CWZ, off The Avenue. NCN 23 is located approximately 470m to the east of the site access, along West Street.

Site Access and Costings

Criteria	Assessment and Commentary
Can walking and cycling access be established	The proposed access for walking and cycling could be via the main vehicular access or anywhere along the access road frontage depending on layout of site. People walking and cycling would have to join the existing access road, this is narrow, has good forward visibility and is considered to be low speed so it should be acceptable for mixed traffic. There are no existing cycle facilities on The Avenue and no formal crossing points in the vicinity. Any crossings would require visibility splays on both sides along The Avenue. May struggle to achieve required visibility due to trees along northern side of The Avenue. Further work would need to be done and a design standards check undertaken to ensure access meets current standards. There appears to be available width along The Avenue to widen the existing pavement to provide a shared facility, but the mature trees may be a barrier to this. A segregated facility could also be considered between the boundary wall and trees but there is no existing cycle infrastructure to connect into at either end.
Is the site within 400m distance of public transport	Yes – 390 meters to nearest bus stop
Can motor vehicle access be established	Proposed motor vehicle access on The Avenue– Requires visibility splays on both sides along The Avenue. Mature trees on either side are likely to restrict visibility so they would need to be removed. If they cannot then a reduced speed limit may be required. Highway Authority unlikely to support this access as a viable option due to narrow lane widths. A potential option here could include some localised carriageway realignment to improve visibility. Further work would need to be done and a design standards check undertaken to ensure access meets current standards.

Estimate of cost to establish site access for all modes High/Medium/Low	Medium
Potential to improve access to site for walking, cycling and driving	As above, pavement widening or segregated cycle track could be explored but there is no existing infrastructure to tie in to.
Overall RAG rating for site access and costings	Red - if visibility splays from access road cannot be achieved

Table 12: Site NA06 access and costings

Connectivity

	Walking	**Cycling**	**Public Transport**	**Driving**
How well connected is the site (using the DfT connectivity tool)	57	53	55	79
Is it within the Core Walking Zone	No	N/A	N/A	N/A
Is it on an LCWIP cycle route	N/A	Yes	N/A	N/A
Proximity to bus stop	N/A	N/A	390 meters	N/A
Does the site have existing connection	No	No	N/A	No
Is existing motor vehicle access suitable	N/A	N/A	N/A	No
Current mode share (2021)	10.60%	0.30%	1.90%	46.60%

Table 13: Site NA06 – overall connectivity and access

Mode of transport / Destination	Walking	Cycling	Public Transport	Driving
Education	57	53	52	67
Leisure	58	65	59	82
Health	46	51	48	67
Shopping	63	66	67	80
Residential	50	49	45	82
Workplaces	37	43	45	75

Table 14: Site NA06 connectivity – destination vs mode of transport

Table 13 highlights that the site scores highest for driving (79), while connectivity for sustainable modes is notably lower, with scores of 57 for walking, 53 for cycling, and 55 for public transport.

Table 14 provides a more detailed breakdown by destination type. Walking, cycling and public transport show moderate connectivity overall, with walking scoring highest for shopping (63) and lowest for workplaces (37). Cycling performs best for shopping (66) but scores lowest for workplaces (43). Public transport connectivity scores highest for shopping (67) and lowest for health and residential (45). In contrast driving scores were highest for leisure and residential (82) and lowest for education and health (67).

Overall, shopping destinations are the most accessible by sustainable modes, followed by leisure, while workplaces tend to have poorer connectivity, particularly for walking.

Speed Limit

The speed limit of road where primary motor vehicle access is proposed: 30mph.

Site Location: Land off Drove Lane

Site reference: NA07

Site Introduction/ Summary

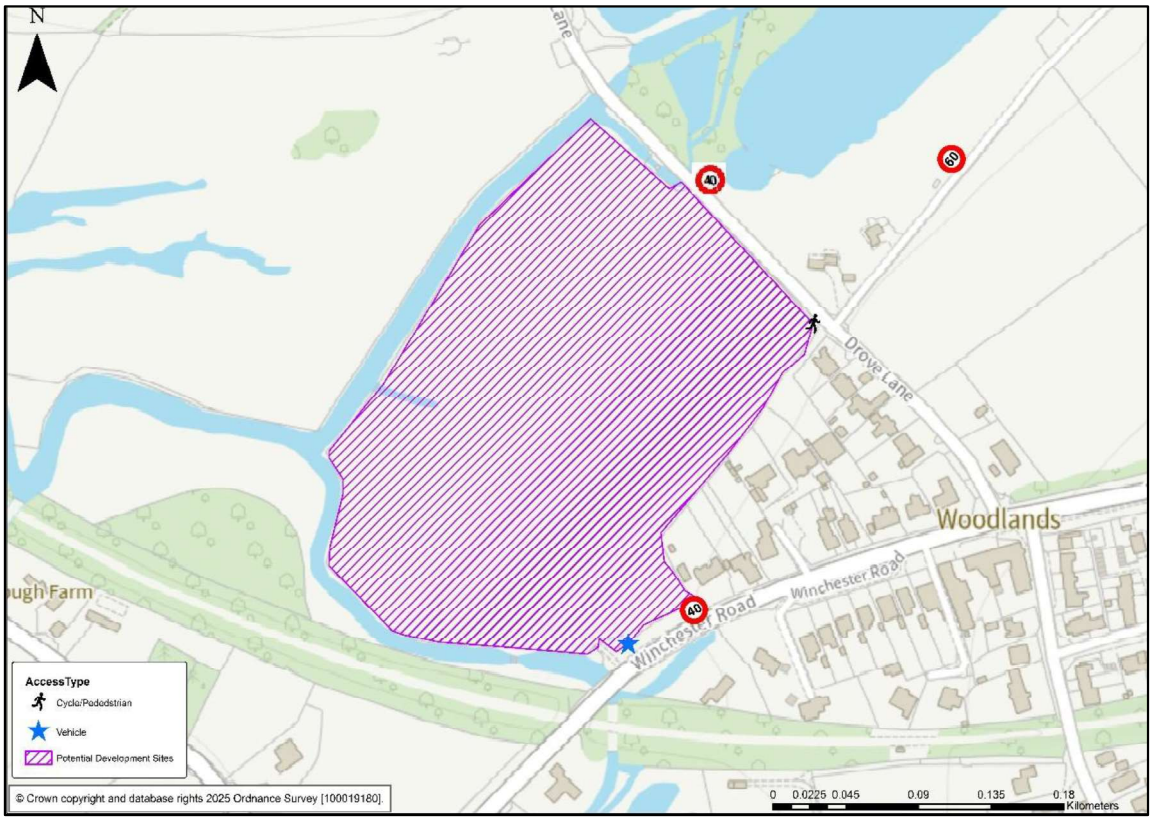

Figure 15: Site NA07 Land off Drove Lane

This site has been identified in the New Alresford Neighbourhood Plan Call for Sites and this report is considering capacity of up to 9 dwellings and 5,000 sq ft commercial floorspace. The site is 6.177ha and is currently a greenfield site.

This site does not have an existing motor vehicle access point. The proposed motor vehicle access point is along Winchester Road (B3047) as indicated by the blue star on the map above.

This section of Winchester Road/Alresford Road has a 40mph speed limit and is predominantly bordered by open fields, with a small number of residential properties. There is pavement provision only on the northern side of Winchester Road however, this is narrow in places. This continues until the Alresford Road crossroad junction located to the west of the site, where a pavement is also present on the southern side.

The lighting provision along Winchester Road/Alresford Road appears intermittent so a review of the lighting could be carried out to ensure lighting is provided not only for the carriageway but also for the pavement.

The site is located on the edge of New Alresford where the character of the area changes from rural to urban as you enter the settlement. The SHELAA gave this site an ‘amber’ rating for accessibility.

This site is served by an LCWIP route, Primary route 210, which runs along Winchester Road/Alresford Road. This site is not within the Core Walking Zone identified in the LCWIP. NCN 23 runs approximately 250m southwest of the proposed all modes site access.

Site Access and Costings

Criteria	Assessment and Commentary
Can walking and cycling access be established	The proposed access for walking and cycling is on Drove Lane where there is no existing pavement provision and limited scope to provide this. People walking and cycling would have to join Drove Lane, which is a rural single-track road which has a 40mph speed limit for the section leading up to the proposed access. Further work would need to be done and a design standards check undertaken to ensure access meets current standards. Further investigation would be required to assess if the road would be suitable as a quiet lane and acceptable for mixed traffic. There are no existing cycle facilities on the B3047 to tie-in to.
Is the site within 400m distance of public transport	Yes – 180 metres to nearest bus stop (low and medium frequency service)
Can motor vehicle access be established	Proposed motor vehicle access on the B3047 would require visibility splays on both sides along the B3047. Although the access is on the outside of a bend the bridge abutment could restrict visibility so it would need to be checked. Forward visibility around bend would also need to be checked for right turning traffic entering the access to ensure it complies with current design standards. If either are below required standard, then a Departure from Standards will need to be sought.
Estimate of cost to establish site access for all modes High/Medium/Low	Medium – High (If required visibility cannot be achieved)
Potential to improve access to site for walking, cycling and driving	Could be via the main vehicular access or a suitable location along the frontage on B3047 but limited available width to provide adequate cycle facilities beyond site frontage
Overall RAG rating for site access and costings	Red - if visibility splays from access road cannot be achieved

Table 15: Site NA07 access and costings

Connectivity

	Walking	Cycling	Public Transport	Driving
How well connected is the site (using the DfT connectivity tool)	39	48	49	79
Is it within the Core Walking Zone	No	N/A	N/A	N/A
Is it on an LCWIP cycle route	N/A	Yes	N/A	N/A
Proximity to bus stop **a.) From main access** **b.) From ped/cycle access, if applicable**	N/A	N/A	a.) 190 meters b.) 180 meters	N/A
Does the site have existing connection	No	No	N/A	No
Is existing motor vehicle access suitable	N/A	N/A	N/A	No
Current mode share (2021)	6.4%	0.8%	2.2%	47.5%

Table 16: Site NA07 – overall connectivity and access

Mode of transport / Destination	Walking	Cycling	Public Transport	Driving
Education	29	43	44	65
Leisure	43	57	53	82
Health	26	41	41	67
Shopping	43	54	54	79
Residential	46	49	47	83
Workplaces	33	43	47	76

Table 17: Site NA07 connectivity – destination vs mode of transport

Table 16 shows that the site performs best for driving, with a score of 79. In contrast, connectivity for sustainable modes is considerably weaker, particularly for walking, which scores only 39. Cycling and public transport fare slightly better but remain low, at 48 and 49 respectively.

Table 17 provides a more detailed breakdown by destination type. Cycling and public transport show moderate connectivity overall, with walking generally scoring lower. Walking scores the highest for residential (46) and lowest for health (26). Cycling performs best for leisure (57) but scores lowest for health (41). Public transport connectivity scores highest for residential (54) and lowest for health (41). In contrast

driving scores were highest for residential (83) and lowest (65) for education.

Overall, shopping and leisure destinations are the most accessible by sustainable modes, while education, health and workplaces tend to have poorer connectivity, particularly for walking.

Speed Limit

The speed limit of road where primary motor vehicle access is proposed: 40mph.

Site Location: Land to the east of Bridge Road, New Alresford
Site reference: NA08

Site Introduction/ Summary

Figure 16: Site NA08 Land to the east of Bridge Road

This site has been identified in the New Alresford Neighbourhood Plan Call for Sites and this report is considering capacity of up to 8 dwellings. The site is 0.195ha and there is currently a scout hut located on the eastern side of the site.

This site has an existing motor vehicle access point from Bridge Road. However, this access is fairly narrow and bounded by property curtilages and fencing on both sides (intermittently). It is an existing access road for a number of dwellings. Due to the narrow access it is advised that further work is undertaken to ensure the access meets the requirements for emergency access vehicles.

The site is accessed from Bridge Road which has a 30mph speed limit. Bridge Road is a fairly narrow road serving residential properties with parked cars on the eastern side of the road which narrows the carriage way to one lane for a significant length of the road. There is pavement provision on both sides of Bridge Road. However, this is narrow in places and restricted due to factors including trees, lighting columns and grass verges.

The lighting provision along the eastern side of Bridge Road could be reviewed to ensure the lighting covers both the carriageway and pavement. This would ensure it is easier to navigate in the evenings/winter. The pavement on the eastern side of Bridge Street provides a more consistent walking experience than the western side as there are fewer properties on the eastern side, and no vehicle crossovers

between the site access and The Avenue (on this side). The junction of Bridge Road and De-Lucy Avenue has a very wide bellmouth with no dropped kerbs or tactiles. There are no formal crossing points along the road.

The site is located in a predominately residential location with school playing fields to the north of the site. The SHELAA gave this site an 'amber' rating for accessibility.

This site is not directly served by an LCWIP route, the closest is Primary route 210 which runs along The Avenue. This site is not within the Core Walking Zone identified in the LCWIP. The NCN 23 runs approximately 85m south of the proposed site access, along range Road.

Site Access and Costings

Criteria	Assessment	Commentary
Can walking and cycling access be established		The proposed access for walking/cycling could be via the main vehicular access. Any crossings would require visibility splays on both sides along Bridge Road. May struggle to achieve visibility splays due to on-street parking. Parking restrictions are likely to be required to protect visibility splays from crossing points. Further work would need to be done and a design standards check undertaken to ensure access meets current standards. There is no available width to provide off-road cycle facilities and traffic speeds and volumes along Bridge Road may not be appropriate for cycling in mixed traffic so may exclude some users. A speed limit reduction along with associated traffic calming measures could be considered along Bridge Road to reduce and maintain low speeds, if needed, to promote cycling in mixed traffic.
Is the site within 400m distance of public transport		Yes – 164 metres to nearest bus stop (low frequency)
Can motor vehicle access be established		The proposed motor vehicle access would likely be via a vehicle crossover. Requires visibility splays on both sides for along Bridge Road. May struggle to achieve required visibility due to visibility splays crossing third party land and on-street parking, so parking restrictions may be required. Further work would need to be done and a design standards check undertaken to ensure access meets current standards.

Estimate of cost to establish site access for all modes High/Medium/Low		Low
Potential to improve access to site for walking, cycling and driving		None identified
Overall RAG rating for site access and costings		Amber/Red - if required visibility cannot be achieved

Table 18: Site NA08 access and costings

Connectivity

	Walking	**Cycling**	**Public Transport**	**Driving**
How well connected is the site (using the DfT connectivity tool)	55	53	54	80
Is it within the Core Walking Zone	No	N/A	N/A	N/A
Is it on an LCWIP cycle route	N/A	No	N/A	N/A
Proximity to bus stop	N/A	N/A	164 meters	N/A
Does the site have existing connection			N/A	Yes
Is existing motor vehicle access suitable	N/A	N/A	N/A	No
Current mode share (2021)	10.60%	0.30%	1.90%	46.60%

Table 19: Site NA08 – overall connectivity and access

Mode of transport / Destination	Walking	Cycling	Public Transport	Driving
Education	55	55	52	69
Leisure	56	65	58	83
Health	41	49	46	66
Shopping	60	65	63	80
Residential	51	50	46	83
Workplaces	36	43	46	76

Table 20: Site NA08 connectivity – destination vs mode of transport

Table 19 highlights that the site scores highest for driving (80), while connectivity for sustainable modes is notably lower, with scores of 55 for walking, 53 for cycling, and 54 for public transport.

Table 20 provides a more detailed breakdown by destination type. Walking and cycling show moderate connectivity overall, with walking scoring highest for shopping (60) and lowest for workplaces (36). Cycling performs best for leisure and shopping (65) but scores lowest for workplaces (43). Public transport connectivity scores highest for shopping (63) and lowest for health, residential, and workplaces (46). In contrast driving scores were highest for leisure and residential (83) and lowest (69) for education.

Overall, shopping and leisure destinations are the most accessible by sustainable modes, while health and workplaces tend to have poorer connectivity, particularly for walking and cycling.

Speed Limit

The speed limit of road where primary motor vehicle access is proposed: 30mph.

Site Location: The Spinney Caravan Site, Arlebury Park
Site reference: NA09

Site Introduction/ Summary

Figure 17: Site NA09 The Spinney Caravan site

This site has been identified in the New Alresford Neighbourhood Plan Call for Sites and this report is considering capacity of up to 20 dwellings. The site is 0.738ha and is currently a greenfield site currently in use as a caravan park. It forms part of the parkland associated with Arlebury Park House.

This site has an existing motor vehicle access point from The Avenue (B3047). However, this access is too narrow to support two-way traffic. It is bounded by property curtilages, hedging and green verges and fields. It is an existing access road for one dwelling on the eastern side of the road and The Spinney Caravan Park on the western side of the road and also provides access to some properties to the north of the caravan park.

The site is accessed from The Avenue which at this location has a 30mph speed limit, the access road to the site also has a 30mph speed limit. The Avenue is a B road with trees lining both sides of the road and pavements on both sides. However, pavements are narrow in places and restricted due to factors including grass verges and trees. There appears to be scope to widen the pavements along The Avenue.

The lighting provision appears continuous but could be reviewed to ensure lighting is provided on all parts of the pavement and there are no dark patches. There are also some seating opportunities in the form of benches on the southern side of The Avenue.

The SHELAA gave this site an 'amber' rating for accessibility.

This site is served by an LCWIP route, Primary route 210, which runs along The Avenue. This site is not within the Core Walking Zone identified in the LCWIP, but the site access is just within the CWZ, off The Avenue. NCN 23 is located approximately 470m to the east of the site access, along West Street.

Site Access and Costings[19]

Criteria	Assessment and Commentary
Can walking and cycling access be established	The proposed access for walking/cycling could be via the main vehicular access or anywhere along the access road frontage depending on layout of site. People walking and cycling would have to join the existing access road, but this is narrow, has good forward visibility and is considered to be low speed so it could be acceptable for mixed traffic. There are no existing cycle facilities on The Avenue and no formal crossing points in the vicinity. Any crossings would require visibility splays on both sides along The Avenue. May struggle to achieve required visibility due to trees along northern side of The Avenue. Further work would need to be done and a design standards check undertaken to ensure access meets current standards. There appears to be available width along The Avenue to widen the existing pavement to provide a shared facility, but the mature trees may be a barrier to this. A segregated facility could also be considered between the boundary wall and trees but there is no existing cycle infrastructure to connect into at either end.
Is the site within 400m distance of public transport	Yes – 390 metres to nearest bus stop
Can motor vehicle access be established	Proposed motor vehicle access on The Avenue– Requires visibility splays on both sides along The Avenue. Mature trees on either side are likely to restrict visibility so they would need to be removed. If they cannot then a reduced speed limit may be required. The Highway Authority is unlikely to support this access as a viable option due to narrow lane widths. A potential option here could include some localised carriageway realignment to improve visibility. Further work would need to be done and a design standards check undertaken to ensure access meets current standards.
Estimate of cost to establish site access for all modes	Medium

[19] Same as NA06

High/Medium/Low	
Potential to improve access to site for walking, cycling and driving	Pavement widening or segregated cycle track could be explored but there is no existing infrastructure to tie-in to.
Overall RAG rating for site access and costings	Red (if visibility splays from access road cannot be achieved)

Table 21: Site NA09 access and costings

Connectivity

	Walking	**Cycling**	**Public Transport**	**Driving**
How well connected is the site (using the DfT connectivity tool)	57	54	55	81
Is it within the Core Walking Zone	No	N/A	N/A	N/A
Is it on an LCWIP cycle route	N/A	Yes	N/A	N/A
Proximity to bus stop	N/A	N/A	390 meters	N/A
Does the site have existing connection	No	No	N/A	Yes
Is existing motor vehicle access suitable	N/A	N/A	N/A	No
Current mode share (2021)	10.60%	0.30%	1.90%	46.60%

Table 22: Site NA09 – overall connectivity and access

Mode of transport / Destination	Walking	Cycling	Public Transport	Driving
Education	57	55	52	70
Leisure	59	67	60	85
Health	46	52	48	69
Shopping	63	68	68	83
Residential	50	50	47	83
Workplaces	37	43	46	76

Table 23: Site NA09 connectivity – destination vs mode of transport

Table 22 shows that the site performs best for driving, with a score of 81. In contrast, connectivity for sustainable modes is weaker, with scores of 57 for walking, 54 for cycling, and 55 for public transport.

Table 23 provides a more detailed breakdown by destination type. Walking scores the highest for shopping (63) and lowest for workplaces (37). Cycling performs best for shopping (68) but scores lowest for workplaces (43). Public transport connectivity scores highest for shopping (68) and lowest for workplaces (46). In contrast driving scores were highest for leisure (85) and lowest (70) for education.

Overall, shopping and leisure destinations are the most accessible by sustainable modes, while workplaces tend to have poorer connectivity, particularly for walking with a lower score.

Speed Limit

The speed limit of road where primary motor vehicle access is proposed: 30mph.

Appendix 1

DfT connectivity scores

The table below shows an overall sitewide connectivity score for each site, as well as a mean score calculated for each mode of travel and destination.

Site	Sitewide scores				Mean connectivity score calculated using 'overall' selected in destination field				Mean connectivity score calculated using 'overall (except driving)' selected in modes field					
	Mean score	Max score	Min score	Variance	Cycling	Walking	Driving	Public Transport	Education	Leisure	Health	Shopping	Residential	Workplaces
NA01 – New Farm Road	47	52	40	12	49	42	79	50	40	49	35	52	48	43
NA02 – Land at Perins School	54	55	52	3	53	54	81	54	52	58	44	63	50	44
NA06 – Land adjacent Arlebury Park	56	60	51	9	53	57	79	55	54	59	47	66	48	43
NA07 – Land off Drove Lane	45	49	38	11	48	39	79	49	36	49	35	49	47	43
NA08 – Land to the east of Bridge Road	54	56	52	4	53	55	80	54	53	58	44	62	49	43
NA09 – The Spinney Caravan Site	56	58	54	4	54	57	80	55	55	60	48	66	49	44