A342 Transport Issues

An assessment of the issues of concern to the Hampshire Parishes to the West of Andover

30th September 2026

Foreword

This cross-Parish group, formed of Hampshire Parishes to the west of Andover neighbouring the A342 and the A303, was set up in summer 2025 with the support of local councillors from Test Valley Borough Council (TVBC) and Hampshire County Council (HCC) in order to address the wider issues of transport in our area.

The chairman and driver of the group was Nigel Blackmore, formerly vice-chair of Penton Grafton Parish Council, with Chris Harris, chair of Amport Parish Council as deputy and Jenny Hopkins, chair of Appleshaw Parish Council, as secretary. The group has received valuable input from all local parishes and from officers at TVBC and HCC. Hopefully, our report represents the general views of most residents in our parishes.

It is hoped that the readers of this Report will find it useful when considering the transport needs of the parishes.

Chris Harris
Amport
30th September 2026

Contents

Chapter	Title	Page
Chapter 1	Introduction	4
Chapter 2	Executive Summary	6
Chapter 3	Villages and Communities covered by the Report	11
Chapter 4	Statistics, Traffic Data and Survey	21
Chapter 5	A342	56
Chapter 6	A303	66
Chapter 7	Local Road Issues	74
Chapter 8	Active Access	88
Chapter 9	Public Transport Services – Bus	91
Chapter 10	Public Transport Services – Rail	97
Chapter 11	Conclusions and Recommendations	103

Bibliography

Plans, Strategies and other sources considered in this Report

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James O'Neill, Commercial Director, Stagecoach South,
And the many people in the Parishes who have contributed their time and effort.

Chapter 1 – Introduction

The communities to the West of Andover in Hampshire have contributed to this Report, which seeks to address many of the road-related issues that face them at this time, and the factors that must be considered in the future development of those communities. It is not the responsibility of the authors to make determinations as to any future development, which lies with the local planning authority, currently Test Valley Borough Council (TVBC). However, it is hoped that this Report will prove a useful resource for all involved in planning, transport and related issues, including speculative developers.

The background to our work is the publication of the Draft Local Plan (DLP) in June 2025, which was intended to meet the housing targets for TVBC as directed by Central Government. These housing targets set a five-year housing land supply figure for TVBC, with TVBC facing the prospect of speculative developers being able to develop due to lack of TVBC having enough housing land supply. Many of the sites selected by TVBC for the DLP were criticised by the public and by consultees, including Hampshire County Council (HCC), Southern Water (SW) and others, as set out in Chapter 4. In July 2026, TVBC decided it would not proceed with the DLP as had been intended, and instead moved towards a longer-term development plan.

The primary focus of this Report is on the current road network in the area West of Andover, how this interacts with the existing communities, and some suggestions as to how the network might be improved ideally. The primary roads are the A303, which is a main route from the South-East of England to the South-West falling under National Highways, and the A342 running from Andover to Ludgershall (HCC responsibility). The A342 is described by HCC in its submission of September 2025 on the DLP as 'a barrier to East-West movement'.

When we researched the higher-level strategies behind our local plans, we realised that the A342 between Andover and Ludgershall has been all but forgotten by national and regional government. For example:

> The National Highways Strategic Road Network Initial Report 2025-2030 does not include the A342 in its Roads Projects search drop-down menu.
> The Transport Strategy for the South-East 2025 does not mention the A342. In fact, it is hard to find anything which refers to the area to the of Basingstoke.
> The Wiltshire Western Gateway Long term Strategic Transport Plan similarly does not feature the A342 from its border with Hampshire.
> Aspirations in the Hampshire Local Transport Plan 4 have not yet been translated into action for the A342 corridor in Hampshire.

There are some two-way roads that feed into the A303 and A342.However, several of the local villages are served primarily by narrow roads, often with passing places only and hampered by low bridges in places. The villages will find it difficult to support a significant increase in traffic

volumes caused by development. The communities are also notable for the chronic shortage of local infrastructure. This encompasses matters such as water supply and sewage, as well as the hard infrastructure (transport, medical, schools, shopping, employment, biodiversity enhancement and so on) that will require significant infrastructure investment, not least financially, to support any large expansion of housing in the local area.

The following Reports, Plans and Strategies have been considered:

Amport Neighbourhood Plan: https://www.testvalley.gov.uk/assets/attach/25199/Amport-Made-Neighbourhood-Plan.pdf
Appleshaw Village Design Statement: https://www.testvalley.gov.uk/assets/attach/2728/VILLAGE-DESIGN-STATEMENT-FINAL-9A.pdf
Department of Transport 'Bus Back Better' National Policy
Department of Transport guidance on road classification and the primary route network
Department of Transport Traffic Signs Manual Chapter 5, Section 2 Paragraphs 7.2, and Tables 7–1 to 7–4.
Greengauge 21 'Connecting South West England: in place of A303/A358 Widening'.
Hampshire Local Transport Plan 4
Hampshire County Council 'Local Transport Plan 4' [HCC web page]
Hampshire County Council – Andover Weyhill Active Travel Improvements
House of Commons Library – Railways: Light Rail
National Highways Standards for Highways CD – 122
National Highways Strategic Road Network Initial Report 2025-2030
National Highways webtris map
Network Rail 'Continuous Modular Strategic Planning – West of England Line Study 2020'
Network Rail 'Salisbury Area Strategic Study'
Restoring Your Railway Fund – GOV.UK
Stagecoach – the importance of prioritising bus services in residential developments
Test Valley Access Plan 2015
Thruxton Neighbourhood Development Plan:
https://www.testvalley.gov.uk/assets/attach/10242/2020_Thruxton_Final_small.pdf
Transport for South East 'Draft Transport Strategy'
Transport Strategy for the South-East 2025
The Wiltshire Western Gateway Long term Strategic Transport Plan
Western Gateway 'Strategic Transport Plan 2024-2050'
Wiltshire Council 'Local Transport Plan 4'
www.crashmap.co.uk
https://mabcu.uk/accidents/A303?m=16,51.2125965,-1.5511537

Chapter 2 - Executive Summary

This Chapter is a high-level summary of the main points that are set out in other Chapters of this Report. It is not a substitute for a proper analysis of the main text.

Chapter 3

In Chapter 3 (Villages and Communities covered by the Report), there is a description of each community in the area, with an outline of the facilities that exist. The area of Hampshire covered by this report is 'parished', so that each civil parish has its own parish council, that together form the first tier of local government in the county and fall within the Borough of Test Valley.

As described, although close to the town of Andover, and with the A303 running through them, the communities to the West of Andover are mainly small and rural, often with narrow lanes as their main thoroughfares. There are few streetlights – mainly concentrated around the roundabouts at Hundred Acre roundabout and on the edge of Weyhill village. Features of the area include Thruxton Airfield and motor racing circuit, the industrial estates on the outskirts of Andover and at Weyhill, Hilliers Garden Centre, and the Hawk Conservancy Trust. Penton Grafton parish also has an attractive Fairground and main street, but it is ripe for improvement.

The current A303, which includes the Andover by-pass, is a dual-carriageway built in the 1960s. Several of the junctions on the A303 would benefit from updating – see chapter 6. The other main road in the area is the A342, heading from Andover up to the Wiltshire border at Ludgershall. This road has been neglected over the years and would benefit from attention – see chapter 5. The A342 runs close to a rail line – not used by public transport – that features a number of narrow and relatively low bridges – see chapters 7 and 10.

There are also main South-Western Railway stations at Andover and Grateley, which are well-used commuter stations.

It is notable that transport from the area to work, schools, shops, and medical appointments is mainly by car. See also chapter 9. Hence, as is apparent in chapter 4, there is a high level of car use by the residents.

Chapter 4

Chapter 4 (Statistics, Traffic Data, and Survey) covers three distinct areas.

First, the chapter sets out the comments that were made by the public and statutory consultees to Test Valley Borough Council (TVBC) on the Draft Local Plan published in June 2025.

These comments were released by TVBC in July 2026. Only some of them relate to road-related matters, but give a good flavour of the public's and the statutory consultees' concerns, especially on infrastructure, and the matters which ought to be addressed in the communities over the coming years. However, the lack of public finance to fund infrastructure requirements remains a major obstacle that remains to be addressed.

Second, the chapter contains traffic data that has been obtained from a number of sources across the area, concentrating mainly on the A342. The authors are grateful to Hampshire County Council for releasing the data. In addition, the chapter includes traffic data available from speed indicator devices (SIDs) in some of the villages.

Third, the chapter reports on the results of a survey of members of the public in the villages and communities along the A342 on traffic-related issues conducted during March - April 2026. Thanks are due to officers at TVBC for their help in the survey, and in analysing the results.

Chapter 5

Chapter 5 addresses the A342 specifically, and the numerous problems that exist on this road. It begins with a description of the Hundred Acre Roundabout, a complex of two interconnected roundabouts using a mixture of traffic lights and conventional filtering to achieve the effective convergence of the surrounding roads. It is likely that the intersection has probably reached or is approaching its reasonable capacity, especially at peak times. A concern expressed by many users is that the eastbound approach on the A342 to the Hundred Acre roundabout suffers from serious flooding when there is heavy rain. This requires urgent attention.

With regard to the access to and from Portway West (Reith Way), if this junction was made a suitably sized roundabout, it would achieve two significant improvements to this section of road, namely improved and safer access and egress between Reith Way and the A342, and traffic calming for the Eastbound approach to Hundred Acre roundabout.

In Weyhill village (Penton Grafton parish), owing to increasing volumes of traffic, both local and through traffic, and the growth of the village, this section of the A342 is in need of significant improvement and safety work. At the western end of Weyhill village, at the junction with Amesbury Road, is the Fairground roundabout, which consists of a central roundabout with a cobble ring around it to accommodate large lorries. This construction is high maintenance with cobbles regularly coming loose and requiring repair. The approach to the roundabout from the West direction (Ludgershall) suffers from poor visibility and would benefit from improvement.

This busy roundabout suffers significant tail backs from the West at peak times, which is not assisted by the traffic emerging from Amesbury Road.

Overall, proposals include road widening, central turning reservations for the various access points/side roads, improved pedestrian crossing facilities, footpaths, and improved visibility at Fairground roundabout. The safety situation and traffic movement in Weyhill would be significantly improved if the village centre, starting just West of Rectory Lane to the current Eastbound 40 MPH limit, was reduced to a 30MPH limit and the Eastern extent of the current 40MPH limit moved Eastwards to Motley Mill.

The A342 junction with Penton Road is difficult to exit Westbound, particularly at peak times. A restriction on turning right out of Penton Road to go West would force traffic to turn left and go around the Fairground roundabout. This would be a useful safety improvement. Road widening with a central reservation/turning lane for westbound traffic turning right into Penton Road together with bus pull in areas would further improve the situation. A roundabout could be considered.

With regard to the White House crossroads, where the roads go to Fyfield and Appleshaw, improvements to the central reservation and slip roads, coupled with a reduced speed limit of 40MPH, would improve the safety and traffic movement on this stretch of road. Pedestrian crossing facilities are also required.

The chapter also reviews the A342 as it heads to the Wiltshire border. This section of road is at present manageable. This may well not be the case if there is significant development towards Ludgershall and any significant increase in traffic volumes.

Chapter 6

Chapter 6 looks at issues on the A303, a Highways England strategic trunk road, focussing on the junctions along the A303 in this area from the Hundred Acre roundabout to the Hampshire/Wiltshire border.

A number of junctions on this stretch of road are deficient, should be improved and brought up to modern standards. Investment is called for at junctions by a combination of Highways England and Hampshire Highways. If this is done, it may relieve some pressure on the A342. Notable examples of junctions requiring attention are at Sarson Lane (both carriageways) and Wiremead Lane (East Cholderton and Thruxton).

See Chapter 5 above for comments on the Hundred Acre Roundabout.

The Sarson Lane junctions are problematic. The egress and ingress from and to the carriageways at these junctions are not safe. The north side junction also has a major flooding issue when there is heavy rain.

The junctions with Wiremead Lane at East Cholderton and Thruxton are similarly deficient. The turnings in most cases are short for egress and ingress, There is a significant flooding problem where Amesbury Road joins Wiremead Lane.

Chapter 7

In Chapter 7, the Report turns to Local Roads and covers the various Feeder Roads and Rat Runs that serve the identified main roads. This chapter concentrates on the roads that join the A342 and A303, and where those roads are not capable of coping with an increase of traffic. Notable examples are the lanes to villages that have low, narrow bridges that bear the branch line to Ludgershall, off the A342. Similarly, the exit from Penton Road and the crossroads at the White House crossing are also notable.

Chapter 8

Chapter 8 deals with issue of Active Access. This concept clearly has a place in urban planning, but is difficult to apply in a rural area such as the one covered in this report. Despite that, suggestions that are made in this chapter include

(1) Extending the existing Footpath/Cycle way from Weyhill through to Ludgershall. A cycle path could also be created from the roundabout on the A342 along Amesbury Road to Thruxton. The current footpath/cycleway is a separate facility from the A342.
(2) Improving the existing bus services, i.e. the Activ8, and in particular the Number 5, to provide practical public transport alternatives for commuting to work or visiting local shops. Access to these services by communities not located close to the routes needs to be considered, together with more bus stops where required.
(3) Reintroducing a formal agreement between landowners and Hampshire County Council and its successor to provide permissive footpaths via the Highways Act Section 31(6) to encourage safer active access for pedestrians.

Chapter 9

Chapter 9 covers the public buses in the area. With future housing developments of some 3,000 homes being considered in TVBC, and in addition potential further development of Ludgershall and Tidworth in Wiltshire, there could be a significant increase in the demand for bus services in the area covered by the report. However, there are few choices at present.

The Activ8 service on the A342 is well-used and popular at present. However, there is minimal spare capacity on this service. The No. 5 is an occasional service that runs one way. Ideally, it should be reviewed in its entirety and enhanced significantly if the population is to increase.

Other options considered are the Connect on-demand minibus and other more occasional services.

The chapter also considers the infrastructure on the bus routes and how the routes (Active 8 especially) can be improved.

Chapter 10

Chapter 10 considers the existing train routes. There is a train line that comes through the area from Basingstoke to Salisbury via Grateley. The near capacity of this line (taking into account the footfall from other stations to Basingstoke and London) is a real problem. The chapter also considers the possible options that exist to reopen the line in some way from Andover to Ludgershall. These options are costly and impractical at the present time.

Chapter 11

Finally, Chapter 11 contains the Report's conclusions and recommendations. An attempt has been made to prioritise some suggestions, recognising that public money is short.

Chapter 3 - Villages and Communities included in this Report

The parishes involved in this report are:

Amport, Appleshaw, Fyfield, Kimpton, Monxton, Penton Grafton, Penton Mewsey, and Thruxton. A map is included on page 12.

In addition to the parishes above, Charlton, Grateley, Quarley and Shipton Bellinger are also referred to in the report for completeness but are not directly involved.

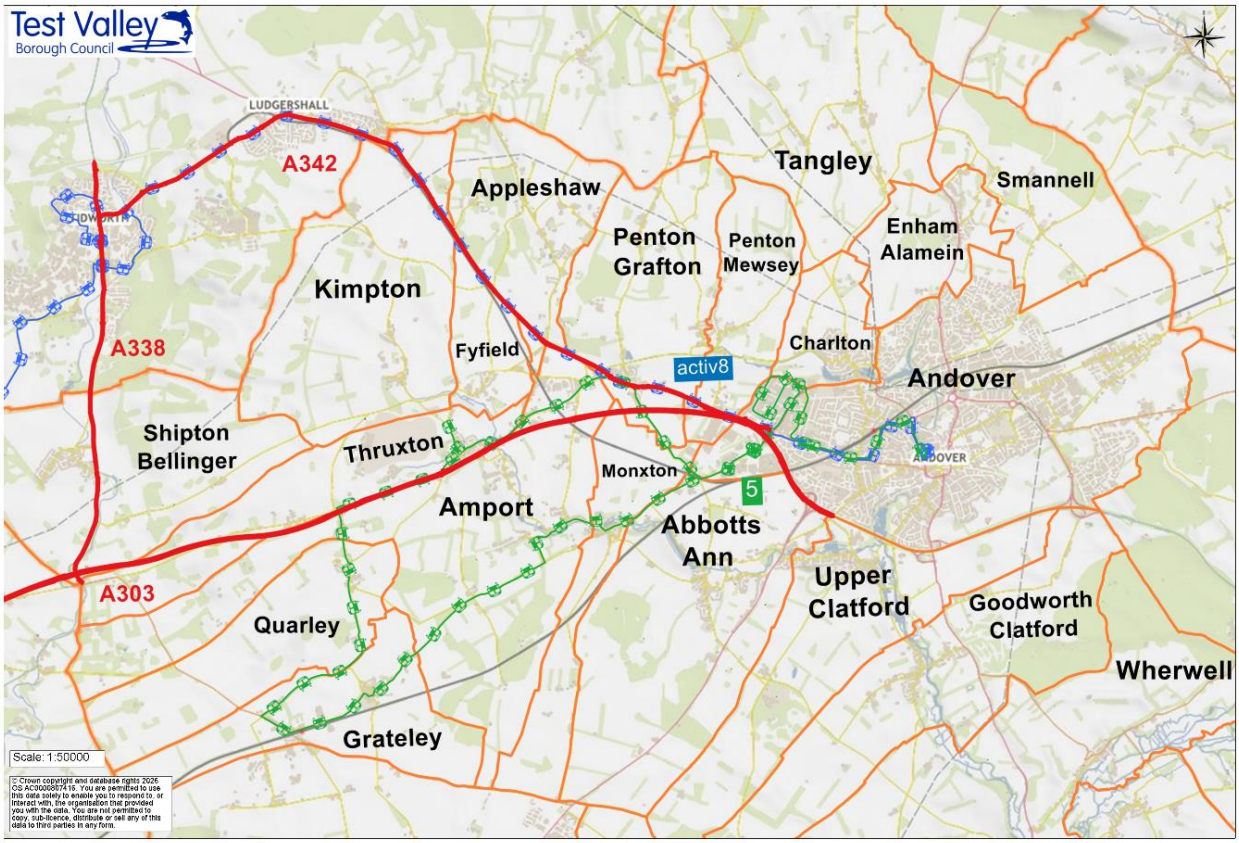
Each parish includes communities within their boundaries as below:

Parish	**Community**
Amport	Weyhill (part), East Cholderton, Fox and The Limes.
Appleshaw	Redenham, Redenham Park, Tilly Down.
Fyfield	-
Kimpton	Shoddesden.
Monxton	-
Penton Grafton	Weyhill (part), Clanville, Ramridge.
Penton Mewsey	Penton Corner.
Thruxton	Thruxton Down, Parkhouse Cross, Dauntsey Lane.

The communities involved and included in this report are located within or adjacent to a triangle roughly designated by Andover in the East, the A342 and A303 roads to the North and South and by the Wiltshire border (A338) to the West. The area is located within the county of Hampshire but at its Western edge the Wiltshire towns of Ludgershall, Tidworth and Amesbury provide some services and facilities. The area is mainly served by the town of Andover where most facilities and services are located.

On page 13 is a list of the Parish populations as of 2021, the last census, and the population figure in brackets for 50 years ago. In most cases populations have grown, and in some cases significantly, over this period. A movement of parish boundaries may account for a parish's population increase or decrease. In most cases the infrastructure has not expanded to meet the emerging requirement but due to urbanisation locally the infrastructure has reduced, migrating to the larger villages and towns. Whilst this concentration of the necessary infrastructure undoubtedly has some economic merits, it also presents problems for rural communities and in particular the need to travel more for services. This results in transport becoming an important issue. More powerful and larger and heavier vehicles have made some village roads unsafe for walking and cycling, and for horse riding in some instances, yet most village roads are also used as the footpath to reach public transport. Some parishioners have to walk more than a mile to reach a regular bus service. Owing to the topography and not to lose the charm of the area, a pavement alongside the road is not the answer.

These Parishes have all existed for many centuries as rural communities. They have evolved to their present status and in so doing lost a significant amount of their self–sufficiency and independence.



Map of the A342 and A303 area showing Parishes and boundaries
The bus routes marked in blue and green are discussed below in
Chapter 9 – Public Transport Services – Bus
With thanks to Test Valley Borough Council for their help in producing the map.

Parish Populations for the Report Area (2021 and 1971 Census)

Parish	Current Population	50 Years ago	Increase/Decrease
Amport –	1,228	[1,085]	**+** 143
Appleshaw –	606	[570]	**+** 36
Fyfield –	338	[428]	**-** 90
Grateley –	664	[589]	**+** 75
Kimpton –	365	[544]	**-** 179
Monxton –	279	[247]	**+** 32
Penton Grafton –	794	[447]	**+** 347
Penton Mewsey –	405	[342]	**+** 63
Quarley –	150	[148]	**+** 2
Shipton Bellinger –	1,493	[1,392]	**+** 101
Thruxton –	620	[510]	**+** 110
Total Population =	**6,942**	**[6,302]**	**+ 640**
Ludgershall –	*6,500*	*[2,569]*	**+** *3,931*
Total Current Area Population including Ludgershall	**13,442**	[1971 total **8,871**]	**+** 4,571]

The table below shows the facilities the communities now have. In most cases they have lost village shops, Post Offices, doctors, and public houses. What still exists does not and cannot sustain the level of independence these communities once enjoyed. Employment type and location and the demographic of the villages has also changed resulting in them becoming somewhat dormitory to the nearest towns and centres of employment. The agricultural-based employment has declined although rural industrial estates are also providing (replacing) local employment opportunities.

Parish	Shop(s)	Post Office	School[1]	Garage	Church	Bus Service[2]	Train Service	Pub	Hall
Amport	X	/	X	X	X	/		X	X
Appleshaw	/		X	X	X			X	X
Fyfield					X	/			
Grateley			X		X	/	X	X	X
Kimpton			X		X			X	X
Monxton					X	/			X
Penton Grafton	X			X	X	X		X	X
Penton Mewsey					X			X	X
Quarley					X	/			X
Shipton Belinger			X		X	X		X	X
Thruxton					X	/			X

/ indicates a limited facility or service

Most of these changes are due to the way society has evolved and are largely irreversible, but there are measures that can be taken to relieve the situation. Home working is reversing some of the nature of rural settlements and reducing commuting for work. The improvements in rural communications infrastructure are significantly aiding this trend.

[1] Combined school for Kimpton, Fyfield and Thruxton

[2] / indicates school bus services only

Short Parish Profiles

Amport

The Parish of Amport lies on both sides of the A303. Full details are contained in the Amport Neighbourhood Plan (https://www.testvalley.gov.uk/assets/attach/25199/Amport-Made-Neighbourhood-Plan.pdf) approved in May 2026. The hamlet of East Cholderton lies within the Parish, as do the communities at Weyhill West, Fox, and The Limes. The Parish lies adjacent to Monxton Parish to its east (with which it shares a new village hall) and to Penton Grafton (where much of Weyhill village lies).

The main features of the Parish are Amport House, Amport School, the Pillhill Brook, The Hawk Inn, The Hawk Conservancy, Hilliers Garden Centre, East Cholderton Scout Hut, Breach Farm Brewery and the church.

Many of the roads in the Parish (with the exception of the A303, Amesbury Road and Fyfield Road) are narrow which require some attentive driving. Most roads are unsuitable for heavy goods vehicles, save for the access to the industrial estates on Fyfield Road (which cover businesses such as Lenham Storage).

The limited shopping facilities are at Hilliers Garden Centre and more restricted services at The Hawk Conservancy. The Amport village shop and Post Office closed many years ago, but there is a post office van that visits Hilliers Garden Centre on some afternoons. There are vehicle repair facilities on Mayfield Industrial Estate (Fyfield Road). Many delivery vans visit the village during the week.

A main feature of the Parish is the Pillhill Brook, which runs from Kimpton Parish in the north through to Upper Clatford, where it feeds into the River Anton (and then to the River Test). It is a classic and iconic chalk stream. The sewage system for the area loosely follows the Pillhill Brook. Unfortunately, the system has been affected in recent years by groundwater infiltration for several months in many years, with climate change issues to the fore. The community continues to work with Southern Water to address the issues, which present a major challenge to the future of the Parish.

Appleshaw

The ancient parish of Appleshaw lies in the north-west corner of Hampshire, 5 miles from Andover and about a mile from its nearest neighbours, Fyfield, Weyhill and Clanville. Taken from 'Appleshaw, Township and Parish' by Melville T H Child, it lies 'grouped along roads which bear some resemblance to the letter Y: the stem, linking the A342 with the village, splits into its two branches about a mile along it, one pointing roughly West of north and the other east of north until they meet the Wiltshire county boundary'. The hamlet of Redenham, along with Redenham Park, was added to the parish in the 1990s from Fyfield, and the small community

at Tilly Down is another significant settlement. The parish is still predominantly rural, and has published a Village Design Statement (https://www.testvalley.gov.uk/assets/attach/2728/VILLAGE-DESIGN-STATEMENT-FINAL-9A.pdf).

The villages are in an ancient river valley and old Ordnance Survey geological maps describe the soil as 'valley or river gravel', which accounts for the number of gravel pits which existed in the valley until the 1960s. Sites of three Roman villas have been found in Appleshaw and Redenham, the reason for their existence here remaining unknown. An explanation might be the ready access to water and building materials such as timber, chalk, flint and clay. An important find of pewter vessels at one of the sites in 1897 is in the British Museum and is known as the Appleshaw Hoard.

The Appleshaw Fairs, where until 1910 sheep and pigs were sold in large enough numbers to rival the more famous Weyhill Fair, were held three times a year and were an important part of the West Country's rural economy. They also provided entertainment for parishioners and the many visitors from far and near.

Neighbouring parishes are Kimpton, which shares Redenham Park, Penton Grafton (Weyhill) and Amport. The parish is divided by the A342 with the majority to the north of the road and a triangular shaped section in the middle of Dauntsey Drove, Fyfield Lane and Fyfield Road. Biddesden Bottom Road is the main access to the village and is generally a narrow village lane with no footpaths from the A342 to the Wiltshire border at Biddesden. The lanes are generally unsuitable for HGVs. The Ragged Appleshaw road leading to Tilly Down via Eastville does have a footpath and is comparatively modern in layout. Privet Lane runs from Redenham to the A342 where it crosses the main road and finishes in Fyfield.

Features of the parish today include a Primary School, Village Hall and Playing Field, The Walnut Tree Inn and St Peter-in-the-Wood Church which was built in 1830/31 to replace an earlier building which had fallen into disrepair. The village shop and Post Office closed some years ago. There is an international meat packing business which generates a steady flow of HGV traffic via the Clanville road and sometimes through Ragged Appleshaw to and from the A342. The business includes a small retail shop selling meat and condiments. Redenham Park has small business units in a converted farm building which generate an amount of traffic in and out via Home Farm Lane.

Fyfield

Fyfield parish lies in the north-west of Hampshire, approximately 5 miles north-west of Andover and close to the Wiltshire boundary. The parish is situated within the Test Valley borough and encompasses the village of Fyfield as its principal settlement. The parish shares boundaries with neighbouring communities including Thruxton, Kimpton, Appleshaw and Weyhill, reflecting its close relationship with the surrounding rural villages of north-west Hampshire.

The parish is predominantly rural in character, comprising open farmland, woodland and countryside typical of the Hampshire-Wiltshire border area. A network of country lanes provides access throughout the parish and connects residents with neighbouring villages and the town of Andover. Its location offers a peaceful rural setting while remaining within reasonable reach of the services and transport links available in Andover.

Features of the parish today include the historic Church of St Nicholas, a building with origins dating back to the Domesday Book of 1086 and significant medieval development during the fourteenth century. The church remains an important landmark and focal point for the local community. Primary school pupils typically attend Kimpton, Thruxton and Fyfield Church of England Primary School in nearby Kimpton, while healthcare services, shopping facilities and the nearest railway station are located in Andover.

The parish covers an area of approximately 224 hectares and has a population of around 338 residents. The rural landscape, historic buildings and long-established settlement pattern continue to shape the character of Fyfield today. Its combination of heritage assets, countryside surroundings and proximity to Andover make it an attractive rural parish, while its historic church, community facilities and connections with neighbouring villages help maintain a strong local identity and active community spirit.

Kimpton

Kimpton parish lies in the north-west of Hampshire, approximately 4 miles west of Andover and close to the Wiltshire boundary. The parish is situated within the Test Valley district and encompasses the village of Kimpton as its principal settlement, together with the hamlet of Shoddesden to the north. The parish shares boundaries with the neighbouring communities of Appleshaw, Fyfield, Thruxton and Ludgershall in Wiltshire. The A342 passes through the north-eastern corner of the parish, providing access towards Andover and Devizes.

The parish is predominantly rural in character, with a network of country lanes serving residents, farms and businesses. Kimpton Down forms much of the northern and western area of the parish and contains a number of important archaeological and historic sites, including prehistoric barrows, Roman remains and evidence of Iron Age settlement. The former Midland and South Western Junction Railway runs alongside the A342, although passenger services ceased many years ago.

Features of the parish today include Kimpton Primary School, the Village Hall, a recreation ground, The Welcome Stranger public house and the Grade I listed Church of St Peter and St Paul. The church dates in part from the thirteenth century and remains a focal point of village life. The parish is also home to a number of agricultural and rural enterprises, including Kimpton Down Stables and the Kimpton Apple Press. While many residents now work outside the village, Kimpton retains a strong rural identity and active community spirit.

The parish covers an area of just over 1,120 hectares and has a population of around 370 residents. Much of the landscape is characterised by open farmland, chalk downland and historic buildings, including Kimpton Manor, one of the oldest inhabited houses in Hampshire. The rural setting, historic environment and proximity to both Andover and the Wiltshire border continue to shape the character of the parish today.

Monxton

Monxton parish lies to the south-west of Andover in Hampshire. The parish is situated in Anna Ward within Test Valley Borough Council. The parish shares boundaries with neighbouring communities, notably the parishes of Amport, Abbotts Ann, the Pentons and Over Wallop, and borders the MoD land at Andover and Andover Business Park. The A303 cuts across the north of the parish, and the parish also has the main London – Salisbury railway line further south.
The parish is predominantly rural in character, comprising open farmland, woodland and countryside typical of the area, and limited housing. Country lanes provide access through the parish and connect residents with Andover and the neighbouring communities.

Features of the parish today include the new Monxton & Amport Village Hall, opened in 2025, and St.Mary's Church, which is an important landmark and focal point for the local community. They sit near the crossroads in the centre of the village. Primary school pupils typically attend Amport Church of England Primary School in Amport, while healthcare services and shopping facilities are located in Andover. The nearest railway stations are in Andover and at Grateley.

The parish covers an area of approximately 450 hectares and has a population of around 280 residents.

Penton Grafton

Penton Grafton parish lies to the West of Andover in Hampshire. The parish is situated in the Ward of Charlton and the Pentons, within Test Valley Borough Council. The main settlements in the parish are the villages of Weyhill (part), Clanville and Penton Grafton. The parish shares boundaries with neighbouring communities, notably the parishes of Appleshaw, Amport, Penton Mewsey, Monxton and Andover, and it borders Wiltshire to the north. The A303 and the A342 cut across the south of the parish.

The parish is predominantly rural in character, comprising open farmland, woodland and countryside typical of the area, and limited housing. Country lanes provide access through the parish and connect residents with Andover and the neighbouring communities. It does however have the A342 running through the centre of Weyhill, and this provides a regular bus service to Andover, Ludgershall and Salisbury.

Features of the parish today include the Weyhill Village Hall, The Fairground Craft and Design Centre, communal allotments, a public house, St.Michael and All Angels Church, Weyhill, and other facilities including food outlets, a petrol station and a garage. The nearest primary

schools are in Charlton and Andover, while healthcare services and shopping facilities are located in Andover. The nearest railway station is in Andover.

The parish covers an area of approximately 763 hectares and has a population of around 800 residents. It suffers from some deprivation, especially in terms of physical proximity of local services.

Penton Mewsey

The parish of Penton Mewsey lies to the West of Andover in Hampshire. The parish is situated in the Ward of Charlton and the Pentons, within Test Valley Borough Council. The main settlement in the parish is the village of Penton Mewsey. The parish shares boundaries with neighbouring communities, notably the parishes of Penton Grafton, Charlton, Tangley, and Andover. The A303 and the A342 cut across the south of the parish.

The parish is predominantly rural in character, comprising open farmland, woodland and countryside typical of the area, and limited housing. Country lanes provide access through the parish and connect residents with Andover and the neighbouring communities. It does however have the A342 running through the parish, and this provides a regular bus service to Andover, Ludgershall and Salisbury.

Features of the parish today include the Penton Village Hall, Penton Recreational Centre, The Avenue Day Nursery, the White Horse Pub and Holy Trinity Church. The parish also has some active sports clubs, including the tennis club and the cricket club. The nearest primary schools are in Charlton and Andover, while healthcare services and shopping facilities are located in Andover. The nearest railway station is in Andover.

Thruxton

The Parish of Thruxton includes the main village of Thruxton and three small settlements of Parkhouse Cross, Thruxton Down and the westerly side of Dauntsey Lane. The Parish has an area of 632.97 hectares supporting a population of circa 620.

The south-western half of the Parish is an area of chalk grassland. Much of this land is now laid to arable farmland with the small hamlet of Thruxton Down nestled at its heart. Below the chalk lie important aquifers. Thruxton Aerodrome and Motor Racing Circuit are sandwiched between Thruxton Down and the Village. It is the site of an active private airfield, a racing track and a small industrial estate

Thruxton Village nestles into the landscape at the eastern end of the Parish. The old village developed in the valley bottom, following the path of the winterbourne. The remainder of the Village has been built in the last 100 years with a significant expansion after the war and in the 1970s, but still mirroring the T shape of the old road.

The landscape of the area to the east of the village is rural in character. The area has been farmed for millennia. At the far north-eastern tip of the Parish is Dauntsey Lane, part of the settlement of Weyhill and trisected by the Fyfield/Thruxton/Amport Parish boundary. The 9 houses in the Thruxton Parish part of Weyhill have all been built since the 1920s.

The Parish has an ancient history and is thought to have been settled since the Late Bronze Age. A Roman pavement found near Mullen's pond is now exhibited in the British Museum. The Grade I listed church of St Peter and Paul has its origins over 1000 years ago, and its Victorian refurbishment gives it its current appearance. Thruxton Village's historic heart is built around a T shaped street pattern, following the course of the Winterbourne. The Grade I listed church of St Peter and Paul has its origins over 1000 years ago. Victorian refurbishment has given it its current appearance. The core of the Village also includes the Manor, Rectory, Village Green (once a glebe field), the Memorial Hall (once a Wesleyan Chapel, built in 1817) and the field containing the Scheduled Monument of Manorial Earthworks Othe heritage buildings of the Parish include 18th Century thatch roofed, cob wall cottages, thatched topped cob boundary walls. 19th Century dwellings are often of brick and flint, continuing the use of traditional Hampshire material in house building.
The Parish has published a Neighbourhood Development Plan: https://www.test-valley.gov.uk/assets/attach/10242/2020_Thruxton_Final_small.pdf)

Chapter 4 - Statistics, Traffic Data and Survey

Introduction

This chapter displays up to date evidence supporting the need for infrastructure improvements along the A342. The following are included in this Chapter:

TVBC Draft Local Plan Regulation 18 Revision

Summary of representations directly relevant to the work of the A342 Group

Traffic Data and Statistics:

HCC traffic data from ATC sensors
HCC ATC Data Summaries (note that the full dataset is available
Speed Indication Devices (SID) in villages feeding traffic to/from the A342
Appleshaw Traffic Consultation output
Thruxton traffic consultation report (attached as separate document)

Survey:

A342 Road Survey – Summary of Findings

A342 Group Traffic Information Summary

A342 Traffic Volumes and Speeds along the A342 and samples of local villages feeding to/ from the A342

This analysis summarises data received from Hampshire County Council Highways and Parish Councils for volumes and speeds of vehicles. It highlights the high volumes along the A342 between Ludgershall leaving Faberstown and Andover approaching the Hundred Acre roundabout A303 junction. It also highlights the speeds of vehicles, including types of vehicles within the appendices for the A342.

This is provided as a baseline 2025/2026 measurement in the event of significant additional housing development in this area. The impact of such development must be considered on roads infrastructure, public safety and public amenity with appropriate improvement measures defined and implemented before significant increased housing is delivered. This must include controls to ensure the A342 and A303 major roads take the maximum amount of new traffic with fast flow through junctions and avoiding the creation of augmented 'rat run' traffic through villages.

INCLUDED BELOW ARE:

1. HCC ATC sensor reports
2. Villages SID sensor reports
3. Thruxton Traffic consultation supported by TVBC outcome highlighting existing concerns in villages now.
4. Appleshaw Traffic Consultation output
5. HCC ATC data set summaries.

A303 trunk road traffic data is not considered in this report section. However, as the major trunk link East and West plus via the A34 to north and south it is routinely accessed by vehicles that are using the A342 and associated routes through villages, notably via Ludgershall/ Tidworth, Amport (Sarson Lane), Thruxton and the Hundred Acre roundabout at Andover. The two Thruxton and the Sarson Lane slip roads are very short and present hazardous entry on to the A303. Increasing volumes will exacerbate the risk of serious accidents unless measures are taken to avoid these routes being used as an alternative to the major junctions at the A338 and the A342/3.

> **TVBC and Hampshire CC Highways are requested by the A342 group of parish, town and county councillors to ensure that traffic data is acknowledged and used alongside other report information to inform roads infrastructure improvements required.**

HCC traffic data from ATC sensors

This report section gives a summary of traffic data received from Hampshire County Council for four ATC traffic counters between Ludgershall and the Hundred Acre roundabout on the A342. Data has been received from HCC for the period 17th to 24th April 2026 generally, but 7th to 13th May at Penton Road. The data from five sensor points are all on the A342 between Weyhill and the Hundred Acre Roundabout junction with the A343 and A303.

The tables below are abbreviated summaries from the full data set that includes counts per one hour intervals and speed ranges, summarising further for the four points where data was recorded in the same time period 17th to 24th April:

- Between 15,000 and 16,000 vehicle movements per day combined travel in East and West directions between Weyhill and Andover

- Circa 11,500 of these vehicle movements are between Ludgershall and Weyhill, implying the balance joins/leaves the A342 via the

    - Shoddesden junction (from/to Tidworth),
    - Penton Lane to/from The Pentons, North Andover and Hurstbourne Tarrant on to the A34 via Highclere
    - Amesbury Road to/from Thruxton/ A303
    - Junction to/from Fyfield and
    - Junction to/from Appleshaw.

- Weyhill is a significant junction point that is a congestion point in peak hours,
- Peak times vary but average the hour commencing 08.00 am and 16:00 pm,
- Vehicle speeds in mph, vehicle numbers and peak hours numbers are:

Traffic Volumes

Location and HCC ATC reference ID	Ave vehicles / day East plus West	AM Peak Hr count	PM peak hr count
A342 Weyhill Rd West of Reith Way Andover ID 33460443	15996	1189	1292
A342 Weyhill Rd near Hanging Bush Lane ID 32460444	1550	1118	1226
Weyhill Road East of Weyhill Fair ID 10529	15382	1116	1239
A342 South of Faberstown ID 420056	11592	987	984
A342 West of Penton Road ID 31460445	14768	1104	1258

Location and HCC ATC reference ID	85th Percentile speed	Mean Speed	Max speed range	Week Max speed recorded
A342 Weyhill Rd West of Reith Way Andover ID 33460443	56.4	45.6	>85mph	17-23 April 26
A342 Weyhill Rd near Hanging Bush Lane ID 32460444	52.9	46.0	Max speed range >85mph	17-23 April 26
Weyhill Road East of Weyhill Fair ID 10529	52.9	46.0	Max speed range >85mph	17-23 April 26
A342 South of Faberstown ID 420056	46.95	39.5	Max speed range 60-70mph	17-23 April 26
A342 West of Penton Road ID 31460445	47.3	40.4	Max speed range >65mph	7-13 May 26

Traffic Types

Vehicle Types have only been received for A342 South of Faberstown and Vehicle Length groups for A342 West of Reith Way, summarised as follows:

A342 Weyhill Rd West of Reith Way Andover ID 33460443	**<5.2m**	**5.2-6.5m**	**6.5-11.5m**	**>11.5m**	total						
	13532	1474	664	326	15996						
	85%	9%	4%	2%							
A342 South of Faberstown ID 420056	Mcl	Car	Car+T	HVan	LGV	Rigid	R+T	Artic	MBus	Coach	total
	128	10451	46	609	6	120	15	48	65	103	11592
	1.1%	90.2%	0.4%	5.3%	0.1%	1.0%	0.1%	0.4%	0.6%	0.9%	

Note that the data is not believed to be captured on the same dates so differences between the locations are not readily comparable. It is however clear that cars and vans represent the great majority in this data.

Speed Indication Devices (SID) in villages feeding traffic to/ from the A342

Data is collected in Appleshaw, Thruxton, Kimpton and Weyhill. The tables below are for periods of 18-21 weeks as stated.

The numbers in the tables are for ONE direction of traffic apart from the two tables for Kimpton and Weyhill, so the one-way totals for Appleshaw and Thruxton are doubled to approximate the daily total:

Appleshaw Green (one direction x 2)	632
Ragged Appleshaw (one direction x 2)	438
Thruxton Stanbury Road (ditto)	706
Kimpton (measured in two directions)	726
Weyhill (Penton Grafton) A342 (measured in two directions)	12,665

It must be noted that, apart from Weyhill, the villages have significant roads lengths without pedestrian footpaths. Public consultations in both Appleshaw and Thruxton have identified the overwhelming concerns about pedestrian safety. This is before any potential substantial increase in traffic through the villages. Both Appleshaw and Thruxton have initiated applications to reduce the speed limit in the villages to 20mph.

Appleshaw Green Near Village Hall				18 weeks	**23/08/25 – 31/12/25**	
	Ave. Speed	No. of vehicles	No. of vehicles/ day	Ave. Max Speed	Max Speed	Time / Date
Monday	24.41	6,038	325	29.91	44	25/08/2026 07:00
Tuesday	24.43	6,214	335	30.16	52	28/10/2026 10:00
Wednesday	24.7	6,361	343	30.01	50	17/12/2026 01:30
Thursday	24.77	6,131	330	30.33	49	23/10/2026 20:00
Friday	24.51	6,321	340	30.3	53	26/12/2026 17:00
Saturday	24.48	5,493	296	29.77	56	13/09/2026 20:00

Ragged Appleshaw				18 weeks	**23/08/25 - 31/12/25**	
	Average Speed	No. of Vehicles	vehicles/ day	Average Max Speed	Max Speed	Time / Date
Monday	23.04	4,293	231	27.79	48	(03:00 24/11)
Tuesday	23.16	4,808	259	27.93	55	(18:30 16/09)
Wednesday	23.2	4,737	255	27.88	49	(17:00 17/12)

Thursday	23.46	4,487	242	28.34	51	(11:00 06/11)
Friday	22.99	4,889	263	27.97	49	(09:00 05/09)
Saturday	23.46	3,182	171	27.48	59	(20:30 06/09)
Sunday	22.32	2,066	111	25.77	55	(14:00 26/10)
Overall	23.14		219	27.76	59	

Stanbury Road Thruxton Northbound				21 WEEKS	05/05/25 – 20/09/25	
Day	Average Speed	Vehicles	Vehicles/ day	Average Max Speed	Max Speed	
SUNDAY	25.70	5410	274	30.86	59	01/06/2025 00:00
MONDAY	25.53	6719	341	31.04	56	14/07/2025 22:30
TUESDAY	25.58	7571	384	31.79	55	27/05/2025 22:00
WEDNES-DAY	25.62	7848	398	31.87	56	21/05/2025 21:30
THURSDAY	25.81	7873	399	31.93	64	11/09/2025 01:00
FRIDAY	25.39	7476	379	31.87	65	30/05/2025 21:00
SATURDAY	25.59	5796	294	31.35	68	17/05/2025 20:00
Overall	25.60		353	31.58	68	

Kimpton - Entering Village				21 weeks	13/04/2025 – 06/09/2025	
Day	Ave. Speed	No. of Vehi-cles	Vehicles per day	Ave. Max Speed	Max Speed	Time / Date
Sunday	24.28	6212	298	28.46	54	22:30 17/08
Monday	25.19	8434	404	29.91	47	09:30 05/05
Tuesday	26.18	9694	465	31.78	58	17:00 22/07
Wednesday	25.78	9598	460	31.40	66	13:30 04/06
Thursday	25.38	9460	454	30.80	64	02:00 24/04
Friday	25.59	10536	505	31.14	55	22:00 08/08
Saturday	25.99	7496	359	30.91	62	05:00 03/05
Overall	25.54		421	30.76	66	

Kimpton Leaving Village 21 weeks				21 weeks	13/04/2025 – 06/09/2025	
Day	Ave Speed	Vehicles	Vehicles per day	Ave Max Speed	Max Speed	Time / Date
Sunday	26.58	4862	233	30.41	59	00.00 29/06
Monday	26.67	6048	290	31.25	67	23:30 14/07
Tuesday	26.84	6942	333	31.52	58	21:30 03/06

Wednesday	26.98	6998	336	31.81	58	15:00 06/08
Thursday	26.81	6554	314	31.18	52	20:30 24/07
Friday	26.58	7510	360	31.40	51	15:30 16/05
Saturday	26.48	5618	269	30.45	57	15:30 10/05
Overall	26.72		305	31.20	67	

Weyhill (Penton Grafton) Incoming 18.7 weeks					**7/11/2025 – 18/03/2026**	
Day	Ave Speed	Vehicles	Vehicles per day	Ave Max Speed	Max Speed	Time / Date
Sunday	35.90	85034	4544	51.34	73	23:30 18/01
Monday	34.91	120802	6455	50.83	71	04:30 22/12
Tuesday	34.52	113608	6071	50.65	75	00:30 17/03
Wednesday	34.86	117196	6262	50.56	70	23:00 10/12
Thursday	34.59	106696	5701	50.46	73	23:30 05/03
Friday	34.51	118832	6350	50.56	82	08:00 21/11
Saturday	35.37	106746	5704	51.84	78	19:30 28/02
Overall	34.75	768914	5870	50.58		

Weyhill (Penton Grafton) Outgoing 18.7 weeks					**7/11/2025 – 18/03/2026**	
Day	Ave Speed	Vehicles	Vehicles per day	Ave Max Speed	Max Speed **	Time / Date **
Sunday	38.49	100695	5381	54.87	N/A	N/A
Monday	37.93	137303	7337	58.7	N/A	N/A
Tuesday	37.44	131008	7000	58.69	N/A	N/A
Wednesday	37.73	134166	7169	58.8	N/A	N/A
Thursday	37.85	126824	6777	59.45	N/A	N/A
Friday	37.61	137070	7324	58.55	N/A	N/A
Saturday	40.73	123072	6576	59.95	N/A	N/A
Overall	38.22	890138	6795			

** Outgoing records include a significant number of maximum speeds recorded >100mph which appear to be unlikely therefore for this SID location are not stated

Appleshaw Traffic Consultation output

The Parish Council's Road Safety Group delivered the following Survey to all households in 2024: a record of responses, showing a high degree of concern for road safety, and the return rate are published below:

> Hampshire CC has now agreed to some villages being eligible for 20 MPH zones. We want to know what you think. There might be a possibility to include our villages if a majority are in favour. The Appleshaw and Redenham PC Road Safety group report has highlighted high

risk areas in our villages in addition to consideration of 20MPH zones. Tell us what you think.

1. Are you concerned about road safety in our villages? Yes / No
2. Is there a speeding problem in our villages? Yes / No
3. Have you witnessed near misses involving pedestrians in our villages? Yes / No
4. Would you support 20 MPH in areas of Appleshaw with no pavements? Yes / No
5. What should the speed limit be in residential areas on the main road in Redenham? 40? --- 30? --- 20? ---
6. Would you support 40 MPH from the playing field to the main A342 road? Yes / No
7. Would you support 40 MPH on A342 'top' road approaching Appleshaw turning? Yes / No
8. Have you witnessed near misses at the junction with the 'top road' A342? Yes / No

Appleshaw & Redenham Road Safety Survey Results - Spring 2024

Leaflets delivered	249			
Responses and return rate %	55	22.1%		
	YES	**NO**	**%**	
Concerned about local Road Safety ?	52	2	96.3%	54
Speeding Problem?	51	4	92.7%	55
Witnessed near misses - pedestrians?	37	17	68.5%	54
Support 20 MPH - no pavements?	45	5	90.0%	50
Speed Limit Redenham?	40 mph	30 mph	20 mph	
Responses	1	40	14	55
%	2%	73%	25%	
40 MPH to top road?	38	16	70.4%	54
40MPH ON top road?	40	13	75.5%	53
near misses at Jn.?	38	15	71.7%	53

HCC ATC data Summaries (note that the full dataset is available)

Weekly Volume Report HANTS_ATC 000033460443 2026-04-17 to 2026-04-23										
Site Name	000033460443									
Site ID	000033460443									
Grid	433370146118									
Description	A342 Weyhill Rd West of Reith Way Andover									
All directions										
	<--	**Average of each**					-->	**Average**		**Total**
	Mon	**Tue**	**Wed**	**Thu**	**Fri**	**Sat**	**Sun**	**Workday**	**7 Day**	**Count**
00-24	16106	16870	17032	17392	17348	13970	13252	16950	15996	111970
am Peak	8:00:00	8:00:00	8:00:00	8:00:00	8:00:00	11:00:00	11:00:00	8:00:00	8:00:00	
Peak Volume	1404	1386	1432	1433	1272	1300	1273	1385	1189	
pm Peak	17:00:00	17:00:00	16:00:00	16:00:00	15:00:00	12:00:00	12:00:00	16:00:00	16:00:00	
Peak Volume	1419	1543	1543	1493	1489	1259	1273	1459	1292	
Westbound										
	<--	**Average of each**					-->	**Average**		**Total**
	Mon	**Tue**	**Wed**	**Thu**	**Fri**	**Sat**	**Sun**	**Workday**	**7 Day**	**Count**
00-24	8202	8521	8747	8874	8859	6858	6867	8641	8133	56928
am Peak	8:00:00	7:00:00	8:00:00	8:00:00	8:00:00	11:00:00	9:00:00	8:00:00	8:00:00	
Peak Volume	532	541	568	582	536	590	565	550	505	
pm Peak	17:00:00	17:00:00	17:00:00	17:00:00	15:00:00	12:00:00	12:00:00	17:00:00	17:00:00	
Peak Volume	834	923	890	889	834	614	545	861	739	

Eastbound										
	<--	Average of each					-->	Average		Total
	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Workday	7 Day	Count
00-24	7904	8349	8285	8518	8489	7112	6385	8309	7863	55042
am Peak	8:00:00	8:00:00	8:00:00	8:00:00	8:00:00	11:00:00	11:00:00	8:00:00	8:00:00	
Peak Volume	872	853	864	851	736	710	816	835	684	
pm Peak	17:00:00	16:00:00	16:00:00	16:00:00	16:00:00	12:00:00	12:00:00	16:00:00	16:00:00	
Peak Volume	585	672	679	658	666	645	728	651	582	

85th Percentile speed 56.400	Average Speed 45.600

Weekly Volume Report HANTS_ATC 000032460444 2026-04-17 to 2026-04-23										
Site Name	000032460444									
Site ID	000032460444									
Grid	432701146385									
Description	A342 Weyhill Rd nr Hanging Bushes Ln Andover									
All directions										
	<--	Average of each					-->	Average		Total
	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Workday	7 Day	Count
00-24	15380	16014	16242	16557	16644	13576	13037	16167	15350	107450
am Peak	8:00:00	7:00:00	8:00:00	8:00:00	8:00:00	11:00:00	11:00:00	8:00:00	8:00:00	
Peak Volume	1320	1307	1350	1318	1205	1251	1325	1298	1118	
pm Peak	17:00:00	17:00:00	16:00:00	16:00:00	15:00:00	12:00:00	12:00:00	16:00:00	16:00:00	
Peak Volume	1340	1476	1456	1437	1421	1207	1396	1385	1226	

Westbound										
	<--	**Average of each**					**-->**	**Average**		**Total**
	Mon	**Tue**	**Wed**	**Thu**	**Fri**	**Sat**	**Sun**	**Workday**	**7 Day**	**Count**
00-24	7906	8120	8397	8526	8571	6724	6751	8304	7856	54995
am Peak	8:00:00	7:00:00	8:00:00	8:00:00	8:00:00	11:00:00	10:00:00	8:00:00	8:00:00	
Peak Volume	519	522	556	551	519	567	533	532	487	
pm Peak	17:00:00	17:00:00	17:00:00	17:00:00	15:00:00	12:00:00	12:00:00	17:00:00	17:00:00	
Peak Volume	793	890	838	854	803	588	605	824	707	
Eastbound										
	<--	**Average of each**					**-->**	**Average**		**Total**
	Mon	**Tue**	**Wed**	**Thu**	**Fri**	**Sat**	**Sun**	**Workday**	**7 Day**	**Count**
00-24	7474	7894	7845	8031	8073	6852	6286	7863	7494	52455
am Peak	8:00:00	7:00:00	8:00:00	8:00:00	8:00:00	11:00:00	11:00:00	8:00:00	8:00:00	
Peak Volume	801	785	794	767	686	684	819	766	632	
pm Peak	17:00:00	16:00:00	16:00:00	16:00:00	16:00:00	12:00:00	12:00:00	16:00:00	16:00:00	
Peak Volume	547	636	635	633	630	619	791	613	549	

85th Percentile speed 52.900	Average Speed 46.000

Weekly Volume Report HANTS_ATC 000000010529 2026-04-17 to 2026-04-23										
Site Name	A342									
Site ID	000000010529									
Grid	432085146593									
De-scrip tion	WEYHILL ROAD									
All directions										
	<--	**Average of each**					**-->**	**Average**		**Total**
	Mon	**Tue**	**Wed**	**Thu**	**Fri**	**Sat**	**Sun**	**Workday**	**7 Day**	**Count**
00-24	15458	16109	16311	16666	16739	13620	12768	16257	15382	107671
am Peak	8:00:00	8:00:00	8:00:00	8:00:00	8:00:00	11:00:00	11:00:00	8:00:00	8:00:00	
Peak Vol-ume	1314	1315	1355	1325	1206	1250	1276	1303	1116	
pm Peak	17:00:00	17:00:00	16:00:00	16:00:00	15:00:00	12:00:00	12:00:00	16:00:00	16:00:00	
Peak Vol-ume	1344	1470	1469	1444	1425	1243	1317	1397	1239	
Eastbound										
	<--	**Average of each**					**-->**	**Average**		**Total**
	Mon	**Tue**	**Wed**	**Thu**	**Fri**	**Sat**	**Sun**	**Workday**	**7 Day**	**Count**
07-19	5983	6394	6286	6455	6501	5630	5907	6324	6165	43156

06-22	6911	7285	7206	7416	7406	6306	6573	7245	7015	49103
06-24	7008	7389	7323	7518	7552	6471	6671	7358	7133	49932
00-24	7289	7649	7606	7810	7827	6647	6823	7636	7379	51651
am Peak	8:00:00	8:00:00	8:00:00	8:00:00	8:00:00	11:00:00	10:00:00	8:00:00	8:00:00	
Peak Vol-ume	774	765	767	754	668	661	787	746	657	
pm Peak	16:00:00	16:00:00	16:00:00	16:00:00	16:00:00	12:00:00	12:00:00	16:00:00	16:00:00	
Peak Vol-ume	524	615	607	605	600	605	637	590	531	
Westbound										
	<--	**Average of each**					**-->**	**Average**		**Total**
	Mon	**Tue**	**Wed**	**Thu**	**Fri**	**Sat**	**Sun**	**Workday**	**7 Day**	**Count**
00-24	8169	8460	8705	8856	8912	6973	5945	8620	8003	56020
am Peak	8:00:00	8:00:00	8:00:00	8:00:00	8:00:00	11:00:00	11:00:00	8:00:00	11:00:00	
Peak Vol-ume	540	550	588	571	538	589	529	557	507	
pm Peak	17:00:00	17:00:00	17:00:00	17:00:00	15:00:00	12:00:00	12:00:00	17:00:00	17:00:00	
Peak Vol-ume	825	932	881	891	841	638	680	859	737	

85th Percentile speed 52.900	Average Speed 46.000

Weekly Volume Report HANTS_RTD 000003420056 2026-04-17 to 2026-04-23										
Site Name	3420056									
Site ID	000003420056									
Grid	428147150197									
Description	A342 Ludgershall									
Setup	3420056_Pvr_Ca									
Lanes	Each Lane									
Time Period	1 hour									
Class	Any									
Exclude data:	None									
All directions										
	<--	**Average of each**					**-->**	**Average**		**Total**
	Mon	**Tue**	**Wed**	**Thu**	**Fri**	**Sat**	**Sun**	**Workday**	**7 Day**	**Count**
00-24	11570	12423	12329	12564	12341	10416	9498	12245	11592	81141
am Peak	08:00:00	08:00:00	08:00:00	08:00:00	08:00:00	11:00:00	11:00:00	08:00:00	08:00:00	
Peak Volume	1036	1137	1133	1070	926	919	836	1060	888	
pm Peak	17:00:00	17:00:00	17:00:00	17:00:00	15:00:00	12:00:00	12:00:00	17:00:00	17:00:00	
Peak Volume	1064	1188	1134	1142	1028	939	935	1101	978	
Southbound										
	<--	**Average of each**					**-->**	**Average**		**Total**
	Mon	**Tue**	**Wed**	**Thu**	**Fri**	**Sat**	**Sun**	**Workday**	**7 Day**	**Count**
00-24	5857	6433	6193	6365	6209	5277	4740	6211	5868	41074
am Peak	07:00:00	08:00:00	08:00:00	08:00:00	08:00:00	11:00:00	10:00:00	08:00:00	08:00:00	
Peak Volume	723	804	760	727	616	500	428	725	601	

pm Peak	17:00:00	16:00:00	16:00:00	16:00:00	15:00:00	12:00:00	12:00:00	16:00:00	16:00:00	
Peak Volume	400	446	432	446	459	457	398	417	386	
Northbound										
	<--	**Average of each**					**-->**	**Average**		**Total**
	Mon	**Tue**	**Wed**	**Thu**	**Fri**	**Sat**	**Sun**	**Workday**	**7 Day**	**Count**
00-24	5713	5990	6136	6199	6132	5139	4758	6034	5724	40067
am Peak	08:00:00	08:00:00	08:00:00	08:00:00	11:00:00	11:00:00	11:00:00	08:00:00	11:00:00	
Peak Volume	316	333	373	343	371	419	432	335	356	
pm Peak	17:00:00	17:00:00	17:00:00	17:00:00	17:00:00	12:00:00	12:00:00	17:00:00	17:00:00	
Peak Volume	664	782	743	723	589	482	537	700	598	

Weekly Volume Report HANTS_ATC 000031460445 2026-05-07 to 2026-05-13										
Site Name	000031460445									
Site ID	000031460445									
Grid	431248146858									
Description	A342 Andover Rd W of Amesbury Rd Ando-ver									
Setup	Setup6315									
Lanes	Each Lane									
Bins	Total									
Time Period	1 hour									
Exclude data:	None									
All directions										
	<--	**Average of each**					**-->**	**Average**		**Total**
	Mon	**Tue**	**Wed**	**Thu**	**Fri**	**Sat**	**Sun**	**Workday**	**7 Day**	**Count**
00-24	14875	15038	15315	15861	16672	13449	12163	15552	14768	103373

am Peak	08:00:00	07:00:00	08:00:00	08:00:00	08:00:00	11:00:00	11:00:00	08:00:00	08:00:00	
Peak Volume	1333	1322	1357	1334	1202	1150	1166	1306	1104	
pm Peak	17:00:00	17:00:00	17:00:00	16:00:00	17:00:00	12:00:00	12:00:00	17:00:00	16:00:00	
Peak Volume	1404	1423	1365	1481	1475	1125	1132	1422	1258	
Eastbound										
	<--	**Average of each**					**-->**	**Average**		**Total**
	Mon	**Tue**	**Wed**	**Thu**	**Fri**	**Sat**	**Sun**	**Workday**	**7 Day**	**Count**
00-24	7244	7389	7481	7696	7979	6555	6010	7558	7193	50354
am Peak	07:00:00	07:00:00	08:00:00	07:00:00	08:00:00	10:00:00	10:00:00	08:00:00	08:00:00	
Peak Volume	829	860	875	825	697	653	611	804	682	
pm Peak	16:00:00	16:00:00	15:00:00	16:00:00	15:00:00	12:00:00	12:00:00	16:00:00	16:00:00	
Peak Volume	518	548	559	644	628	541	559	572	528	
Westbound										
	<--	**Average of each**					**-->**	**Average**		**Total**
	Mon	**Tue**	**Wed**	**Thu**	**Fri**	**Sat**	**Sun**	**Workday**	**7 Day**	**Count**
00-24	7631	7649	7834	8165	8693	6894	6153	7994	7574	53019
am Peak	08:00:00	08:00:00	08:00:00	08:00:00	08:00:00	11:00:00	11:00:00	08:00:00	11:00:00	
Peak Volume	514	487	482	521	505	548	644	502	467	
pm Peak	17:00:00	17:00:00	17:00:00	17:00:00	17:00:00	12:00:00	12:00:00	17:00:00	17:00:00	
Peak Volume	921	941	912	941	974	584	573	938	795	

A342 Road Survey – Summary of Findings

Executive Summary

This report presents the findings of a survey in early 2026 examining how residents use the A342 and the importance of the route to communities along its corridor. A total of 470 responses were received from residents across Weyhill, Appleshaw, Thruxton, Fyfield, Kimpton, the Penton villages and neighbouring settlements.

The survey demonstrates that the A342 is a critical transport route supporting daily travel for work, education, shopping, healthcare and leisure activities. The results show a very high level of dependence on the route, with the majority of respondents using it daily and many travelling on it multiple times each day.

Private car use was found to be overwhelmingly dominant, reflecting the limited availability or practicality of alternative transport options for many residents. The survey also indicates that the route is frequently used by multiple members of the same household, highlighting its importance not only for individual commuters but for entire families.

Weyhill Roundabout emerged as the most significant access point, with several other junctions, including Biddesden Bottom Road, Penton Road, Penton Lane, Fyfield Lane and Red Post Lane, also recording substantial levels of use.

The enlarged dataset produced results that were highly consistent with the original findings, providing additional confidence that the survey results accurately reflect local travel behaviour and the importance of the A342 to surrounding communities.

Headline Findings

- 470 residents participated in the survey.
- Approximately 99% of respondents use a private car on the A342.
- More than half use the road six or seven days per week.
- Many respondents travel on the route multiple times each day.
- Additional responses reinforced the original findings and increased confidence in the results.

Introduction

A survey was undertaken to understand how local residents use the A342 and to identify the importance of the route to surrounding communities. The survey received 470 responses from residents across Weyhill, Appleshaw, Thruxton, Fyfield, Kimpton, the Penton villages and neighbouring settlements.

The number of responses provides a substantial evidence base and offers a robust picture of travel patterns, road usage and dependency on the A342 corridor.

Respondent Profile

Responses were received from a broad range of villages served by, or connected to, the A342. Weyhill generated the largest number of responses, followed by Appleshaw, Thruxton, Fyfield and Kimpton. Smaller but important contributions were also received from Amport, Redenham, Monxton, Clanville and the Penton villages.

The geographical spread of respondents indicates that the findings reflect the views of communities throughout the corridor rather than a single settlement.

Household Drivers and Road Users

The survey demonstrates that the A342 is used by multiple members of many households. Approximately 58% of respondents reported that their household contains two drivers, while around one quarter reported a single driver. A similar pattern was seen when respondents were asked how many members of the household regularly use the A342.

This suggests that the road is not simply an individual commuter route but forms part of the daily transport network for entire households.

Method of Travel

The survey highlights the overwhelming reliance on private vehicles within the local area. Almost all respondents reported using a private car when travelling on the A342, with approximately 97% identifying the car as their primary method of transport.

Alternative modes such as buses, cycling and walking were recorded only in small numbers. A small number of respondents also reported using agricultural vehicles, horseboxes, commercial vans and other specialist vehicles.

Frequency of Use

The survey indicates extremely high levels of road usage.

More than two-thirds of respondents use the A342 daily, while a significant proportion reported travelling on the road multiple times each day. More than half of all respondents use the route six or seven days per week.

Many respondents reported using the road for work, education, shopping, healthcare, leisure activities and access to neighbouring villages.

Time of Day Usage

Usage occurs throughout the day but is concentrated during periods typically associated with commuting and daily activity. Strong usage levels were recorded during the morning peak period, daytime period and evening peak period. Relatively few respondents reported regular overnight use.

Junctions and Access Points

The most frequently used locations include Weyhill Roundabout, Biddesden Bottom Road, Penton Road and Penton Lane, Fyfield Lane and Red Post Lane. Weyhill Roundabout remains the most significant access point within the survey area.

Key Findings

- The A342 is heavily relied upon by local residents.
- Private car use is overwhelmingly dominant.
- Most households contain multiple users of the route.
- The road is used frequently, often several times per day.
- Usage occurs throughout the week rather than being confined to weekday commuting.

- Weyhill Roundabout acts as the primary access point for many journeys.

Statistical Summary

Measure	Result
Total survey responses	470
Households with two drivers	Approximately 58%
Households with two regular A342 users	Approximately 57%
Respondents using private cars	Approximately 99%
Private car as primary mode of transport	Approximately 97%
Use road six or seven days per week	More than 50%
Largest respondent village	Weyhill

Additional Dataset Validation

Following completion of the initial analysis, a further tranche of survey responses was received and incorporated into the final dataset.

The enlarged sample produced results that were remarkably consistent with those identified in the original analysis. Rankings of villages, travel behaviour, household composition, transport preferences and principal access points remained substantially unchanged.

The stability of the findings following an increase in responses provides strong assurance that the survey results are representative of local travel behaviour and are not materially influenced by sample variation.

Conclusion

The survey demonstrates that the A342 is a critical transport route serving multiple villages and communities across the area. Residents rely heavily on the route for work, education, shopping, healthcare and social activities.

Usage is frequent, often daily, and overwhelmingly dependent upon private vehicles.

The consistency of responses across a large sample of 470 participants provides a high degree of confidence in these findings and confirms the importance of the A342 as a key component of the local transport network.

TVBC Draft Local Plan Regulation 18 Revision

Summary of representations

This is a summary of selected representations as noted by TVBC in July 2026 made by members of the public and statutory consultees on specific parts of TVBC's draft local plan published in June 2025. The focus of this summary is on comments made insofar they are directly relevant to the work of the A342 Group. It may be that some of the comments have been taken out of context, and that is inadvertent.

It should also be noted that some of the comments were made in relation to sites that were withdrawn from the draft local plan in September 2025.

NA7: Land East of Ludgershall

Traffic & A342 / Road safety
Persistent queues and collision risks on the A342 and adjoining lanes. Junction/bridge proposals near Weyhill and Ludgershall are viewed as inadequate without wider upgrades and controls.

Utilities & capacity (water/sewage/electric/gas/broadband)
Southern Water's wastewater headroom and water supply are recurring concerns alongside electricity/gas/broadband constraints. Phased occupation tied to network reinforcement is sought.

Housing scale / demand / absorption
The combined NA7/NA8 scale is seen as disproportionate, with slow sales at Drummond Park cited. Calls to reduce/phasing or refocus on brownfield.

Healthcare (GP/dentist/hospital)
Castle Practice, NHS dentistry and hospital access are already overstretched. Growth is seen as untenable without funded new capacity and local facilities.

Education (primary/secondary/SEND)
Primary schools and Wellington Academy lack spare capacity; need to provide new schools, staggered openings and clear SEND provision.

Biodiversity / environment / dark skies
Comments cite bats, farmland birds, hares and dark-sky qualities. Large estates risk habitat fragmentation and light pollution without robust mitigation/BNG.

Employment & local economy
Limited local employment risks car-based commuting. Should consider Andover town-centre regeneration and better use of employment land over edge-of-borough expansion.

Cross-boundary planning / S106 / IDP
Need to have binding cross-authority masterplan (TVBC/Wiltshire/HCC) with S106 triggers for healthcare, schools and transport before housing delivery.

Retail / shops / town centre regeneration
Ludgershall's convenience retail and Andover's vacant units suggest focusing investment in existing centres before peripheral greenfield growth.

Public transport (bus/rail)
Bus services (e.g., Active8) are valued but seen as insufficient for growth; reopening Ludgershall–Andover rail and better station parking are requested.

Flooding & drainage (groundwater/runoff/SUDS)
Groundwater ingress and tanker operations in villages highlight capacity issues. Infiltration-led SuDS and downstream flood strategies are requested before allocating sites.

Air quality / noise
Traffic-induced air/noise impacts are feared across A342 corridor villages; mitigation and monitoring requested. Access constraints (MOD railway/Empress Way/etc.) Deliverability hinges on a new rail overbridge and avoiding reliance on narrow lanes (e.g., Snoddington/Shoddesden). Multiple access points are deemed essential.

Policing / crime / ASB
Perceived rise in crime/ASB with insufficient local policing. Requests for local officers, youth facilities and safer streets lighting.

Comments from Statutory Consultees

Environment Agency

Flooding & drainage (groundwater/runoff/SUDS)
The site lies within a groundwater Source Protection Zone 3 and on a Principal aquifer, making groundwater protection critical, especially during construction.

Utilities & capacity (water/sewage/electric/gas/broadband)
Concern relates to water management and pollution control during development, though existing draft Local Plan policies (CL4 and ENV5) are acknowledged as addressing these issues adequately.

Policy compliance
The comment explicitly references draft Local Plan policies CL4 (Water use and management) and ENV5 (Pollution), indicating confidence that these policies sufficiently cover groundwater protection.

Hampshire County Council (LATE)

Traffic & Road Safety (key junctions / Hundred Acre Roundabout)
Raises concern about the cumulative impact of multiple developments (here, Weyhill, Penton Corner) on key junctions, especially the Hundred Acre Roundabout. Implies potential capacity and safety issues that need explicit consideration.

Public Transport (bus services) Notes potential negative impact on local bus services from increased pressures at the junction. Calls for ensuring bus service quality and reliability through the junction.

Active Travel (walking and cycling)
Expresses concern about the quality of service and experience for people walking and cycling through the junction; requests that all users be considered, not just motorists.

Southern Water

Utilities & capacity (water/sewage/electric/gas/broadband)
Wastewater specifically Southern Water's assessment finds limited capacity in local sewerage infrastructure for the proposed 350 dwellings; capacity can be managed if occupation is phased to align with delivery of new wastewater infrastructure. Network reinforcement will be required and funded via the New Infrastructure Charge; Southern Water needs to coordinate with site promoters to align reinforcement delivery with the development programme.

Flooding & drainage (groundwater/runoff/SUDS)
Connecting new development before reinforcement risks increased flooding; requisite wastewater works must be implemented in advance of occupation to avoid flood risk.

Cross-boundary planning / S106 / IDP (infrastructure planning, policy mechanisms)
Planning policies and conditions should ensure development is coordinated with necessary infrastructure, consistent with NPPF 2023 paragraphs 8(a), 11(a), 166, and 180(e) and NPPG Ref: 34-019-20140306. Requested policy criterion for NA7: 'Occupation of development will be phased to align with the delivery of wastewater network reinforcement, in consultation with the service provider.'

Legal right to connect (Water Industry Act Section 106):
Developers have a statutory right to connect foul drainage on 21 days' notice; Southern Water has limited powers to prevent connections even when capacity is constrained. Statutory consultee status: Water companies are not statutory consultees on planning applications, underscoring the need for policy criteria to manage timing of occupation relative to infrastructure delivery.

Wiltshire Council

Education (primary/secondary/SEND)
Concern about insufficient capacity at Wellington Academy for secondary education given Ludgershall and WLP growth. Support for inclusion of a 2FE primary school in Policy NA8, but notes ambiguity regarding delivery and location; suggests flexibility through masterplanning. Highlights need for phasing and viability considerations for two new primary schools across Wiltshire and Test Valley.

Access constraints (MOD railway/Empress Way/etc.)
Delivery of WLP site depends on a southern link road between Empress Way and Andover Road (A342); strategic importance emphasized. Coordination required with Network Rail and MOD/DIO due to rail crossing; recommends clear illustration in policy to avoid misinterpretation.

Traffic & A342 / Road safety
Notes National Highways' concerns about impacts on Strategic Road Network (A303/A343 Hundred Acre roundabout). Calls for Transport Assessments for WLP site and consideration of cumulative impacts from additional TVLP allocations.

Flooding & drainage (groundwater/runoff/SUDS)

Suggests infiltration-based SUDS for Ludgershall sites to manage runoff at source due to free-draining soils.

Cross-boundary planning / S106 / IDP
Identifies need for clarity on early years contributions in IDP; currently referenced in TVLP Appendix 3 but missing from IDP. Notes ongoing engagement with multiple councils and health bodies on infrastructure and contributions.

Public transport (bus/rail)
Supports active travel corridor enhancements between Andover and Ludgershall; recommends elevating this to policy text.

Biodiversity / environment
Welcomes recognition of need to mitigate recreation pressures on Salisbury Plain Special Protection Area; seeks further discussion on mitigation strategy adequacy.

Community facilities / social infrastructure
Requests clarity on delivery of appropriate local facilities and social infrastructure.

Healthcare
Supports developer contributions toward Castle Practice Surgery as referenced in IDP.

Public Rights of Way (PRoW)
Advocates for explicit policy requirements to connect NA7 to PRoW LUDG18 and NA8 to PRoW LUDG2.

Masterplanning / phasing
Strong emphasis on need for masterplans, phasing, and delivery strategies for strategic sites; coordination between WLP and TVLP allocations.

NA8: Land South East of Ludgershall

Scale / quantum
There is a significant increase in the amount of housing around Ludgershall and the Test Valley/Wiltshire border, concern that the scale may increase pressure on infrastructure.

Schools & education capacity
Primary and secondary capacity in Ludgershall/Tidworth/Andover is tight; new schools and staggered openings are requested to match growth.

Traffic & highway safety
Peak-time congestion on the A342 and safety risks on single-track rural lanes, with fears of rat-running and collision hotspots.

Utilities (water, sewage, electricity, gas)
Chalk aquifer reliance, sewer headroom and tanker operations feature strongly; respondents want infrastructure upgrades and phasing before occupation.

Rural character / coalescence

Fear of losing rural character, dark skies and separation between settlements (Great Shoddesden, Ludgershall) due to scale and lighting.

Public transport & active travel
Bus capacity/frequency (Active8), safe cycle lanes and PRoW connections need investment to reduce car dependence.

CIL/S106 & funding / delivery
Strong expectation that S106/CIL fund timely infrastructure, with transparency on receipts and spend.

Access across MOD railway / bridge deliverability
Deliverability of a new overbridge and reliance on a single crossing over the MOD line are seen as critical risks to phasing and everyday access.

Biodiversity / SPA / ancient woodland
Proximity to Salisbury Plain SPA and Willis/Wills Wood prompts calls for buffers, dark corridors, and strategic mitigation for protected species.

Healthcare (GP, dentist, hospital) Castle Practice and local NHS dental provision are already overstretched; residents expect firm, funded healthcare expansion tied to housing delivery.

Housing demand & absorption / affordability
Sales rates and demand evidence are challenged (e.g., Drummond Park), with calls to balance affordable and market housing sensitively.

Flooding & drainage
Runoff and groundwater flooding along lanes (e.g., Shoddesden) are recurring; robust SuDS and exceedance routing are sought.

Legal/soundness & cross-boundary masterplanning
Representations question soundness and call for a binding cross-boundary masterplan with Wiltshire and delivery/IDP clarity.

Noise, odour & contamination
Amenity impacts from wastewater treatment works and farming (odour, noise) require assessment and setbacks.

Employment & local economy
Limited local jobs could create commuter-dominated estates; some suggest focusing employment land and local business growth.

Brownfield first / town centre regeneration
A town-centre/brownfield-first strategy for Andover is widely preferred to avoid farmland loss and to revitalise vacant units.

Construction traffic & management
Residents want Construction Traffic Management Plans that legally exclude unsuitable lanes and protect vulnerable users.

Policing, safety & community facilities
Concerns about ASB/crime and need for policing, youth clubs and community facilities accompany growth.

Heritage & archaeology
Roman road and local heritage warrant surveys and conservation-led design

Comments from Statutory Consultees

Environment Agency

Utilities (water, sewage, electricity, gas)
The comment highlights groundwater protection as an important consideration due to the site's location within a Source Protection Zone and on a Principal aquifer. It acknowledges that draft Local Plan policies CL4 (Water use and management) and ENV5 (Pollution) adequately address these concerns.

Groundwater protection
Specifically mentioned as a critical issue during construction, beyond the general utilities topic.

Hampshire County Council

Traffic & highway safety
Highlights the cumulative impact of multiple developments (here, Weyhill, Penton Corner) on key junctions, especially the Hundred Acre Roundabout. Calls for assessment/mitigation at these junctions to manage combined effects.

Public transport & active travel
Requests that all users are considered, flagging concerns about the quality of service for people walking and cycling through the Hundred Acre Roundabout. Notes potential impacts on local bus services, implying a need to safeguard service reliability and journey times.

Legal/soundness & cross-boundary masterplanning
References an agreed Statement of Common Ground between Hampshire County Council, Wiltshire Council, and Test Valley Borough Council relating to the large allocation "Land South East of Empress Way, Ludgershall" (Wiltshire Local Plan), indicating active cross-boundary coordination relevant to cumulative transport impacts.

Natural England

Housing demand & absorption / affordability
The comment highlights an increase in proposed dwellings for NA8 South East of Ludgershall, from 1,150 to 1,363 homes. This suggests concerns related to the scale of housing provision and its implications. Reference to previous comments The comment asks to refer back to earlier feedback (dated 2 April 2024), indicating continuity of concerns or unresolved issues.

Southern Water

Utilities (water, sewage, electricity, gas)

Existing local sewerage infrastructure has limited capacity to accommodate the proposed development. Reinforcement of the wastewater network is required to serve 1,150 dwellings; occupation should be phased to align with infrastructure delivery.

Flooding & drainage
Connecting new development before network reinforcement could increase the risk of flooding unless works are implemented in advance.

Noise, odour & contamination
Site is within 100m of Ludgershall Wastewater Treatment Works, posing potential amenity impacts from odour, noise, and vibration. Odour assessment should be carried out in consultation with Southern Water, with appropriate mitigation measures.

CIL/S106 & funding / delivery
Reinforcement will be funded through the New Infrastructure Charge to developers; coordination with site promoters is essential to align delivery with occupation.

Legal / statutory connection rights
Developers have a legal right under Section 106 of the Water Industry Act to connect foul drainage with 21 days' notice, limiting Southern Water's ability to prevent premature connections.

Policy alignment with NPPF/NPPG
Planning policies and conditions must ensure development is coordinated with infrastructure provision, in line with NPPF paragraphs 8(a), 11(a), 166, and 180(e), and NPPG guidance.

Wiltshire Council

Legal/soundness & cross-boundary masterplanning
Supports the need for masterplanning, phasing, and delivery strategies for Ludgershall sites. Requests clarity on how masterplanning will align with WLP allocations without prejudicing TVBC proposals.

Biodiversity / SPA / ancient woodland
Welcomes recognition of the need to mitigate recreation pressures on Salisbury Plain SPA. Seeks further discussion on whether the existing mitigation strategy can be extended or a new one is required.

Policing, safety & community facilities Calls for clarity on delivery of local facilities and social infrastructure.

Schools & education capacity
Notes insufficient capacity at Wellington Academy for anticipated growth. Supports inclusion of a 2FE primary school in Policy NA8 but highlights ambiguity regarding delivery and location. Suggests flexibility in siting the primary school through masterplanning. Mentions need for phased delivery of two new primary schools and early years facilities contributions.

Traffic & highway safety
Emphasizes dependency on a southern link road between Empress Way and Andover Road for site delivery. Notes strategic importance of this infrastructure and need for clear illustration in policy. Raises concerns about impacts on SRN (A303/A343) and need for Transport Assessment.

Public transport & active travel
Supports active travel corridor enhancements between Andover and Ludgershall. Requests stronger policy wording for connectivity improvements and PRoW links (LUDG18 and LUDG2).

Flooding & drainage
Recommends infiltration-based SUDS to manage runoff at source.

Healthcare (GP, dentist, hospital)
Welcomes reference to developer contributions toward Castle Practice Surgery.

CIL/S106 & funding / delivery
Highlights omission of early years contributions in the Infrastructure Delivery Plan.

Strategic Infrastructure Coordination
Notes need for cooperation with Network Rail and MOD/DIO regarding rail crossing for link road delivery.

Viability
Mentions staggered openings for primary schools to avoid viability issues.

NA13: Land West of Andover

Transport & A342 congestion
A342 corridor congestion, unsafe junctions (e.g., Short Lane) and limited bus/cycle capacity, seeking upgrades and sustainable alternatives.

Local Gap (Pentons)
NA13 narrows the Pentons Local Gap, eroding village identity and setting a precedent for further infill.

Housing need & trajectory
Borough need is met elsewhere and NA13 is not essential to five-year supply.

Amenity & rural character
Concern over the urbanisation of rural Penton area and loss of views/amenity.

Noise & Vibration (A303/Portway)
Proximity to A303 and Portway Business Park raises noise/vibration issues; calls for proven mitigation and buffers before allocation proceeds.

Water, sewage & aquifer capacity
Capacity, drainage and aquifer protection ; Upper Anton/Pillhill Brook catchments and chalk streams are cited as sensitive constraints.

Historic environment & Harroway
The Harroway and nearby Bronze Age finds; respondents want thorough archaeology and layouts that conserve the trackway's setting.

Biodiversity & wildlife & trees
Tree retention/planting and measurable BNG, given local wildlife and hedgerows.
Healthcare & dentists
GP and NHS dentistry shortages, urging capacity before growth.

Deliverability & ownership/masterplan
Multiple ownership and upfront infrastructure costs drive requests for a comprehensive master-plan and collaborative delivery.

Schools & education
Insufficient primary/secondary places and lack of clear funding/phasing.

Greenfield vs Brownfield
Strong preference to prioritise Andover town-centre brownfield over greenfield loss at Penton Corner.

Comments from Statutory Consultees

Environment Agency

Water, sewage & aquifer capacity
The site lies within a groundwater Source Protection Zone 3 and on a Principal aquifer, making groundwater protection critical, especially during construction. The comment acknowledges that draft Local Plan policies CL4 (Water use and management) and ENV5 (Pollution) adequately address these concerns. Policy compliance Reference to Regulation 18 Stage 2 consultation and specific policies (CL4 and ENV5) indicates confidence in policy coverage for water and pollution issues.

Hampshire County Council

Transport & A342 congestion
Cumulative impact from this site plus Weyhill and Ludgershall on key junctions— particularly the Hundred Acre Roundabout—needs assessment and mitigation. Safety at Short Lane / Weyhill Road junction is a key concern that must be addressed within the development proposals.

Active travel (walking & cycling)
Off-road cycle path Weyhill ↔ Andover (para 4.78) requires significant upgrades; junction design must maintain/improve service quality for people walking and cycling.

Bus services (public transport)
Potential negative impacts on local bus services through the Hundred Acre Roundabout and sur-rounding network require consideration and mitigation.

Developer contributions for infrastructure
Contributions from the development are expected to fund cycle route upgrades on the Weyhill–Andover corridor.

Historic England

Historic environment & Harroway

Suggests strengthening policy wording to "avoid" harm, not just minimise, to better conserve heritage assets. Recommends explicit reference to a Heritage Statement for consistency in requirement c).

Deliverability & ownership/masterplan
Welcomes reference to positive influence on masterplanning (paragraph 4.81). Supports archaeological investigation informing masterplanning to preserve or record important finds.
Archaeology

Advocates for a scheme of archaeological investigation to avoid and minimise damage to site heritage and inform masterplanning.

NA16: Expansion of Weyhill

Traffic & road safety (A342/A303, local lanes)
Congested and unsafe conditions on the A342/A303 and local lanes, with hazardous junctions and short slip roads; rat-run use of Dauntsey/Red Post/Rectory/Fyfield intensifies risk for pedestrians and cyclists.

Flooding & drainage (bridges, runoff, soakaways)
Frequent flooding at railway bridges and low spots, coupled with poor drainage and runoff, is expected to worsen with large impermeable areas unless robust SuDS and upgrades are provided.

Environment & wildlife (habitats/hedgerows/b ats)
Loss of hedgerows and habitats, and risks to chalk streams (Pillhill Brook → Anton → Test) are central concerns; residents seek demonstrable Biodiversity Net Gain and protections.

Education capacity & school provision
Primary/secondary capacity is perceived as insufficient; calls for guaranteed delivery and staffing of new schools in step with occupations.

Scale/density & deliverability
The magnitude (≈1,034 homes in Weyhill) is viewed as disproportionate to a rural village and potentially undeliverable across fragmented parcels without a coherent masterplan.

Funding/phasing (S106/CIL/timelines)
S106/CIL and phased delivery so infrastructure precedes housing, avoiding deferred or undelivered promises.

Sewage & wastewater (tankers, pumping stations)
Existing sewage network experiences tanker operations and overflows affecting Pillhill Brook/Mullens Pond; residents fear added load will trigger pollution incidents without upstream reinforcement.

Heritage & village character
Change to Weyhill's historic rural character, including the Fairground legacy, through urban-scale development.

Healthcare capacity (GP/dentist/hospital)

GP/dentist access is already constrained; without funded new provision, thousands of additional residents would face longer waits and reduced access to care.

Consultation/process & Neighbourhood Plan
Residents feel the Neighbourhood Plan and local input have been sidelined; requests for transparent evidence and meaningful engagement.

Water supply & pressure (aquifer, hosepipe ban)
Concerns about aquifer recharge and current hosepipe bans indicate limited water headroom; additional demand may reduce pressure and harm chalk streams unless new sources and demand management are secured.

Noise & air quality
Higher noise and air pollution along the A342 and near construction/HGV routes.

Aviation/rail safety (Thruxton/railway)
Safety and noise concerns around Thruxton aerodrome approaches and railway pinch points within the area.

Brownfield vs greenfield; town centre regeneration
Preference for Andover/Romsey brownfield regeneration over greenfield loss; town-centre mixed-use alternatives are urged.

Employment & commuting; car dependency
Limited local jobs suggest car-dependent commuting to Andover and beyond, increasing peak-hour traffic on constrained corridors.

Wellbeing & dark skies
Residents value dark skies, peace and mental wellbeing; fear these will degrade with expansive urbanisation and lighting.

Utilities (power cuts/broadband/gas)
Power cuts and poor broadband highlight the need for network reinforcement and fibre coverage before growth is occupied.

Public transport gaps
Bus coverage (Active8/Stagecoach 5) is limited; capacity and routing would need improvement to offer viable alternatives to car travel.

Comments from Statutory Consultees

Environment Agency

Water supply & pressure (aquifer, hosepipe ban)
The site lies within a groundwater Source Protection Zone 3 and on a Principal aquifer, highlighting the need for water quality protection.

Sewage & wastewater (tankers, pumping stations)
An ordinary watercourse is present, which reinforces concerns about water quality during construction activities.

Groundwater and pollution control
The comment references draft Local Plan policies CL4 (Water use and management) and ENV5 (Pollution), acknowledging these policies adequately address water and pollution issues.

Hampshire County Council

Traffic & road safety (A342/A303, local lanes)
A342 is a barrier to east–west movement; measures needed to improve connectivity. Vehicle access/junctions require review and potential modification to maximise safety and maintain traffic flow on the A342.

Public transport gaps
Expanded village must be effectively served by bus to maximise accessibility; needs to be built into the masterplanning.

Funding/phasing (S106/CIL/timelines)
Further work needed on how required highway/transport changes will be funded and delivered across multiple sites. Individual sites should not proceed until supporting infrastructure is in place, unless delivered within that scheme (clear phasing dependency).

Consultation/process & Neighbourhood Plan (process)
Allocation requires comprehensive masterplanning of the transport network; fragmented allocations should be planned as a coherent, connected scheme.

Employment & commuting; car dependency
Concern that without a well-connected street network the result could be disconnected, car-dependent estates.

Local facilities/retail provision
Potential inclusion of a convenience shop should be considered within the masterplanning.

Place-making/liveable streets
Highway network should enable well-connected, liveable streets to support a genuine new/expanded community (beyond pure traffic capacity).

Historic England

Heritage & village character
The comment argues that focusing criterion b solely on the Weyhill Boer War Memorial (Grade II) overlooks other affected heritage assets, specifically citing the setting of Weyhill Farmhouse. It seeks a proportionate heritage impact assessment to ensure layout, landscaping, and design are informed by the significance and settings of all relevant heritage assets on or near the site (not just the memorial).

Policy wording/clarity (outside key topics list) Recommends deleting the specific policy reference to the War Memorial within criterion b and expanding the supporting text to acknowledge a broader heritage consideration while still referring to the memorial.

Natural England

Environment & wildlife

Concern about potential impacts on ancient woodland and ancient/veteran trees adjacent to proposed allocation sites. Reference to NPPF paragraph 193 and advice from Natural England and Forestry Commission for protecting these habitats.

Policy compliance
Suggests adherence to national guidance and standing advice for planning authorities regarding ancient woodland and trees.

Southern Water

Water supply & pressure
States there may be limited capacity on the water network to serve ~1,034 dwellings. Capacity shortfall can be managed if occupation is phased to align with delivery of water infrastructure.

Sewage & wastewater
Indicates limited capacity on the wastewater network for the proposed allocation. Recommends phased occupation so it aligns with delivery of sewerage infrastructure.

Funding/phasing (S106/CIL/timelines) — Phasing aspect only
Requests a policy criterion for NA16: occupation may need to be phased in consultation with the service provider.

Utilities easements & site layout constraints Notes existing Southern Water underground infrastructure within the site; requires 6m+ easement (dependent on pipe size/depth), clear of buildings and substantial tree planting. Recommends a policy criterion: layout must ensure future access for maintenance and potential upsizing, and may necessitate diversion.

NA19: Land South of Eastville

Eastville school access & blind bend
Comments highlight hazardous local roads (Eastville/Back Lane, A342 junctions) and risks to children and vulnerable users.

Landscape / rural character / greenfield loss
Large estate-style housing is seen as out of keeping, removing open views and rural identity of Appleshaw.

School capacity & education impacts
Primary school capacity and peak-time parking/traffic are recurring issues around St Peter's.

A342 congestion & junction safety
Comments highlight hazardous local roads (Eastville/Back Lane, A342 junctions) and risks to children and vulnerable users.

Healthcare & local services (GP, dentist, shops)
Limited local services (GP/dentist/shops) and long waits are cited; growth would be car-dependent and strain provision.

No pavements / unsafe walking to bus stop
Topic raised frequently across comments as a material planning concern.

Flooding, groundwater & Southern Water tankers
Residents report recurring flooding and seasonal tankering, warning that more impermeable surfaces will worsen runoff and sewer loads.

Air, noise & light pollution
Higher traffic and estate lighting would degrade air quality, raise noise and erode dark-sky conditions.

Pilgrims HGVs on Back Lane/Tilly Down
Topic raised frequently across comments as a material planning concern.

Wildlife & protected species (toads, bats, owls, newts)
Protected species (toads, bats, owls, newts) and hedgerow habitats would be fragmented by lighting, fencing and traffic.

Housing need, consultation & evidence base
Concerns include consultation adequacy and up-to-date evidence (Habitats Regulation Assessment, Strategic Flood Risk Assessment, Water Cycle Study, Transport Assessment and Modelling and Viability,) .

Conservation area & listed cottages / heritage
Allocation is viewed as harmful to the setting of the Conservation Area and nearby Grade II cottages.

Water supply stress / chalk streams (Pillhill/Test)
Concerns focus on aquifer stress and chalk stream health (Pillhill/Test), with fears of further abstraction and discharges.

Traffic speed & rat-running through village
Comments highlight hazardous local roads (Eastville/Back Lane, A342 junctions) and risks to children and vulnerable users.

Utilities (gas/oil/heat pumps/electric grid)
Queries around heating (no gas), oil deliveries and electrical load (Air Source Heat Pumps/EVs) suggest infrastructure upgrades are needed.

Brownfield alternatives (Soper's Bottom etc.)
Prioritise brownfield sites (e.g., Soper's Bottom/SHELAA) rather than greenfield sites such as NA19.

Crime/antisocial behaviour risks
A fear of increased crime, antisocial behaviour and litter with sudden population growth.

Comments from Statutory Consultees

Environment Agency

Flooding, groundwater & Southern Water tankers (groundwater)

Notes the site lies on a Principal aquifer, making groundwater protection during construction a key consideration.

Local Plan policy adequacy (CL4 Water use & management; ENV5 Pollution)
States that CL4 and ENV5 adequately address groundwater protection and pollution matters as set out in the Regulation 18 Stage 2 (2024) draft Local Plan.

Hampshire County Council

Healthcare & local services (GP, dentist, shops) → local services only
Comment states the site is distant from facilities with few local services in the village. Suggests the scale of expansion is unlikely to support retention or growth of new facilities.

No pavements / unsafe walking to bus stop
If allocated, significant upgrades to footways in the local area would be required to improve pedestrian access.

Connectivity and accessibility (general)
Site described as poorly connected, with the railway station being the only exception; implies weak integration with local services and active travel networks.

Southern Water

Flooding, groundwater & Southern Water tankers
The site is near a groundwater Source Protection Zone (SPZ); development must ensure protection of public water supply. Developers should consult the Environment Agency and Southern Water regarding SPZ implications.

Utilities (gas/oil/heat pumps/electric grid) (interpreted as water/sewer infrastructure under utilities)
Southern Water foul sewer and water main are located near the site boundary; exact location must be confirmed before construction. Access for maintenance and potential upsizing should be retained.

Water network and sewer capacity Current water network capacity can accommodate 35 dwellings. Sewer network capacity exists in the nearest catchment (Cleaver Cottages Appleshaw Pumping Station); connection point can be provided.

Policy recommendations Suggest inclusion of specific policy criteria in NA19 to protect SPZ and manage infrastructure constraints.

NA23: Land to the north-east of Thruxton

Traffic & road safety
Residents highlight narrow lanes, blind bends and substandard A303/A342 junctions, with rat-running through nearby villages and risks to pedestrians and cyclists.

Infrastructure & services
Concerns over lack of GP/dentist capacity, overstretched schools and minimal local amenities driving unsustainable car-based living.

Scale, character & landscape
Allocation viewed as disproportionate to village size, eroding rural character, key views and settlement gaps.

Environment & biodiversity Potential harm to chalk streams (Pillhill Brook/Mullens Pond), protected species and wildlife corridors from cumulative development.

Flooding, drainage & wastewater
Multiple reports of groundwater flooding, sewer surcharge and tankering, with fears of worsened runoff from new impermeable surfaces.

Procedural & policy concerns
Objections cite inconsistency with the made NDP, limited evidence in Topic Papers and insufficient consultation/assessment.

Public transport
Sparse bus services (e.g., Stagecoach 5) seen as inadequate, increasing car dependency.

Construction impacts
Expectations of noise, disruption and safety issues during build phases.

Water supply & aquifer
Questions about water-resource headroom and aquifer sustainability under higher demand across the Pillhill Brook/Test catchments.

Electricity network
References to constrained local transformers/11kV feeders and need for costly reinforcement.

Comments from Statutory Consultees

Environment Agency

Water supply & aquifer
Site is located on a Principal aquifer, making groundwater protection a key consideration.

Environment & biodiversity
Adjacent to Pillhill Brook (designated main river), so water quality protection is important, especially during construction.

Construction impacts
Concern about potential impacts on groundwater and water quality during construction phase.

Procedural & policy concerns
Comment acknowledges that draft Local Plan policies CL4 (Water use and management) and ENV5 (Pollution) adequately address these issues.

Hampshire County Council

Traffic & road safety

The comment notes that the County Council previously raised no highway authority objection to the planning application, implying no traffic concerns were identified.

Procedural & policy concerns

Suggests that previous County Council comments on the planning application should inform the emerging plan allocation and development considerations.

Chapter 5 - A342

Introduction

This chapter focuses on the section of A342 in Hampshire from its junction with the A303 at Hundred Acre roundabout on the West side of Andover to the Hampshire/Wiltshire border adjacent to Ludgershall. It looks at the route and all significant intersections, communities and features in relation to its current ability to meet the demands of the area it serves.

It concentrates on vehicular road traffic. Pedestrian and cycling requirements are considered in Chapter 8 of this report – 'Active Access'.

The A342 is not considered to be a strategic route by the responsible National Authorities. It is regarded as a Minor 'A' road currently under the care of Hampshire County Highways, unlike the A303 which is a National Highways responsibility.

Historically, the section of the A342 from Hundred Acre Roundabout to the Weyhill Fairground roundabout junction with Amesbury Road was the A303 (as was Amesbury Road). When the Andover by-pass was constructed with upgrading and rerouting of the A303 in the 1960s, this section of the old A303 was relegated to its current status.

Statistical information, and in particular Traffic Data, has been difficult to obtain for this section of road. Information contained in Chapter 4 above was obtained with funding support from Test Valley Borough Council.

This chapter is based upon practical experience of the members of the local communities involved using this road on a day-to-day basis.

Hundred Acre Roundabout

This complex of roundabouts, besides providing a junction between the A342 and A303, provides a connection between these roads and the A343 North to Newbury and part of the Andover Ring Road. Also at the junction are Weyhill Road (B3402) to West Andover, and the minor roads Monxton Road (C43) serving Monxton, Amport and Grateley, plus the Ministry of Defence Headquarters Land Forces. Hawker Siddeley Way primarily serves the Industrial/distribution units located on the old Andover airfield which form the Andover Business Park.

The roundabout complex has evolved over a number of years following the original roundabout constructed in the late 1960s to connect local roads to the new A303 dual carriageway road. The Andover Ring Road was built in the 1980s and resulted in the current 'dumbbell' configuration. Further upgrades took place in around 2010 to accommodate the new Andover Business Park. This included the northbound flyover over the A303, and traffic lights installed on key junctions.

The approaches to the roundabout when leaving the A303 in both directions are traffic light controlled. Adjacent to the roundabout, but not directly connected, are the two large industrial estates, Portway East and Portway West.

In short, the roundabout/junction forms a complex of two interconnected roundabouts using a mixture of traffic lights and conventional filtering to achieve the effective convergence of the roads detailed. Given the number of roads converging, and the adjacent industrial estates, this is a busy intersection.

The approach on the A303 slip roads is 70 MPH until reaching the Speed limit adjacent to the roundabout. The approach from the West on the A342 is 40 MPH limit.

Comment:

At peak times, this intersection can become very busy. On the A342 there are significant traffic queues Eastbound at these times. The Westbound traffic can encounter congestion at peak times, with the light sequencing/timing and physical capacity creating this. It is likely that the intersection has probably reached, or is approaching, its reasonable capacity.

A concern expressed by many users is that the eastbound approach on the A342 to this roundabout suffers from serious flooding. This requires urgent attention.

Junction with Reith Way

This junction with Reith Way forms a T-junction with the A342. Reith Way is the main entrance/exit to the Portway West Industrial Estate with the A342, and is the junction nearest to the A303. It accommodates high levels of traffic particularly at peak times. A significant volume of that traffic is Heavy Goods Vehicles (HGV) throughout the day. Traffic congestion occurs on the A342 Westbound with HGVs waiting to turn right from the Westbound A342 into Reith Way. Accidents do occur at this junction as shown in the statistics below

- Accidents recorded on www.crashmap.co.uk at or near this junction
    - Accident reported 10/12/2024
        - Severity: Serious
        - Number of Vehicles Involved: 2
        - Number of Casualties Involved: 1

The speed limit at this junction is 40 MPH.

Comment:

If this junction was made a suitably sized roundabout, it would achieve two significant improvements to this section of road, namely improved and safer access and egress between Reith Way and the A342, and traffic calming for the Eastbound approach to Hundred Acre roundabout.

Junction with Short Lane – Penton Corner

This junction is a T-junction with Short Lane. The A342 has a central reservation for this section and a central turning facility to accommodate the junction. The Eastbound exit from Short Lane also enjoys a short acceleration lane onto the A342. The junction enjoys good visibility in all directions.

This section of the A342 is subject to the National Speed limit of 6O MPH.

Comment:

At current traffic volumes, this junction copes reasonably effectively and safely.

Weyhill Village

The main road through Weyhill (Penton Grafton parish) is the A342. This road effectively cuts the village in two and has done for many years, going back to when this section of the A342 was the A303. Owing to increasing volumes of traffic, both local and through traffic, and the growth of the village, this section of the A342 is in urgent need of significant improvement and safety work. The area from Red Post Lane to the Eastern end of the village would benefit from widening with a longer and larger central turning strip for accessing the Service Station, housing, businesses, side roads and the Farm shop.

There have been numerous accidents, including some involving injury, from vehicles turning right in both directions to enter the various side roads, businesses and the very busy service station. Current accident statistical information recording by Hampshire County Highways results in many of these accidents not being recorded on the systems that they use.

There is only one crossing point for pedestrians in this section of road, as referred to in the Active Access chapter of this report. To enable safe access to the businesses there is a need for a further crossing towards the Eastern end of the village which can link with an extended footpath on the Southern side of the A342.

In the centre of Weyhill village is the staggered crossroads of Red Post Lane, and Rectory Lane with the A342. The central turning area here is relatively short and vehicles are regularly encountered turning in early.

At the Western end of Weyhill village, at the Amesbury Road junction, is the Fairground roundabout. This roundabout consists of a central roundabout with a cobbled ring around it to accommodate large lorries. This construction is high maintenance with cobbles regularly coming loose and requiring repair. This roundabout would benefit from improvement for both this reason but, more importantly, safety.

The approach to the roundabout from the West (Ludgershall) direction suffers from poor visibility due to trees and bushes at the roadside for vehicles exiting from Fairground Lane. Vehicles coming from the West approach far too quickly making exiting from Fairground Lane dangerous. If the Footpath/Cycleway were to be extended and the trees and bushes cut, this would significantly improve visibility.

This busy roundabout suffers significant tail backs from the West at peak times, which is not assisted by the traffic emerging from Amesbury Road.

Side and Minor Roads: there are three main side/minor roads feeding into the A342 in Weyhill. Amesbury Road brings traffic from Amport, East Cholderton, Thruxton and Fyfield and the industrial estates along Fyfield Road to the A342, as well as providing the linking to the A303 at the western end. In general, once resurfaced, this road is not considered a problem apart from its junction with the A342 at Fairground Roundabout and its junction with the A303 at Thruxton (see A303 Section of the Report at Chapter 6). At the A342 end, this is a busy Roundabout, suffering tailbacks in all directions at peak times.

Rectory Lane joins the A342 at a staggered junction with Red Post Lane in the middle of Weyhill village. This junction has had incidents and due to the 40MPH limit on the main road, exit on to the A342 from both roads is challenging. Exiting from Red Post Lane to turn right to Andover is difficult and at busy times very difficult. A significant amount of traffic uses this road at busy periods. Some traffic going to Monxton, Amport and Army HQ is unavoidable.

However, there is some traffic using it as a Rat Run to the A303 avoiding the peak hour tailbacks at the Hundred Acre roundabout junction with the A303 and A343.

Accidents have been recorded at Weyhill are listed below:

Red Post Lane – from Red Post Bridge

- Accidents recorded on www.crashmap.co.uk at or near this junction
    - Accident reported 23/07/2022
        - Severity: Serious
        - Number of Vehicles Involved: 2
        - Number of Casualties Involved: 2

Weyhill Roundabout – from Fairground Lane

- Accidents recorded on www.crashmap.co.uk at or near this junction
    - Accident reported 14/06/2021
        - Severity: Serious
        - Number of Vehicles Involved: 1
        - Number of Casualties Involved: 1
    - Accident reported 23/06/2020
        - Severity: Slight
        - Number of Vehicles Involved: 2
        - Number of Casualties Involved: 1
    - Accident reported 30/10/2023

        - Severity: Slight
        - Number of Vehicles Involved: 3
        - Number of Casualties Involved: 3

Ex-Weyhill Fair pub

- Accidents recorded on www.crashmap.co.uk at or near this junction
    - Accident reported 21/05/2020
        - Severity: Slight
        - Number of Vehicles Involved: 2
        - Number of Casualties Involved: 1

Selany Byway – from Motley Mill

- Accidents recorded on www.crashmap.co.uk at or near this junction
    - Accident reported 05/11/2024
        - Severity: Slight
        - Number of Vehicles Involved: 2
        - Number of Casualties Involved: 1

Pedestrian Crossing of the A342: the A342 effectively cuts Weyhill in two as previously stated. There is currently only one crossing point which is a Traffic Island with pedestrian refuge adjacent to Red Post Lane. This crossing is in a very poor state of repair through years of neglect, and through resurfacing raising the road level to the point where the Island is nearly flush with the road. In 2024 this Traffic Island had all its furniture demolished when a car drove straight over it. According to HCC County Highways, there is no entitlement to a formal crossing. This is an ongoing issue of significant concern to the local community. The community's Road Safety Officer considers the current Traffic Island to be both unsafe and poorly located.

The Speed limit through Weyhill is 40 MPH.

Comment:

There are significant safety concerns with the A342 in Weyhill as detailed above. Those details include road widening, central turning reservations for the various access points/side roads, improved pedestrian crossing facilities, footpaths, and improved visibility at Fairground roundabout.

Overall the safety situation and traffic movement would be significantly improved if the village centre starting just West of Rectory Lane to the current Eastbound 40 MPH limit was reduced to a 30MPH limit, and the Eastern extent of the current 40MPH limit moved Eastwards to Motley Mill.

We are aware of a scheme by HCC to improve footpath access along the north side of the A342 in Weyhill (https://www.hants.gov.uk/transport/transportschemes/andover-weyhill-improvements), but there is no indication when the work will commence.

Penton Road Junction with A342

This is a simple T-Junction some 100 metres to the West of the Fairground Roundabout, Weyhill. It is a busy junction particularly at peak commuting times. Whilst it is used by local traffic to the Pentons and Charlton, it also forms part of a route to access the North of Andover and the A343 avoiding the town of Andover.

This junction also provides the official HGV route to the international meat packing business in Appleshaw, with the consequent significant traffic throughout the day.

It is located just within the A342 40 MPH limit through Weyhill.

It has suffered a number of accidents over the years as shown in the statistics below, not assisted by bus stops being located close to the junction.

- Accidents recorded on www.crashmap.co.uk at or near this junction
    - Accident reported 23/07/2024
        - Severity: Slight
        - Number of Vehicles Involved: 2
        - Number of Casualties Involved: 2

Comment:

This junction is difficult to exit Westbound particularly at peak times.

A restriction on turning right out of Penton Road to go West would force traffic to turn left and go round Fairground roundabout. This would be a useful safety improvement.

Road widening with a central reservation/turning lane for West bound turning right into Penton Lane together with bus pull in areas would further improve the situation.

A roundabout could be considered.

A342 Crossroads with Fyfield Lane (Dauntsey Drove) and Biddesden Bottom (Appleshaw) Road – the C77

Also known as White House junction, this is a convergence of the A342 with three side roads. Fyfield Lane is the main road to the East for traffic to and from Fyfield. Dauntsey Drove is a narrow lane that runs from the corner of Fyfield Lane down to Fyfield Road in Weyhill. Biddesden Bottom Road is the main road to the South serving Appleshaw and Redenham.

The junction is located on a long bend with a central reservation, the layout of which can be confusing with vehicles stopping in the wrong place. The filter roads from the A342 both

Eastbound and Westbound are limited (inadequate) as is the central reservation. The filter roads suffer from huge puddles when rain falls.

Whilst there are bus stops for the Activ8 service on this section of road, there are no pedestrian crossing facilities, making crossing this junction on foot hazardous. The bus stop on the Westbound side is located in the filter road making passing a stopped bus a dangerous manoeuvre.

Visibility to the West for traffic exiting Biddesden Bottom Road from Appleshaw is limited and this, coupled with the very short slip road to the East, and traffic speed make egress difficult. At busy times very good manners are required by drivers to ensure safe crossing, egress, or turning.

The right turn from Dauntsey Drove onto Fyfield Lane just before the junction provides little opportunity for the driver to see a vehicle turning left from Andover Road. This presents a high risk of an accident and as such any increase in the use of this junction increases the risk of accidents at this junction.

- Accidents recorded on www.crashmap.co.uk at or near this junction
    - Accident reported 21/06/2023
        - Severity: Slight
        - Number of Vehicles Involved: 1
        - Number of Casualties Involved: 1
    - Accident reported 24/09/2022
        - Severity: Slight
        - Number of Vehicles Involved: 1
        - Number of Casualties Involved: 1

The Speed limit on the A342 on this section of road is the National limit of 60MPH.

Comment:

Improvements to the central reservation and slip roads, coupled with a reduced speed limit of 40MPH, would improve the safety and traffic movement at this crossroads. Pedestrian crossing facilities are also required.

A342 crossroads with Privet Lane and junction with Shoddesden Lane

Privet Lane is a minor side road serving Fyfield from the South for traffic to and from the West. The approach to the A342 includes a turning under the railway line which features a blind 90-degree bend turn, making it a dangerous access road. To the North, it serves Redenham where it is a single track road. These are basic junctions with no slip roads. Privet Lane is used as an alternative access to Appleshaw and Redenham to the north, and to Fyfield to the south.

The junction to Shoddesden Lane is some 100 metres West of the Privet Lane crossroads and is an accident black spot. There is a height restriction which prevents vehicles taller than 13' 8"/4m from travelling under the bridge 10 metres south of the A342.

The A342 is straight and flat through this section.

Visibility in all cases is good although turning onto a 60MPH road from an upward hill junction on Shoddesden Lane can be tricky.

There is sometimes short traffic congestion for traffic egressing these lanes. The proximity of the three junctions can cause confusion on a fast stretch of road and many accidents are recorded at the junction with Shoddesden Lane.

- Accidents recorded on www.crashmap.co.uk at or near the Shoddesden Lane junction
    - Accident reported 22/02/2021
        - Severity: Serious
        - Number of Vehicles Involved: 2
        - Number of Casualties Involved: 3
    - Accident reported 27/05/2021
        - Severity: Slight
        - Number of Vehicles Involved: 2
        - Number of Casualties Involved: 1
    - Accident reported 29/11/2021
        - Severity: Slight
        - Number of Vehicles Involved: 2
        - Number of Casualties Involved: 2
    - Accident reported 16/12/2022
        - Severity: Slight
        - Number of Vehicles Involved: 3
        - Number of Casualties Involved: 2
    - Accident reported 21/06/2024
        - Severity: Slight
        - Number of Vehicles Involved: 2
        - Number of Casualties Involved: 2

The Speed limit at these junctions is the National 60 MPH.

Comment:

Whilst these junctions are abrupt, and would not meet current road design best practice, providing due care is taken they are not considered dangerous. The low point under the bridge on Shoddesden Lane approaching the A342 is below the surrounding road level and regularly floods, risking vehicles being stranded or damaged if the flooded road surface contains submerged potholes.

However, accidents have been recorded and greater driver awareness may be required.

A342 Junction to Home Farm

This is a simple abrupt junction with the A342 serving the rural community to the West of Redenham.

It is on a straight section of the A342 with good visibility.

The Speed limit is the National 60 MPH.

Comment:

Whilst this junction is abrupt, and would not meet current road design best practice, providing due care is taken it is not considered dangerous.

Home Farm Lane is a single track road and as such is unsuitable for use as a through road or as a short cut or as part of a rat run or diversion route.

Junctions with Andover Farm Lane and Industrial sites alongside the A342

Andover Farm Lane forms a crescent with the A342 approaching Faberstown, and crosses the railway line to serve a community of domestic and industrial premises to the South of the railway line. Alongside the A342 in this area are a variety of Domestic and industrial premises including a garage/fuel station.

Accidents recorded on www.crashmap.co.uk at or near the petrol station junction

- Accident reported 16/03/2020
  - Severity: Slight
  - Number of Vehicles Involved: 3
  - Number of Casualties Involved: 4
- Accident reported 07/12/2022
  - Severity: Slight
  - Number of Vehicles Involved: 2
  - Number of Casualties Involved: 1

The Speed limit through this section of the A342 is 50 MPH.

Comment:

There is good visibility at present for vehicles egressing on to the A342. Vehicles turning to enter properties, and Andover Farm Lane from the A342 should be easily seen.

Consideration should be given to reducing the Speed limit to 40 MPH.

Conclusions and Recommendations

The survey/analysis above has looked at all significant sections of the A342 in the Report area. It has attempted to identify the problems, concerns, and frustrations of the Local Community have and experience in their daily travels on this road.

In the comments following each analysis/description, suggestions for improvements have been made. These suggestions are primarily safety motivated but are considered both practical and feasible.

Chapter 6 - A303

Introduction

This chapter surveys the section of the A303 in Hampshire from the Hundred Acre roundabout on the West side of Andover to the Hampshire/Wiltshire border junction with the A338. It looks at the route and all significant intersections, communities and features in relation to the road's ability to meet the demands of the area it serves.

It concentrates on vehicular road traffic. Pedestrian and cycling requirements are considered in Chapter 8, 'Active Access'.

The A303 is considered to be a strategic route by the responsible National Authorities. Together with the A338, it forms the strategic route through this area, and also the area covered by this report. It is regarded as a Major 'A' road under the care of Highways England.

Historically, this section of the A303 was created when the Andover by-pass was constructed with upgrading and rerouting of the A303 in the 1960s.

Statistical information and Traffic Data has been difficult to obtain for this section of road.

Some traffic flow and accident data can be found at https://mabcu.uk/accidents/A303?m=16,51.2125965,-1.5511537 . This shows that in 2023 the A303 daily flow was circa 36,000 vehicles with only 3% more flow heading West rather than the East. It is split 75% cars/vans/light vehicles/ motorcycles and 25% HGV and GVs. Accident blackspots shown are the Sarsons Lane and Thruxton/East Cholderton junctions.

This survey is based upon practical experience of the members of the local communities involved using this road on a day-to-day basis. We recognise that many users of the A303 are passing through the area and are not local people.

Hundred Acre Roundabout

A description is provided on page 56 at the A342 section.

Adjacent to the roundabout, but not directly connected, are the two large industrial estates Portway East, and Portway West.

In short, the roundabout/junction forms a complex of two interconnected roundabouts using a mixture of traffic lights and conventional filtering to achieve the effective convergence of the roads detailed.

Given the number of roads converging and the adjacent industrial estates, this is a busy intersection.

The approach on the A303 slip roads is 70 MPH until reaching the Speed limit adjacent to the roundabout.

Comment:

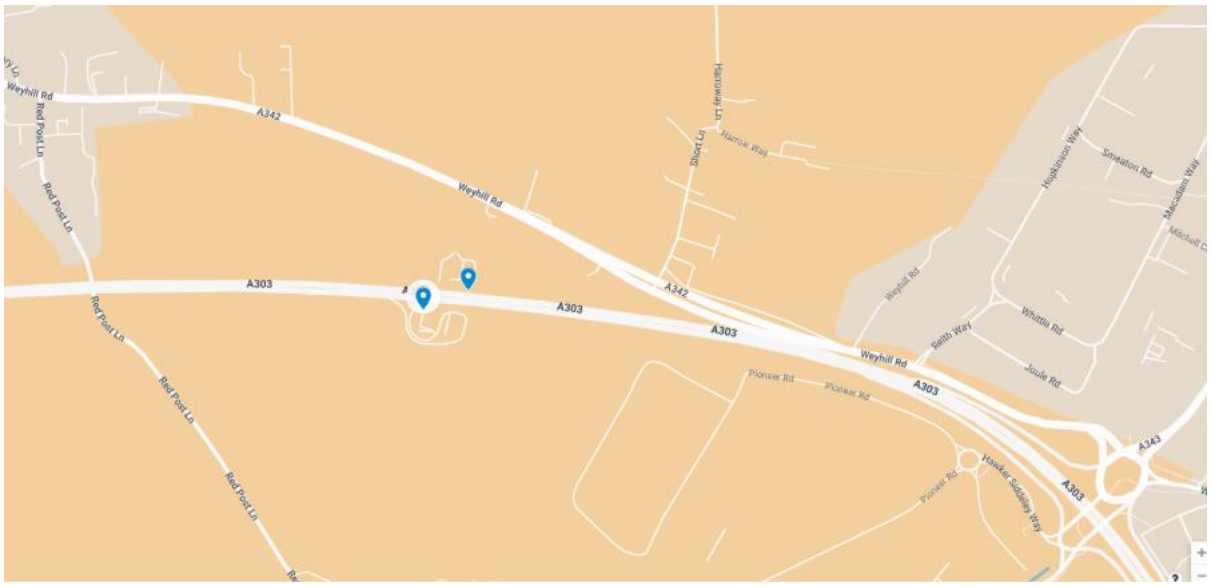
At peak times this intersection can become very busy. On the A303 there are significant traffic queues at the traffic lights in both directions. However, these queues are currently within the slip road capacity.

Overall the roundabout complex experiences congestion at peak times caused by the sequencing/timing capacity of the traffic lights. It is likely that the intersection is probably approaching its reasonable design capacity.

Service Areas at Weyhill

To the west of the Hundred Acre Roundabout are service areas on both carriageways. These are of recent construction and have good ingress and egress, although there have been accidents reported on the eastbound carriageway.

The junctions are shown on the map below.



Eastbound services access

- Accidents recorded on www.crashmap.co.uk at or near this junction
  - Accident reported 30/7/2024
    - Severity: Slight
    - Number of Vehicles Involved: 1

        - Number of Casualties Involved: 1
    - Accident reported 17/05/2022
        - Severity: Slight
        - Number of Vehicles Involved: 1
        - Number of Casualties Involved: 1

Westbound services access

- No incidents reported

Sarsons Lane

Sarsons Lane, in Amport Parish, was severed when the A303 was constructed.

On both carriageways, this is an abrupt junction directly on to the A303. From the South, ingress is to the Westbound carriageway, and egress to the West to travel South on Sarsons Lane.

On the south carriageway, there is a short slip road but it is potentially hazardous and inadequate when approaching the junction from the east. There is no slip road for exiting Sarson Lane. Sarsons Lane south is a narrow lane with a railway bridge near the junction and provides access to the Hawk Conservancy Trust. The signage here is not adequate – for example the only sign to advise lorries that the road is unsuitable for them is visible after the turn has happened.

There is a height restriction which prevents vehicles taller than 4.0m/13’3’’ ft from travelling under the bridge as you approach the A303 on Sarsons Lane.

When the A303 at Sarsons Lane was ‘dualled’, traffic could cross between the Northern and Southern sections of Sarsons Lane via the central reservation. Several accidents here and at similar crossings in the 1990s led to the crossovers being closed. However, it remains an accident black spot as shown in the recorded statistics below

- Accidents recorded on www.crashmap.co.uk at or near the northern junction
    - Accident reported 11/10/2021
        - Severity: Serious
        - Number of Vehicles Involved: 1
        - Number of Casualties Involved: 1
    - Accident reported 9/7/2023
        - Severity: Slight
        - Number of Vehicles Involved: 2
        - Number of Casualties Involved: 3
    - Accident reported 5/6/2024
        - Severity: Slight
        - Number of Vehicles Involved: 1
        - Number of Casualties Involved: 1
    - Accident reported 29/08/2023
        - Severity: Slight

        - Number of Vehicles Involved: 1
        - Number of Casualties Involved: 1

- Accidents recorded on www.crashmap.co.uk at or near the southern junction
    - Accident reported 28/02/21
        - Severity: Serious
        - Number of Vehicles Involved: 1
        - Number of Casualties Involved: 1
    - Accident reported 02/09/2022
        - Severity: Serious
        - Number of Vehicles Involved: 2
        - Number of Casualties Involved: 1
    - Accident reported 25/06/2022
        - Severity: Slight
        - Number of Vehicles Involved: 1
        - Number of Casualties Involved: 1
    - Accident reported 25/02/2022
        - Severity: Slight
        - Number of Vehicles Involved: 1
        - Number of Casualties Involved: 1
    - Accident reported 25/06/2023
        - Severity: Slight
        - Number of Vehicles Involved: 1
        - Number of Casualties Involved: 1

The north carriageway gives ingress/egress to/from the north to/from the Eastbound carriageway. The northern junction suffers from flooding when there is heavy rain across the entirety of Sarsons Lane, extending on to the Eastbound carriageway of the A303 immediately to the West of this junction. This flooding problem, when there is heavy rain, can lead to the effective closure of the junction, and causes a real danger for traffic approaching the junction from the west at any speed.

Although a minor and narrow road, this northern junction has significant use by traffic exiting and joining the A303 from Weyhill, Appleshaw and nearby villages to save the journey to the Hundred Acre Roundabout or the Thruxton turnings.

The A303 Speed limit for cars at this junction is 70 MPH.

Comment:

Traffic using this junction is either decelerating or accelerating to leave or join traffic travelling up to 70 MPH. The junction does not meet current design and safety regulations. The problems have been explained to Highways England which faces budgetary constraints. The junctions can only be brought up to current regulations by the installation of safe slip roads to enable safe egress and ingress. A slip road for exiting Sarson Lane is restricted by the railway bridge that crosses the A303 at this point.

Sarsons Lane is in part a single-track road. Other than for purely local traffic, it is unsuitable for use as a through road or as a short cut or as part of a rat run or diversion route.

Wiremead Lane (South) East Cholderton

This is a Westbound junction only on to and from the Westbound carriageway of the A303. Although better than the Sarson Lane junction, it has a short inadequate slip road that does not meet current regulations. Together with the corresponding Eastbound carriageway junction, this is an accident black spot.

Comment:

The slip roads need to be lengthened to meet current regulations and enable safe ingress and egress to/from the A303.

Wiremead Lane (North) Thruxton East

This junction is on the northern carriageway of the A303, nearly opposite the Wiremead Lane (South) junction detailed above. It allows ingress and egress from the Eastbound carriageway. This junction has inadequate slip roads that do not meet current regulations. In addition, the junction's sliproad joins the Village Street/Wiremead Lane at the East end of Thruxton village at a junction on a bend with very poor visibility. With the corresponding Westbound carriageway junction this is an accident black spot.

- Accidents recorded on www.crashmap.co.uk at or near this junction
    - Accident reported 06/06/2024
        - Severity: Fatal
        - Number of Vehicles Involved: 1
        - Number of Casualties Involved: 2
    - Accident reported 24/03/2024
        - Severity: Slight
        - Number of Vehicles Involved: 2
        - Number of Casualties Involved: 1

There is also a serious flooding issue here from road run-off after heavy rain, near the Amesbury Road junction, which is the responsibility of HCC.

Comment:

Unless there is a redesign of the junctions on this section of the road, the slip roads require lengthening, and major improvements are needed on the north side to the road junction with Wiremead Lane.

Both the Wiremead Lane (South) East Cholderton and Wiremead Lane (North) Thruxton East junctions have a heavy commercial vehicle load from traffic coming from/to the A342 via Amesbury Road to access the A303 at these junctions.

Evidence of this can be seen on the North side in particular where HGVs mount the pavement on the North West corner of the Amesbury Road Village Street junction and the dangerous triangular junction at the end of the slip road.

Thruxton (West)

This junction allows traffic travelling east on the A303 to access the Thruxton Airfield industrial estate and the Western end of Thruxton village. It also allows access to Fyfield and Kimpton villages.

It has a short deceleration lane from the A303.

Comment:

The deceleration and acceleration lane needs to be lengthened to meet current regulations.

Thruxton Airfield

This junction was constructed to serve Thruxton Airfield, the Industrial Estate, and in particular the Motor Sport venue located on the airfield. It is constructed to allow Westbound traffic to leave the A303 and Eastbound traffic to join (but not exit) the A303.

Eastbound traffic seeking access to the Airfield facilities must leave the A303 at the A338 junction and use an old section of the A303 to access the Airfield, Industrial Estate and Motor Sport venue.

For its intended purpose, the junction meets all requirements and complies with current regulations. The industrial area of the Airfield complex has been designated by the local authority as a strategic development area. If developed, this will give rise to additional vehicular traffic in particular commercial vehicles.

Comment:

The junction meets current requirements but will need to be reconsidered if new development progresses. Increasing amounts of traffic will transit Thruxton Village to use the airfield Industrial Estate access road. Consideration should be given to closing this road and only allowing access to the airfield from Aerodrome road and the A303.

Other exits by the Airfield

Heading west from Thruxton, there is a small, narrow slip road on the left (Bush Lane) opposite the west bound exit to Thruxton. Bush Lane is a single track road and is unsuitable for use as a

through road or as a short cut or as part of a rat run or diversion route. The road is not significantly used; however the slip roads should be lengthened to meet current regulations and enable safe ingress and egress to/from the A303.

At the next turning, where westbound traffic leaves the A303 to head for the Airfield, a left turn from the slip road onto Church Lane on the 2-way road at the bottom leads to Lains Farm (where a solar farm is planned requiring HGV access), and to Quarley and Grateley villages to the south.

If one heads to Thruxton Airfield/Thruxton Down to the north under the A303, the roads here are adequate for current usage. There have been historical flooding problems under the bridge under the A303 but these are understood to have been addressed recently.

A338 Interchange

This interchange connects the A338 and the A303. It forms part of the Department of Transport Strategic Route infrastructure. It is a comprehensive interchange meeting its requirements and, whilst probably not fully compliant with current regulations, serves its purpose.

Comment:

The junction meets current requirements. However, it must be stated that the A338 being described as a Strategic Route is wholly inadequate. It falls well short.

Conclusions and Recommendations

A number of the junctions identified on this stretch of road have been criticised for having inadequate or no slip roads, and not meeting current regulations.

The regulations concerned are:

1) Department of Transport Traffic Signs Manual Chapter 5, Section 2 Paragraphs 7.2, and Tables 7–1 to 7–4.
2) National Highways Standards for Highways CD – 122.

If the A303 is to fulfil its prime function as a safe high-speed highway, the upgrade of the junctions identified above as being inadequate to meet the regulations is needed. Despite the comments on lack of available funds, Highways England should be requested to schedule this work in short order, as a priority.

In addition, Hampshire County Highways and its successors should be improving the Wiremead Lane North junction.

There are strong safety reasons for all of this work. In particular, if any significant development is to occur in the area, improvement to the A303 junctions is a necessity.

If the improvements were undertaken, the local population would be able to make better and safer use of the A303 and provide relief to other roads - and in particular the A342.

Chapter 7 - Local Road Issues

Introduction

This chapter provides an overview of the issues experienced in the Parishes of Amport, Appleshaw, Fyfield, Kimpton, Monxton, Penton Grafton, Penton Mewsey and Thruxton surrounding the A303 and A342 west of Andover.

Rat Runs

'Rat runs' in country roads refers to the practice of drivers using minor rural lanes and side streets as a shortcut to avoid congestion, traffic lights, or tolls on main roads.
Key aspects of 'rat runs' include:

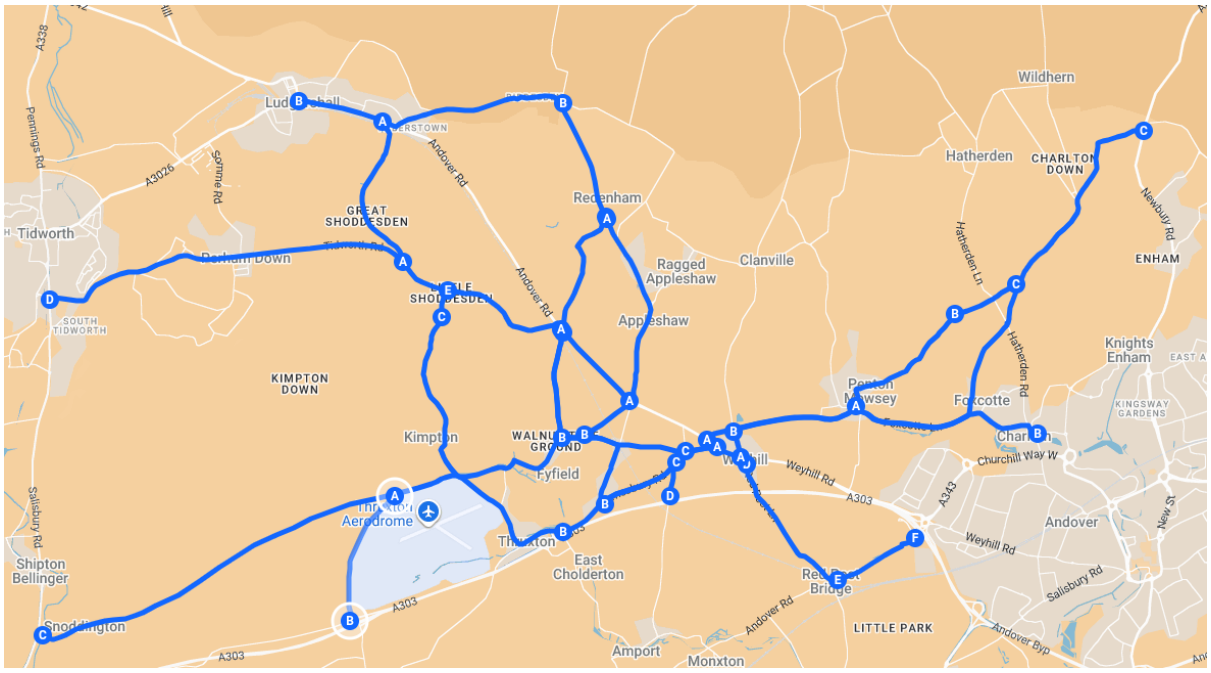
- **Purpose**: The primary goal is to save time and bypass heavy traffic, especially during peak commuting hours. Navigation apps like Google Maps and Waze, which use real-time traffic data, have made this practice more common even for drivers unfamiliar with an area. The use of 'rat runs' may be a regular practice or a one-off resulting from a delay on a planned route.
- **Location**: While often associated with residential or suburban streets, the term is also specifically used for minor country lanes and rural roads that run parallel to busier A-roads or motorways.
- **Impact on country roads**: This practice can have negative effects on country roads, which are often not designed for high volumes or speeds of traffic.
- **Safety risks**: Increased traffic and speed raise the potential for accidents involving motorists, pedestrians, cyclists, and animals.
- **Quality of life**: Residents experience increased noise, air pollution, and a general disturbance of their peace.
- **Road wear**: The roads may not be built to handle heavy or constant traffic, leading to damage.
- **Legality and Prevention**: In most cases, using public roads as a rat run is not illegal unless the road is explicitly marked as "access only". Local authorities may implement traffic calming measures (e.g., speed bumps, chicanes, one-way systems, or strategic road closures) to deter the practice.

Known Rat Runs

The roads listed have been identified as rat runs and are highlighted on the map below.

- Rectory Lane, Weyhill
- Weyhill to Charlton Roundabout
- Red Post Lane to A303 junction
- Shoddesden Lane, Faberstown to Great Shoddesden
- Privet Lane, Fyfield Lane and Fyfield Road to avoid A342 or A303
- Penton Mewsey to travel from A342 to A343
- Chalkcroft Lane, Newbury Hill, Marrow Pits – Penton Mewsey to Mays Down Lane
- Kimpton/Thruxton to avoid A342

- Faberstown to/from A342 via Biddesden and Redenham
- Faberstown to/from A342 via Biddesden, Redenham and Appleshaw
- A303 to/from A342 via Dauntsey Lane and Dauntsey Drove.



Rectory Lane, Weyhill

- This road is used as a short cut in both directions to avoid using the A342 and Penton Lane which are the major roads through Weyhill.

Penton Road, Weyhill to Charlton Roundabout

- This road is used a rat run to the Northern areas of Andover and to the A343 which leads to the A34 and eventually the M4 Junction 13 at Newbury for traffic travelling from the west.
- This road is a rat run to the A338 to avoid travelling through Andover or using the A34 and A303 when travelling from the north.

Red Post Lane to A303 junction

- Used as a rat run to reach A303 junction at Hundred Acre Roundabout by avoiding queues on A342 approaching Hundred Acre Roundabout.

Shoddesden Lane, Faberstown/ Great Shoddesden/ Deacon Road, Kimpton/ Stanbury Road, Thruxton to avoid A342

- Used to reach the A303 at Thruxton avoiding queues on A342 approaching Weyhill Roundabout and Hundred Acre Roundabout.
- Sections of this route are single track roads and as such unsuitable for use by anything other than local traffic.

Privet Lane, Fyfield Lane and Fyfield Road to avoid A342 or A303

- Used to and from A303/A342 avoiding the need to use the junction at Hundred Acre Roundabout.

Penton Mewsey to travel from A342 to A343

- Used as a short cut to the A34 avoiding the need to travel through or around Andover.

Chalkcroft Lane, Newbury Hill, Marrow Pits – Penton Mewsey to Mays Down Lane

- Used to avoid travelling towards Foxcotte when travelling in either direction from A342 at Weyhill to A343 which leads to the A34 and eventually the M4 Junction 13 at Newbury.

Perham Down Road/ Deacon Road, Kimpton/ Stanbury Road, Thruxton to avoid A342

- Used to reach the A303 at Thruxton avoiding queues on the A342 approaching Weyhill Roundabout and Hundred Acre Roundabout.
- Used after exiting the A303 at Thruxton as a short cut to reach Tidworth/A338 avoiding the need to travel to the A303/A338 junction.
- Sections of this route are single track roads and as such unsuitable for use by anything other than local traffic.

Faberstown to/from A342 via Biddesden and Redenham

- Used to avoid queues on A342 leaving or entering Faberstown.
- Sections of this route are single track roads and as such unsuitable for use by anything other than local traffic.

Faberstown to/from A342 via Biddesden, Redenham and Appleshaw

- Used to avoid queues on A342 leaving or entering Faberstown.
- Sections of this route are single track roads and as such unsuitable for use by anything other than local traffic.

A303 to/from A342 via Dauntsey Lane, Dauntsey Drove, Amesbury Road, Wiremead Lane and Sarsons Lane

- Used as a short cut to avoid the Hundred Acre Roundabout junction.
- Used as a short cut to avoid using Weyhill Roundabout junction.
- Dauntsey Lane and Dauntsey Drove are residential roads and as such unsuitable for use by anything other than local traffic.
- Dauntsey Lane and Dauntsey Drove are single track roads and as such unsuitable for use by anything other than local traffic.

Destinations in villages

There are a number of destinations in the villages surrounding the A342 which can generate substantial volumes of traffic at any time:

- Amport (CofE) Primary School
- Kimpton, Thruxton & Fyfield (CofE) Primary School, Kimpton

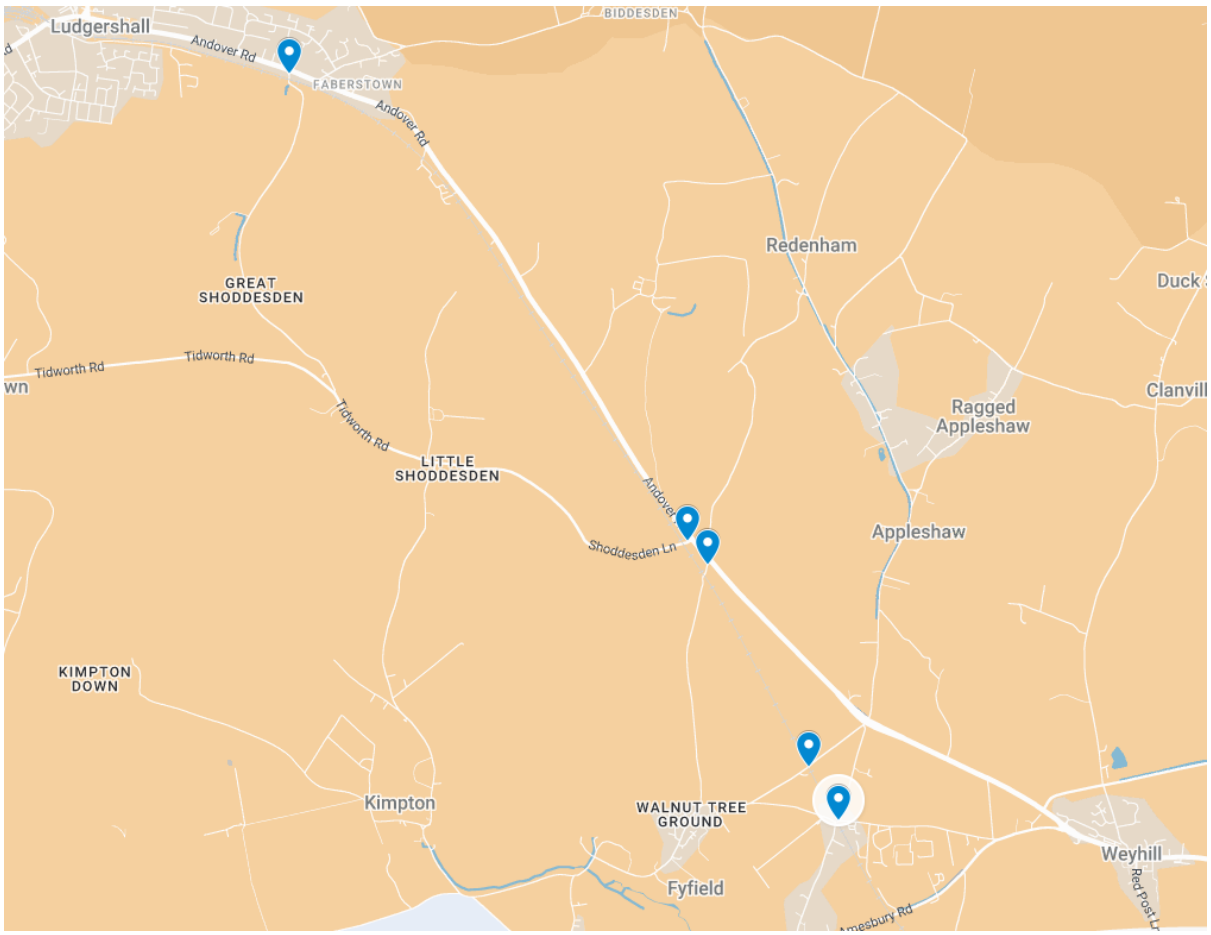
- Appleshaw St Peter's (CofE) Primary School
- The Hawk Inn, Amport
- The Lion pub, Clanville
- Welcome Stranger pub, Kimpton
- Walnut Tree pub, Appleshaw
- Hawk Conservancy, Sarson Lane south
- Three Villages Sports Field, Kimpton
- Pilgrim's Europe Butchers, Appleshaw
- Supa Sweep Road Sweeper Hire, Kimpton
- Industrial units at Kimpton Manor Farm, Kimpton
- Appleshaw Village Hall and John Ward Memorial Playing Field
- Monxton and Amport Village Hall
- Kimpton Village Hall
- Penton Mewsey Village Hall
- Thruxton Memorial Hall
- Places of Worship in all Parishes

Railway bridges

There are five bridges under the railway line which runs parallel to the A342 between Ludgershall and Andover.

- Shoddesden Lane, Faberstown
- Shoddesden Lane, Fyfield
- Privet Lane, Fyfield
- Fyfield Lane, Fyfield
- Dauntsey Drove/Dauntsey Lane junction with Fyfield Road

There are further low bridges away from the A342 at Amesbury Road, Weyhill and Sarson Lane (South) in Amport.



The railway line was constructed with bridges under the line put in place to provide access to country lanes at a time when road traffic flows were very low in comparison to today.

The following issues exist in these bridges being part of the current road network

- With the exception of Shoddesden Lane, Fyfield, all are unsuitable for two-way traffic to pass underneath the railway line
- With the exception of Shoddesden Lane, Fyfield, all are approached from narrow country lanes which are unsuitable for large volumes of traffic
- The roads under all the bridges are below the level of the approach roads resulting in the road flooding and periodically having to be closed as unsafe.

Specific issues with individual bridges are listed in the following sections:

Shoddesden Lane, Faberstown

The bridge at Shoddesden Lane, Faberstown is proposed to be connected to land at Empress Way allocated for housing under Wiltshire County Council Local Plan Policy 40. The developers who are working on proposals for that area have recognised that the bridge is unsuitable as an access point for vehicles and are proposing that it is closed to traffic and made available as a pedestrian and cycle route only.

Shoddesden Lane/Perham Down Road – from Little Shoddesden

- Turning from Shoddesden Lane onto the A342 where the national speed limit applies can be difficult when traffic on the A342 is heavy. This applies when turning in either direction onto the A342.
- The major issues near the junction with the A342 relate to the bridge under the railway line.
    - There is a height restriction which prevents vehicles taller than 13' 8"/4m from travelling under the bridge
    - The low point under the bridge is below the approaches to both sides of the bridge. As a result, the road under the railway line floods, risking vehicles being stranded or damaged if the flooded road surface contains potholes which are submerged.

- Accidents recorded on www.crashmap.co.uk at or near this junction:
    - Accident reported 22/02/2021
        - Severity: Serious
        - Number of Vehicles Involved: 2
        - Number of Casualties Involved: 3
    - Accident reported 27/05/2021
        - Severity: Slight
        - Number of Vehicles Involved: 2
        - Number of Casualties Involved: 1

- Accident reported 29/11/2021
  - Severity: Slight
  - Number of Vehicles Involved: 2
  - Number of Casualties Involved: 2
- Accident reported 16/12/2022
  - Severity: Slight
  - Number of Vehicles Involved: 3
  - Number of Casualties Involved: 2
- Accident reported 21/06/2024
  - Severity: Slight
  - Number of Vehicles Involved: 2
  - Number of Casualties Involved: 2

Privet Lane – from Fyfield

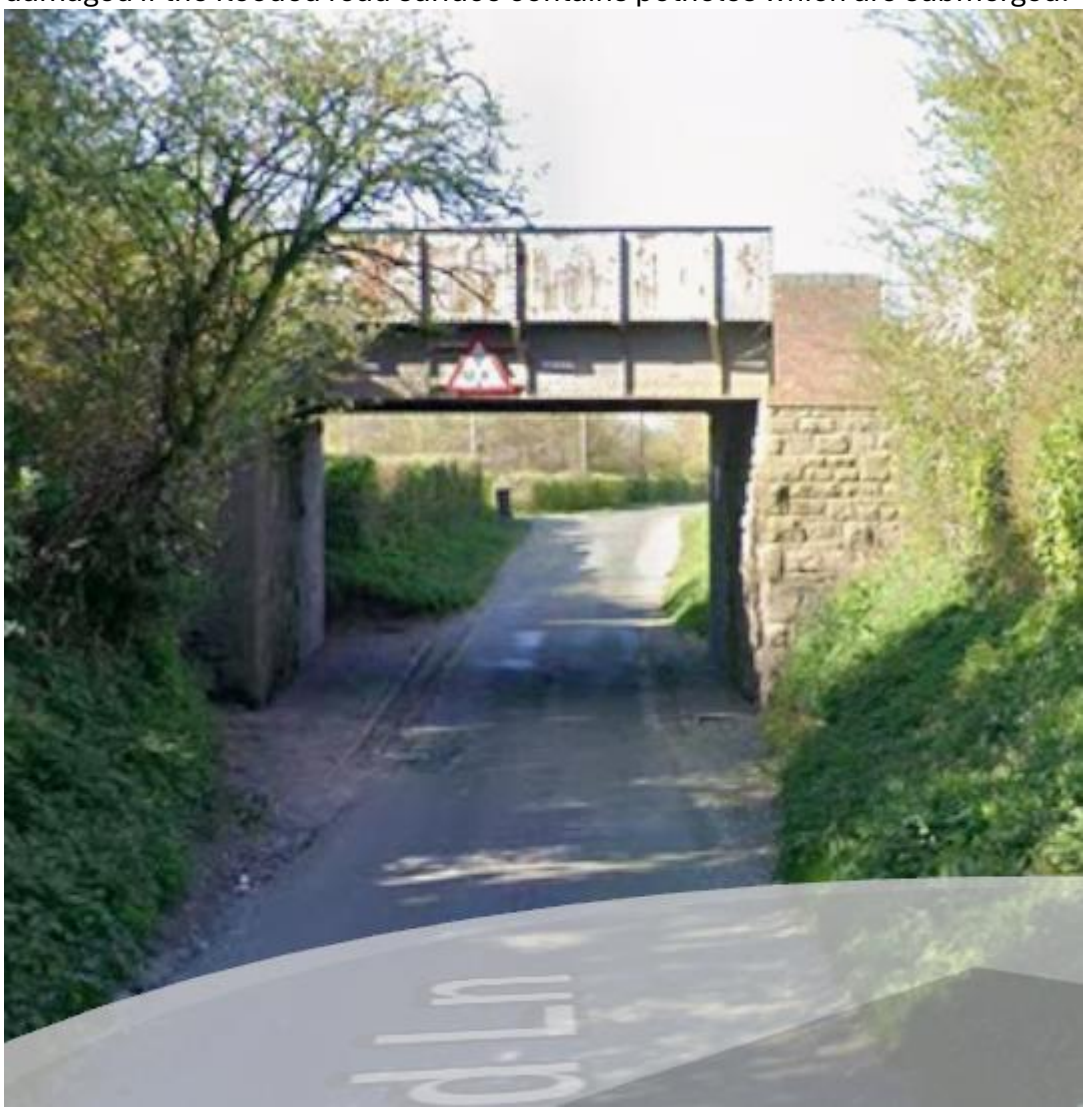
- Privet Lane is a narrow lane which leads from the north end of Fyfield village to the A342. The road is unsuitable for two-way traffic.
- Privet Lane has one major issue, being the turning under the railway line when approaching the railway bridge from the village, which has a blind 90 degree bend turn, see picture below.

At this point the lane is a single track wide and is clearly unsuitable for use by any volume of traffic.

- Turning from Privet Lane onto the A342 where the national speed limit applies can be difficult when traffic on the A342 is heavy. This applies when turning in either direction onto the A342.

Fyfield Lane – from Fyfield

- Fyfield Lane is a narrow lane which leads from the north end of Fyfield village to the A342. Cars can pass each other on the lane, but if an HGV uses the lane traffic travelling in the opposite direction must manoeuvre carefully, in some areas using the verge, to be able to pass the HGV.
- The major issues on this road relate to the bridge under the railway line.
    - The bridge is narrow and does not allow for two-way traffic to pass underneath it
    - There is a height restriction which prevents vehicles taller than 12’8” from travelling under the bridge
    - The low point under the bridge is below the approaches to both sides of the bridge. As a result the road under the railway line floods risking vehicles being stranded or damaged if the flooded road surface contains potholes which are submerged.



- Accidents recorded on www.crashmap.co.uk at or near this junction
    - Accident reported 21/06/2023
        - Severity: Slight
        - Number of Vehicles Involved: 1
        - Number of Casualties Involved: 1

Fyfield Road (railway bridge)

- The low point under the bridge is below the approaches to both sides of the bridge. As a result the road under the railway line floods risking vehicles being stranded or damaged if the flooded road surface contains submerged potholes.
- The approaches to this bridge provide no sight line to traffic approaching from the opposite direction and as such are very dangerous roads unsuitable for anything other than low volumes of local traffic.
-

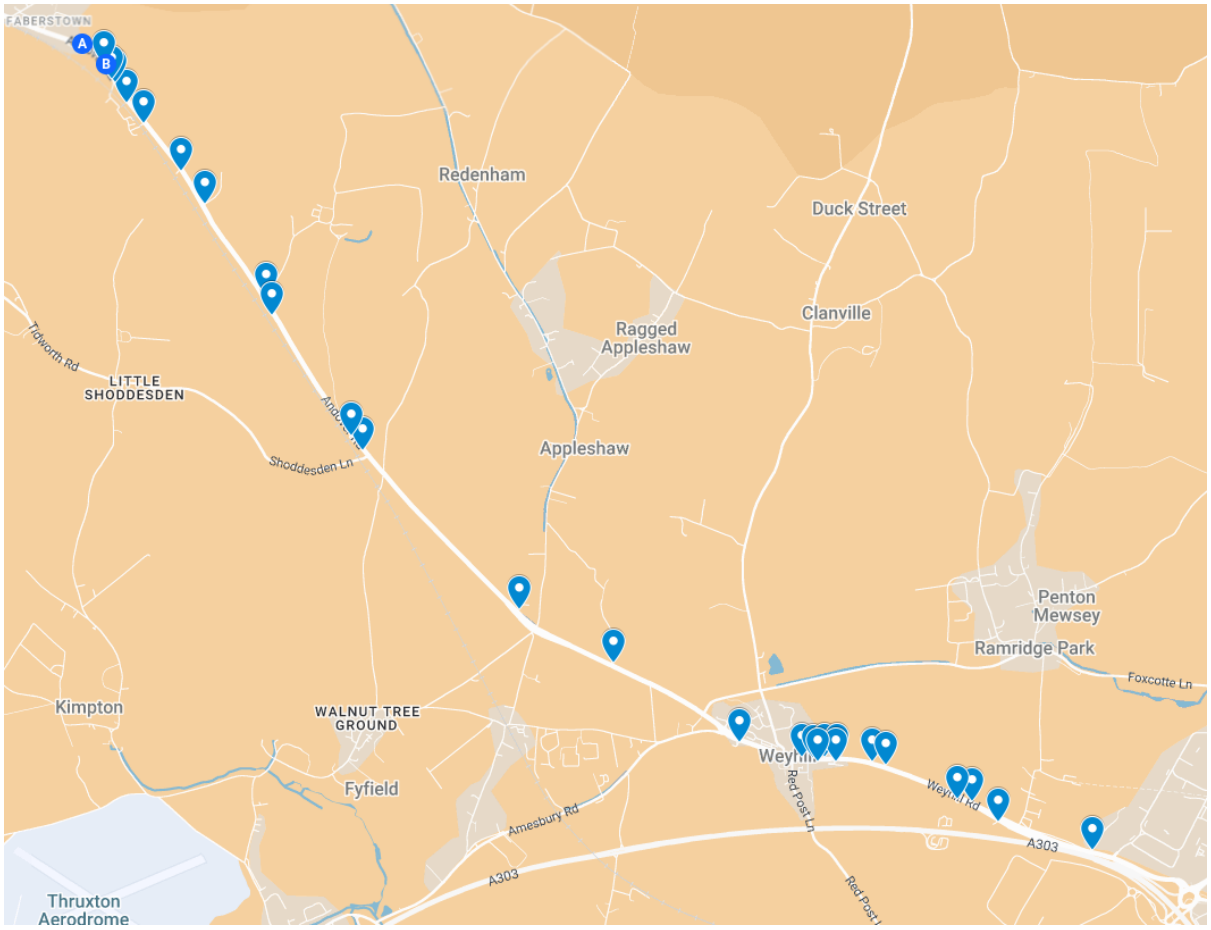
A342 no entry road

Tittymouse Lane – from Fyfield Road (east end)

- Tittymouse Lane is a one-way road allowing traffic to join the A342 from Fyfield Road, Weyhill. Traffic is only permitted to turn left (westbound) from Tittymouse Lane onto the A342. Turning onto the A342 where the national speed limit applies can be difficult when traffic on the A342 is heavy.

A342 Access Only Roads and Access Points

The A342 provides access to various types of buildings and properties, these are listed below. Separate lists based on the direction of travel to which the access point joins the A342 are below, all access points are shown on a single map.



A342 eastbound traffic access only routes

- Andover Lane layby
  - Accidents recorded on www.crashmap.co.uk at or near this point
    - Accident reported 16/11/2021
      - Severity: Slight
      - Number of Vehicles Involved: 3
      - Number of Casualties Involved: 3
- Unnamed road E01 – farm building access
  - Accidents recorded on www.crashmap.co.uk at or near this point
    - Accident reported 23/08/2022
      - Severity: Serious
      - Number of Vehicles Involved: 2
      - Number of Casualties Involved: 2
- Redenham Park – from Redenham Park House
- Unnamed Road E02 – from houses

- Unnamed Road E03 – from houses
- Ancient Lane – from houses
- Unnamed Road E04 – from houses
    - Accidents recorded on www.crashmap.co.uk at or near this junction
        - Accident reported 05/12/2023
            - Severity: Slight
            - Number of Vehicles Involved: 2
            - Number of Casualties Involved: 1
- Hardyfair Close – from houses
- Ex-Weyhill Fair pub – from car park
    - Accidents recorded on www.crashmap.co.uk at or near this junction
        - Accident reported 21/05/2020
            - Severity: Slight
            - Number of Vehicles Involved: 2
            - Number of Casualties Involved: 1
- Unnamed Road E05 – from houses
- Selany Byway – from Motley Mill
    - Accidents recorded on www.crashmap.co.uk at or near this junction
        - Accident reported 05/11/2024
            - Severity: Slight
            - Number of Vehicles Involved: 2
            - Number of Casualties Involved: 1
- Ex- Bell Inn pub – from car park
- Weyhill Road – from Nelson Plant Hire

A342 westbound traffic access only routes

- Rothsay Grange
    - Accidents recorded on www.crashmap.co.uk at or near this junction
        - Accident reported 15/06/2024
            - Severity: Serious
            - Number of Vehicles Involved: 2
            - Number of Casualties Involved: 2
    - Accidents recorded on www.crashmap.co.uk at or near this junction
        - Accident reported 17/04/2023
            - Severity: Slight
            - Number of Vehicles Involved: 2
            - Number of Casualties Involved: 1
- Andover Riding School
- Robert's Butchers
    - Turning from Robert's Butchers onto the A342 can be difficult when traffic on the A342 is heavy. This applies when turning in either direction onto the A342. Numerous accidents, including some involving injury have been observed at this turning, although many are not reported.
- Jet Petrol Station

    - Turning from the Jet Petrol Station onto the A342 can be difficult when traffic on the A342 is heavy. This applies when turning in either direction onto the A342. Numerous accidents, including some involving injury have been observed at this turning, although many are not reported.
- Gospel Hall
- Unnamed Road W01 – from house
- Unnamed Road W02 – from properties
- Unnamed Road W03 – from house
- Unnamed Road W04 – from house
- Andover Lane Farm – from houses (under railway line)
- Andover Lane Farm – from industrial units (over railway line)
- Murco Petrol station
    - Accidents recorded on www.crashmap.co.uk at or near this junction
        - Accident reported 16/03/2020
            - Severity: Slight
            - Number of Vehicles Involved: 3
            - Number of Casualties Involved: 4
        - Accident reported 07/12/2022
            - Severity: Slight
            - Number of Vehicles Involved: 2
            - Number of Casualties Involved: 1
- Multi Service Centre
- Test Valley Car Breakers

Options for Change

There is great concern in the parishes of Amport, Appleshaw, Fyfield, Kimpton, Monxton, Penton Grafton, Penton Mewsey and Thruxton and in Ludgershall that the potential allocation of land for housing, and the expansion of employment facilities on land south of Thruxton Aerodrome, may dramatically increase the volume of traffic in the area.

The expectation is that

- Accessing the busy A342 in either direction from feeder roads will become more difficult and therefore more dangerous
- Turning right across the A342 into feeder roads will become more difficult and therefore more dangerous
- Pedestrians trying to cross the road will find it more difficult and therefore more dangerous
- The volume of traffic in the area will result in congestion on the A342 causing traffic to seek alternative routes using the villages as rat runs.

Existing road measures

There are a number of existing measures which could be implemented to manage the traffic which uses the feeder roads and prevent them from being used as Rat Runs.

Weight limits

Implementing weight limits on roads will have the following impact

- Sat navs may direct traffic away from roads with weight limits
- If they obey road signs drivers will avoid using these roads
- Enforcement action will educate drivers not to use these roads

Width restrictions

Implementing width restrictions on roads will have the following impact

- Sat navs may direct traffic away from roads with width restrictions
- If they obey road signs drivers will avoid using these roads
- Enforcement action will educate drivers not to use these roads.

Directional restrictions

Implementing directional restrictions on roads will have the following impact

- Making a road a one way will prevent traffic from travelling in a particular direction, forcing traffic to use other routes
- Implementing no right turn restrictions at junctions by forcing traffic to turn left and then U-turn at a nearby roundabout or junction will reduce the risk of accidents at the junction.

Speed restrictions

Implementing speed restrictions on roads will have the following impact

- Sat navs may direct traffic away from roads with speed restrictions if they calculate that a journey time would be slower
- If they obey road signs drivers may avoid using these roads
- Enforcement action may educate drivers not to use these roads

Definitions

The Department of Transport guidance on road classification and the primary route network provides the following definitions:

- Primary route network (PRN) which designates roads between places of traffic importance across the UK
    - A303 is part of the PRN
- Primary destinations are defined by the DfT based on the following criteria
    - population
    - attraction
    - nodes
    - density
    - Regional Primary destinations include
        - Newbury
        - Reading
        - Bristol
        - Andover

- Basingstoke
- Portsmouth
- Ringwood
- Southampton
- Winchester
- Bath
- Marlborough
- Salisbury
- Warminster

National Highways webtris map shows the six sites of MIDAS (Motorway Incident Detection and Automatic Signalling) recording devices in our area. These are predominantly inductive loops (though there are a few sites where radar technology is being trialled).

Only two sites of these sites are active and these are listed below

- TAME Site 30360355 on link A303 westbound between A342 and A338; GPS Ref: 430470;146018; Westbound
- TAME Site 30360354 on link A303 eastbound between A338 and A342; GPS Ref: 430470;146030; Eastbound

Chapter 8 - Active Access

Introduction

Active Access is a relatively new concept in the planning world, and a major consideration in new developments and infrastructure.

Active Travel England: the idea is to increase the number of local journeys being walked, wheeled, or cycled by 2030.

Whilst it is now an accepted concept in Planning and Infrastructure, in rural environments Active Access was a part of life up until the age of the motor vehicle.

Communities developed in rural areas and footpaths were created to enable the rural population to walk to and from employment, church and what other facilities existed within the local area (parish). These footpaths now form part of the incredible network of 'Public rights of way' that helps to make the rural environment what it is today.

However, in the past century and more, their practical use for travelling to work and other places has largely been superseded by the nature and location of employment, and the advent of modern transport. Rural rights of way, including permissive footpaths, of which more below, have found a modern usage as a leisure facility enjoyed by locals, ramblers, and walkers from more distant areas.

Whilst designing pavements, cycle paths, and access to facilities in a modern urban development is of major benefit to that community and relatively practical to implement, trying to introduce this concept into established rural communities is more problematic.

The Rural Community

The network of footpaths developed over the centuries largely no longer serves the purpose they were created for. Farms, dairies, quarries, and other rural businesses may no longer exist and the local community has changed in terms of employment and expectations.

Where in the past the population could walk or cycle down the road or track relatively safely, road traffic now makes that more hazardous. The rural bus and train services that served these communities reasonably well in the past have become uneconomic and are usually no more. Public transport has given way to personal transport in the form of cars and motorcycles.

Walking from many rural communities to the nearest public transport now often involves a significant distance that proves either impractical or unsafe, or both.

Permissive footpaths: some rural communities benefit from permissive footpaths which are provided by local landowners, now at their own risk, to enable parishioners to avoid having to

walk along busy roads where no alternative exists. The paths are not a legal right of way but are to be encouraged. Permission to use them can be withdrawn at any time, especially when a property is sold, mainly because the maintenance of the paths is the responsibility of the land-owner rather than the local authority.

Is Active Access a realistic aspiration in the Rural Community?

This is an interesting question without a simple answer.

Firstly, it must be recognised that the Active Access concept that is being encouraged for new urban developments is not necessarily practical for many rural communities. This is due to financial, environmental, cultural, topographical, and simple practical constraints.

Secondly, if you then add the population's needs and expectations of transport independence there are significant obstacles to be overcome.

Thirdly, the infrastructure of railways and rural bus routes has been largely lost due to rationalisations over the years. Transport developments and economics have driven this rationalisation and now present a major inhibitor to reversal.

When passing through many of the communities in this report, one sees that there are sometimes bus stops, including some with shelters, that have not seen a traditional bus service for a long time.

Fourthly, the centralisation of services, shopping, employment, health services, and other facilities to the larger urban conurbations has left rural communities with fewer local facilities within walking distance.

Does this mean that there can be no Active Access for rural communities?

Whilst Active Access is largely impractical to introduce to rural communities retrospectively as envisaged in the urban environment, there are some improvements that could be made to the rural infrastructure to improve active access.

Recommendations

Several issues have been highlighted in the survey and in other sections of this report. Those include:

(1) Extending the existing Footpath/Cycle way from Weyhill through to Ludgershall. This facility has appeared in numerous strategies and assessments over the years but not pursued. A cycle path could also be created from the roundabout on the A342 along Amesbury Road to Thruxton. The current footpath/cycleway is a separate facility from the A342. Where possible, future facilities on other relatively narrow roads (often enjoying the national speed limit of 60 mph) should be separate from the main carriageway. Developers

have been contributing to an extended cycleway by the A342 as part of the Section 106 and/or CIL levies for some years.

(2) Improving the existing bus services, i.e. the Activ8, and in particular the Number 5, to provide practical public transport alternatives for commuting to work or visiting local shops should be an imperative.

The Activ8 is overcrowded at certain times so extra services at peak times need to be considered, particularly in the event of significant development.

The Number 5 service is a very limited service and impractical for commuting to work. As it is the only service currently serving the largest area of this rural area, consideration should be given to increasing the service to make it make it viable for commuting. Making it a bi-directional rather than one way service would also provide a significant improvement.

In the public transport section of the public survey only one out of 126 responders who replied that they use the bus services mentioned the Number 5.

Access to these services by communities not located close to the routes needs to be considered together with more bus stops where required. This will require metalled footpaths where practical.

Bus shelters with seats at all stops where not currently extant would also improve the situation.

(3) Reintroducing a formal agreement between landowners and Hampshire County Council and its successor to facilitate the provision of permissive footpaths via the Highways Act 1980 Section 31(6) to encourage safer active access for pedestrians.

The Public Transport sections of this report deal with these issues in detail.

Chapter 9 - Public Transport: Bus to the West of Andover

Introduction

This chapter looks at the current public bus services in the A342/A303 Corridor in Hampshire, and if and how they could be improved to better serve the communities involved. It takes into account the Department for Transport 'Bus Back Better' National Policy, Transport for the South East Transport Strategy 2024 and the Hampshire County Council Transport Plan 4 of 2025 (links on page 5). All these documents strongly encourage the development of Public Transport and in particular bus services to reduce traffic and pollution.

Three further documents were considered of major relevance and considered by this report. These are the submission from Stagecoach to the TVBC Draft Local Plan 2024 of the 2nd April 2024, the 'Bus Service & New Residential Developments' of January 2025, and the Department of Transport 'Bus Back Better' National Bus Strategy.

This report must be considered against the context of the current financial situation where Hampshire County Council is not in a strong position to support services. Indeed, Hampshire County Council has been reducing its support to bus travel, resulting in the loss of some services. It is hoped that the situation and priorities might improve as time moves on.

In the event of any significant development in TVBC or in Ludgershall and Tidworth, there could be a significant increase in the demand for bus services.

Current/Recent Public Transport in the A342/A303 Corridor

Currently the area is served by two bus services.

The principal service, the Activ8, is run by Salisbury Reds and Stagecoach jointly. This service is a frequent service that is well-patronised, particularly at commuting times. In the easterly direction it follows the A342 from Ludgershall, with frequent bus stops to serve some of the communities along this route to a greater or lesser degree; alternatively, it goes to the west to Salisbury via Ludgershall, Tidworth, and Amesbury. The demands from the current population on this route ensure that the service is commercially sound and requires no support from the Councils involved in transport (Hampshire and Wiltshire).

In the event of any significant development in TVBC or in Ludgershall and Tidworth, there could be greater demands on this already very well-patronised service. The destinations for passengers are primarily Andover and Salisbury, with secondary destinations of Ludgershall, Tidworth and Amesbury.

The other service is the Number 5 service, run by Stagecoach from Andover. This service is funded by Hampshire County Council, and takes a one-way circular route from Andover via Army

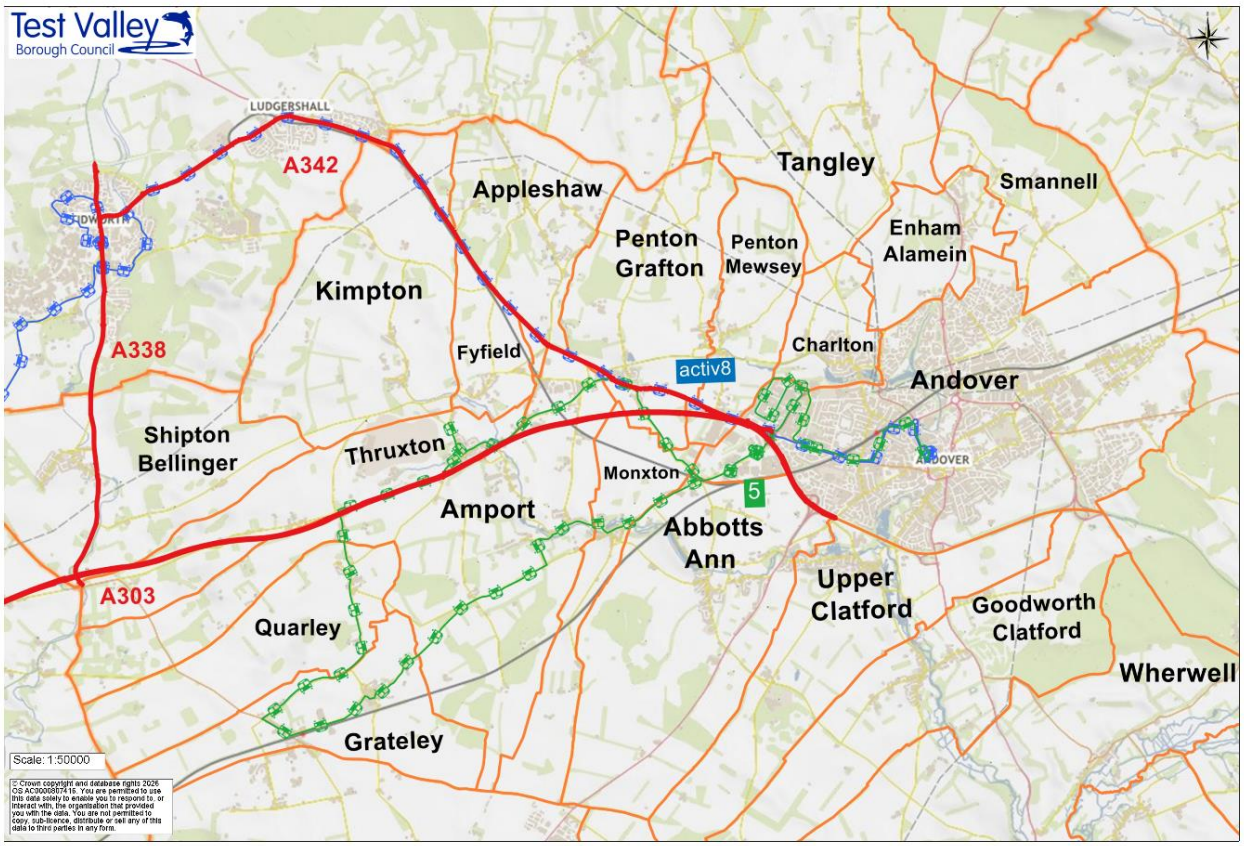
HQ, Monxton, Amport, Grateley and Quarley, then via the A303 to Thruxton, returning to Andover via Amesbury Road (Fairways), to Weyhill and on to the A342, then via Red Post Lane back to Andover via Army HQ. Whilst it is undoubtedly a useful service especially for some school children, its circular and varied route, depending upon the time of day, and the limited service makes it of quite restricted value to many residents, particularly those in the outlying villages.

Some Number 5 services connect the outlying villages of Monxton, Amport, Grateley, Quarley, Thruxton, and Weyhill with Andover. Some timings of this service connect the Portway Industrial Estates with Andover Bus Station.

In addition, each of the services 5 and 8 detailed serve Andover Railway Station, and the Number 5 also serves Grateley Railway Station.

Neither service serves Andover War Memorial Hospital. To reach the hospital from the West of Andover passengers need to travel to Andover Bus Station and change buses, or use the Community First service as detailed below.

It is to be noted that there is no cross-country bus route, so no bus route serves say Amport to Ludgershall, or the many other routes.



Map of A342 and A303 area showing the Activ8 bus (blue) and the No. 5 (green) routes.

Connect, On-demand Minibus services

Services operated by Community First and funded by Hampshire County Council are on demand and cover Penton Mewsey, Appleshaw, Redenham, Weyhill Fairways, Kimpton, Penton Grafton, Fyfield and Clanville in this report's area. Some parishioners in other villages would also welcome an extension of this service. The existing service connects to Andover Bus Station, Train Station, and the War Memorial Hospital. It is an 'On Demand' and 'First Come First Served' service operating on Monday to Friday, and whilst of undoubted value could not be regarded as a practical commuting service.

A further bus service is the Test Valley Rambler. This is a service provided on Summer Sundays only. The service is operated by BlueStar, and supported by the Three Rivers Community Rail Partnership and the Hampshire Community Rail Partnership. It provides a Sunday service from 6th September to 1st November, of three trips each way between Romsey and Andover and in our area of interest serves Grateley Rail Station, Monxton Crossroads, Andover Rail Station and Andover Bus Station.

Population Survey of the Area

A survey of the parishes in the area (see chapter 4) revealed the following information regarding Public Transport: 66% of the 490 respondents think bus and Taxishare services are not adequate, with the recurring theme that some villages are not served by a bus at all and where they do run they are not regular enough to be of practical use.

Another respondent said the Taxishare 'is not a good option. The Activ8 is a 1 mile walk and very unreliable – bus has driven past stop, has simply disappeared off Google tracking as it's taken out of service. Too far for older people to walk, plus no pathway or street lights makes it unsafe to walk that far'.

The ONS 2021 Census emphasises the lack of useable public transport in our rural areas. It shows that the level of households with 2 or more cars or vans in Thruxton Parish is double the national average. The Census also showed that **0% (no one)** of 630 parishioners used buses or taxis for commuting to work. Only 3.4% of parishioners walked or cycled to work, less than 1/3rd of the National Average.

Existing Infrastructure

Bus Stops: currently there are bus stops all along the A342 from Ludgershall to Andover, which appear to serve the communities as effectively as the route allows. However, it must be recognised that many of the communities are some distance from the bus routes and with poor pedestrian access to the stops. This significantly inhibits usage by these communities. The stops on the Number 5 route serve the main populations through which the route passes, subject to timing and route issues.

There are also bus stops in other locations left over from historic services now used by the Connect service detailed above.

Only a small number of the stops have laybys or bus shelters in the right places. Bus stops on the Number 5 route are frequently on the opposite side of the road from the bus shelters.

Off the A342, the roads are mainly narrow country routes. To the south of the A342 between Ludgershall and Weyhill, most side lanes have bridges either under or over the railway line to Ludgershall. These bridges are narrow and low, and together with the narrow lanes either preclude or severely inhibit the possibility of bus services other than those using mini buses. To the north of the A342, the road through Redenham and Appleshaw could possibly accommodate a bus service.

Current Bus Service Timetables

Activ8: this is a regular service every half hour throughout most of the day with additional services in the morning and evening commuting periods. It also provides a good service on Saturdays, and an hourly service on Sundays. A Sunday service is provided on Public Holidays.

Number 5: this service, whilst providing a commuter service from certain places to the Portway Industrial estate and Army HQ at Monxton Road, only provides a maximum of 5 round trips per day, starting and finishing at Andover Bus Station, to the outlying communities of Monxton, Amport, Grateley, Quarley, and Thruxton.

The first, the 0705 from Andover, only operates on school days. This, together with the last bus leaving Andover at 1510, renders this service impractical for anyone wishing to commute to work in Andover from any of the outlying communities served. The service is on weekdays only, so there is no service at weekends or Bank Holidays.

Possible Improvements to Services

The annual running cost of a new bus service is in the region of £250,000. Using that figure as a benchmark any new service will require a very strong Business Case to be considered. This figure was provided by Stagecoach in a guide they have produced for Local Authorities 'Bus Services for New Housing Developments' V2 2025.

Bearing the above in mind, the authors consider that first consideration should be given to improving and developing existing services as a first step to improving public transport in the area before considering any new service(s).

The Number 5 service is currently limited and many of its services under-utilised. It is probable that its under-utilisation, particularly on the rural route, does not accommodate commuting into

Andover, or for transport to medical appointments. It also fails to serve communities such as East Cholderton.

To quote from a recent document from Hampshire County Council Highway Development Planning –'Service frequency is low for the Stagecoach 5 service (3 x per day). This significantly limits the practicality of using public transport for commuting or essential trips'. It is actually often 5 rural services per day on most weekdays, but the situation for commuting is still impractical, with the last service leaving Andover at 15.10. It is only a Monday to Friday service.

A further consideration is that facilities such as the Hawk Conservancy, and major Motor Sport events at Thruxton have no public transport connections.

A review of this service, possibly making it more commuter friendly, should be seriously considered. If the 07.05 (ex-Andover) were running on all week days rather than just school days, and a later service after 1700 (ex-Andover) were provided, it would result in a more effective and usable commuting service to the outlying communities it serves. This should be a priority consideration. If the service were to run on Saturdays, the situation would be further improved.

There was a further service that ran on early mornings on college days only. This was the 85 Service to Winchester College that normally runs from Andover Bus Station. However, on school days an early morning service started from Ludgershall, and was of undoubted use to students, and provided an additional service into Andover or beyond for some. Should any housing development take place in Kimpton, Appleshaw, Amport, Penton Grafton (Weyhill), or Penton Mewsey parishes the villages would inevitably benefit from this service being reinstated.

This report does not cover dedicated school buses that serve children at certain schools in the area.

Conclusions/Recommendations

There are numerous Transport policies and strategies of which some are listed at the introduction to this report. These are all produced in good faith and are no doubt effective in an urban environment. However, when applying them in a rural environment such as in the area covered by this report, they face many challenges, as this report has identified. The following recommendations are an attempt to address some of these problems practically for this report area.

Activ8 service:

In order to maintain traffic flow and road safety on the A342 in particular, it is recommended that new bus laybys are installed at suitable stops, certainly the more heavily used stops on the A342 into Andover, where buses take time for pick up and drop off. To support and encourage greater use of public transport, bus shelters should be provided at all reasonably used bus stops.

Whilst providing a very good service currently for passengers living close to the A342 is not within practical or safe reach of communities, improvements to pedestrian access and bus shelters should be considered where practical. The Active Access Section of this Report considers this problem.

The service does suffer from overcrowding at peak times. On occasions, services do not run resulting in serious overcrowding on the following service. Extra buses at peak times needs to be seriously considered, and will become even more imperative if the housing developments proposed were to proceed.

The possibility of a limited number of Activ8 Services travelling via Biddesden Lane, to serve Redenham and Appleshaw and possibly Penton Grafton/Penton Mewsey should be considered.

Number 5 Service:

The Number 5 Service should be urgently reviewed as detailed above to enable commuting.

In the event of significant housing developments proceeding adjacent to this route (low-cost housing in particular), then a further review should be undertaken to develop this route to meet those requirements.

Chapter 10 - Public Transport: Rail to the West of Andover

Introduction

This chapter examines the current rail services running through Andover and the Test Valley Northern District and considers if they could be improved. It also considers the feasibility of providing rail services over the freight branch (siding) between Andover and Ludgershall.

A number of Studies, Reports, and Strategies have been consulted in preparing this report. Those considered include:

Network Rail 'Continuous Modular Strategic Planning – West of England Line Study 2020'
Network Rail 'Salisbury Area Strategic Study'
Greengauge 21 'Connecting South West England: in place of A303/A358 Widening'.
House of Commons Library – Railways: Light Rail

The following Transport Plans and Strategies were also considered:

Transport for South East 'Draft Transport Strategy'
Western Gateway 'Strategic Transport Plan 2024-2050'
Hampshire County Council 'Local Transport Plan 4'
Wiltshire Council 'Local Transport Plan 4'
Test Valley Access Plan 2015

After careful reading of these Transport Plans and Strategies it was felt that Rail does not appear to be given the significance it could be, apart from in the Network Rail and House of Commons documents.

Current Services through Andover and Grateley

The services on this line are operated by South Western Railway (SWR). SWR, which was a private company, was taken back into public ownership in May 2025 as part of the Government's policy of renationalising the railways.

Andover Railway Station and Grateley Railway Station to the West of Andover are located on the West Country Main Line from Waterloo to Exeter. Save for timetable changes for weather reasons, there is generally an hourly service on weekdays from Waterloo to Exeter, and an intermediate hourly service between Waterloo and Salisbury. For the most part, this results in a half hourly service through Andover. Whilst Andover has a half hourly service, the service at Grateley, whilst half hourly at peak times, resorts to hourly outside these times.

A small number of services West of Salisbury are routed via Westbury to Yeovil Pen Mill and Yeovil Junction stations. The services west of Salisbury have been severely disrupted due to track problems caused by dry weather in the summers of 2025 and 2026. This, coupled with the single track with limited passing loops, has resulted in services to Exeter being reduced to two hourly rather than hourly. Whilst the service west of Salisbury is reduced, the services from Salisbury to Waterloo have been maintained.

Services from Salisbury and Basingstoke run to a wide number of destinations. These provide the core services on this line. There are some additional services to support peak travel times, and also some variations at weekends terminating at Reading rather than Waterloo.

The timetable covering all these services is SWR Table 20.

The services currently provided through Andover and Grateley serving the area of this report, whilst crowded at peak times, can be generally considered good. The capacity of the line to cope with any significant increase in population will need to be considered.

The majority of daily commuting is eastwards to Basingstoke and beyond. There is limited commuting westwards currently to Salisbury.

The services are, however, provided by an ageing fleet of Diesel Multiple Units (DMU) class 158 and 159 that are suffering from reliability issues. These can cause services to be cancelled or to run with fewer carriages. This has resulted in a poorer level of service than the travelling public should reasonably expect.

Considerations are under way to replace the current rolling stock: these considerations include more environmentally friendly options including **Discontinuous Electrification** of the line or parts of it, which will use battery powered rolling stock with sections of track providing charging. These considerations and resultant decisions are some way off and if agreed/funded are unlikely to materialise for some time.

Recent announcements in the Rail Industry press would indicate that the Discontinuous Electrification and new rolling stock option has been discounted in favour of a cheaper refurbishment programme for the current class 158 and 159 DMUs.

Service Improvements

Whilst there is the possibility of providing more trains between Salisbury and Basingstoke, there is little possibility of any such services extending past these stations due to either track congestion to Waterloo or track limitations at and to the west of Salisbury. If the rolling stock problems mentioned above were resolved, enabling a more reliable service of full-length trains, then there would be a significant improvement in service.

There are studies currently in place looking at improvements to Salisbury, Basingstoke and Woking areas to improve route capacity. These are, however, expensive projects and some years away from implementation. Any service improvements, other than those detailed above, are unlikely until these projects are completed.

A large number of passengers travel to the Andover and Grateley Stations by car from the communities in and outside the area. Both stations have good car parking facilities, but can fill up early in the mornings often making parking at stations difficult. The cost of car parking undoubtedly adds to the cost of commuting and is a deterrent to train use.

The recent announcement by British Transport Police that they will not be investigating bicycle thefts at stations will hardly encourage 'Active Access' to the stations.

Due to the location of Andover Station in relation to areas of employment, commuting to Andover by rail is often impractical.

Provision of Rail Services between Andover and Ludgershall

Introduction

Since closure of this railway in 1965 and retention of the Andover to Ludgershall section for Ministry of Defence (MOD) use as a Railhead, this line has been the subject of a number of rumours and ideas to open the line for passengers, or as a Heritage Railway. None of these proposals appear to have been seriously pursued. Reopening as a Heritage Railway is considered to be outside the remit of this report.

In researching this feasibility study, the following document was considered:
Restoring Your Railway Fund – GOV.UK

In 2025, Test Valley Borough Council (TVBC) produced a Draft Local Plan (DLP) which suggested building some 3,000 homes along the A342 corridor to Ludgershall. This is also the route of this railway, plus the several thousand homes built or planned for Wiltshire. Comments made by the public to TVBC in relation to proposed development in Kimpton Parish (adjacent to Ludgershall) released by TVBC in July 2026 suggested reopening Ludgershall–Andover rail and requested better station parking (see chapter 4).

If any such plans were to proceed then it will require a major assessment of Public Transport requirements and options in this area. To date, TVBC has not carried out a Transport Assessment, nor would it appear is there any such assessment being carried out by Wiltshire Council. This report attempts to address one aspect of Public Transport in this area.

Background (History)

This railway is the last remaining section of the Midland and South Western Junction Railway that ran from Cheltenham to Southampton via Cirencester, Swindon, Marlborough and Andover. The last section from Andover to Mottisfont joined the Salisbury to Southampton line just North West of Romsey. That section of line was known locally as the Spratt and Winkle Line and was part of the London and South Western Railway. The line North of Andover was absorbed into the Great Western Railway at the 1923 Grouping and subsequently into British Rail in 1948. It survived the Beeching cuts but was a casualty of the cuts in the 1960s. There was a branch line from Ludgershall to Tidworth which closed prior to the main route.

The section of line left was required by the MOD for the Army facilities located at Ludgershall and surrounding Military facilities. Although some of those facilities have now closed the rail head has been maintained to serve Tidworth and other military facilities in the area. It is the only significant railhead left to serve Salisbury Plain.

What Remains

The railhead comprises of a number of sidings, and the remains of the Tidworth branch and loading docks located on MOD land north of the A3026 road bridge. The siding runs south east from Ludgershall parallel to the A342 for some distance before turning to the south through Weyhill (Amport Parish) and crossing the A303. It then runs parallel but independently to the Basingstoke to Salisbury main line into Andover. There is a connection to the main line at Andover station.

The line terminates in sidings at Andover station, one of which is located alongside the up platform (Platform 1). These sidings and the station approach track were renewed and updated/simplified recently. The line is classed as a siding and maintained by Railtrack to siding standards and speed limits to a point adjacent to the A3026 Bridge in Ludgershall, where the MOD then takes responsibility.

The MOD railhead at Ludgershall consists of a number of sidings and some loading docks. The loading docks date back to the First World War and were installed for loading troops and horses by the Midland and South Western Junction Railway. The remaining sidings are centred on the remaining section of the Tidworth Branch which extends to the road adjacent to Wellington School. This last section of track is adjacent to a large new housing development being constructed on ex-MOD land. The MOD took over all of this area from British Rail shortly after the line closed as a through route.

The passenger station platforms at Weyhill and at Ludgershall were removed following the line closing to passengers. The station area at Ludgershall is partly built on. The station area at Weyhill is now in private ownership used by a Road Haulage and Distribution company.

The route crosses all roads on or under bridges apart from one occupational level crossing near Faberstown in Kimpton Parish.

Options

There appear to be two main options that could be considered with current technology:

The first is to reopen the line as a branch line from the South Western Railway from Waterloo to Exeter. This could either be run as a shuttle service from Andover to Ludgershall, or possibly with some trains being extended through to Basingstoke or further.

The second option is to reopen the line as a Light Rail shuttle service between Andover and Ludgershall.

The location of the station in Andover is not conducive for the most part to commuting to Andover.

These above two options will now be explored in a little more detail.

Reopening as a Branch Line

This option would require the service to be provided by Great British Rail (GBR).
Unless special stock were provided it would need to use rolling stock currently in use on the West Country Main Line. Using special stock if available is likely to create maintenance problems.

The station platform on the north side of Platform 1 at Andover could accommodate a three-coach train formation, and, with relatively minor alterations, it could accommodate up to five coaches. This is the current configuration used on the main line services.

A new station or stations would be required at Ludgershall. The position of the old Ludgershall station is adjacent to the main town and to a large housing development, so could provide a good location for a station. There would appear to be land available for a station and parking. However, there has been, and it is possible there may be, significant house building in this area. To accommodate these communities, stations to the north of Ludgershall, and one to the south adjacent to Faberstown, could be considered. Any station to the north of Ludgershall would involve the use of land and track currently in MOD ownership.

The feasibility of intermediate stations is problematic due to topography and location of communities, and represents a major limitation.

The whole line would require upgrading to passenger line standards for speed and safety.

If operated as a shuttle service with only one train in operation then it is likely that the current signalling would require only minor work.

Train timings would need to be configured to meet main line trains.

Some research into other rail projects to reopen freight lines for passengers provides some insight into the likely costs and problems.

To develop a business case for reopening this branch will require significant work (cost) to determine whether it is not just feasible, but also if it meets the Government criteria 'Cost Benefit Ratio' (CBR).

Reopening as a Light Rail Service

There is considerable research and development currently being undertaken into Light Rail, Trams, and Very Light Rail. Without doubt these technologies offer a much cheaper and more practical solution to reopening railway lines. However, these solutions are generally pursued in urban environments with much more intense populations than exist on or near to this route.

These technologies can allow much simpler halt arrangements similar to bus stops thus allowing many more halts to be more easily located.

Conclusions and Recommendations

An analysis of various rail projects currently under way with some similarities to this line reveal very significant costs to both conduct initial, and then more detailed, studies and overall costs that run into many millions of pounds.

Whilst this Report's authors do not have expertise in this field, it is considered unlikely that there is a strong enough Business Case or likely Cost Benefit Ratio to initiate a study into reopening the branch as a conventional railway.

With regard to reopening the line as a Light or Very Light Rail service, it is considered that this could be an option. However, to proceed would require both significant expertise and effort to produce a Business Case, and determine a Cost Benefit Ration, which it is considered to be outside the capabilities of this group. The group would however be happy to support any such initiative as far as is practically feasible.

A further consideration is that the current financial climate, coupled with the re nationalisation of the railways, has resulted in many rail projects being either cancelled, delayed or cut back. Against this background it is felt that this could only be considered as a long-term project and outside the scope of this Report.

Chapter 11 - Conclusions and Recommendations

The authors recognise that decisions on where public money should be spent in the area covered by this report are not their responsibility. It is clear that not every suggestion can be afforded from public funds at present, irrespective of where any funding will come from. Hampshire CC, which currently has responsibility for most roads in this area, has a huge deficit.

The approach that we have taken is to identify issues and risks by parish, and those in the authors' view which are of the highest priority for work at the present time (without considering the possibility of significant housing development in any particular area) are shown in bold type.

The reader should note that some of the suggestions have been made by individual parishes and are not supported across all parishes. This should be clear from the narrative.

The parishes listed are not in any particular order.

Parish-by-Parish Consolidated Issues, Risks & Recommendations

Penton Grafton (including East Weyhill)

Key Issues

- A342 bisects the village, creating high safety risks.
- High traffic volumes (in April and May 2026 between 15,000 and 16,000 vehicle movements per day between Weyhill and Andover, including circa 11,500 of these between Weyhill and Ludgershall) with a possibility of doubling in the event of significant development.
- **Fairground Roundabout: poor visibility, cobbled construction, high maintenance, and peak-time congestion**.
- Side-road junction hazards: **Penton Road**, Amesbury Road, Rectory Lane, Red Post Lane.
- **Limited and poorly maintained pedestrian crossing (traffic island destroyed in 2024)**.
- Insufficient footpaths and cycleway connectivity.
- **Speed limits deemed inappropriate (current 40mph through village).**

Current & Future Risks

- Increased accidents due to poor visibility and speeding.
- Additional strain from home development and other corridor-based proposals
- Unsafe pedestrian movement due to inadequate crossings and narrow footpaths.
- Rat-running traffic through adjacent parishes.

Recommendations

- Widen A342 between Red Post Lane and eastern village boundary; extend central turning lanes.

- **Install two pedestrian refuges/traffic islands (restore existing + new one at eastern end).**
- Extend footpath/cycleway to Appleshaw junction.
- **Designate 30mph limit, with long-term ambition for 20mph in internal lanes (Red Post Lane & Rectory Lane).**
- **Improve Fairground Roundabout visibility and geometry including cut back of obstructing trees**.
- **Enforce left-turn-only restriction at Penton Road exit on to A342 and consider junction safety**.
- Address safety at Weyhill Bottom crossroads and other minor junctions.

The ultimate expensive solution is to create a new access from the Fairground Roundabout directly on to the A303 with a new junction, so as to create a by-pass around the village.

Penton Mewsey

Key Issues

- Village is used as a rat run between the A342 and A343, particularly by HGVs.
- **Narrow lanes (Harroway Lane) are not suited to heavy traffic**.
- **Speeding, despite installed indicators.**
- No pedestrian crossings or cycle infrastructure.

Risks

- Hazardous conditions for pedestrians, horse riders, and cyclists.
- Increased danger around village hall and stabling areas.

Recommendations

- **Apply weight limits (18-tonne restrictions with access only) eg on Short Lane/ Harroway Lane and Foxcotte Lane / Foxcotte Rd**
- **Install traffic-calming islands at village entry points.**
- **Add pedestrian crossing.**
- **Implement a no right turn restriction from Penton Road at the A342 forcing all traffic from Penton to turn left towards Weyhill**

Thruxton

Key Issues

- Lack of footpaths throughout main village routes (Village Street, Stanbury Road).
- Narrow carriageways (<5.5m) with large commercial vehicle traffic.
- **Unsuitable for HGV traffic and traffic volumes**.
- **Verge erosion**
- Poor visibility at private driveways and minor roads.
- **Excessive vehicular speeds**.

- **Flooding, overgrown vegetation, and poor road markings**.
- Roads used as rat-runs to avoid A303 congestion.

Current & Future Risks

- Increased collisions and danger to pedestrians.
- Damage to historic and other buildings.
- Environmental degradation from heavy traffic.
- **Limited slip-road capability on to A303.**

Recommendations

- **Implement 20 mph limit and limit heavy vehicle access.**
- **Improve road markings, vegetation management, and drainage**.
- Enhance footpath provision.
- Protect Verges.

As with Penton Grafton, an expensive improvement can be made if the junctions on the A303 are improved through movement of the slip roads. The eastbound A303 junction closest to the White Horse public house might be moved eastwards so as to lead on to Amesbury Road.

The following additional paper has been prepared by the Thruxton Community Engagement Forum.

The paper is included below with minor amendment:

Introduction:

With the proposals to build 4,000 plus new homes in the North East corner of the Borough, the impact on the road infrastructure cannot be ignored. The proposal below is intended to mitigate the issues facing the Villages between Ludgershall and the A303 and in the vicinity of the A342 between Ludgershall and the Hundred Acre roundabout at the Western side of Andover. It will remove the accident risk of the poorly designed Thruxton and Sarson Lane A303 access and egress points and mitigate the problems of HGVs transiting the unfit lanes through Kimpton, Fyfield and Thruxton. It will allow safe access and egress to/from the A303 both Westbound and Eastbound serving both existing and new domestic and commercial properties in the area. Should the Ludgershall to Andover branch line be reinvigorated as a light railway it will facilitate access to a new Weyhill station and establish safe access and egress from the Hawk Conservancy and potentially Amport and Monxton.

Proposal:

1. Build a new road from the Weyhill roundabout running SSE to the point where the Monxton Lane BOAT (numbered 711 on the Hampshire Definitive Map of Public Rights of Way) meets the A303 and create a new West/East A303 access/egress junction at this point.
    a. The new road would create a better route for A342 traffic to/from the North to the A303 West and Eastbound, particularly HGVs.

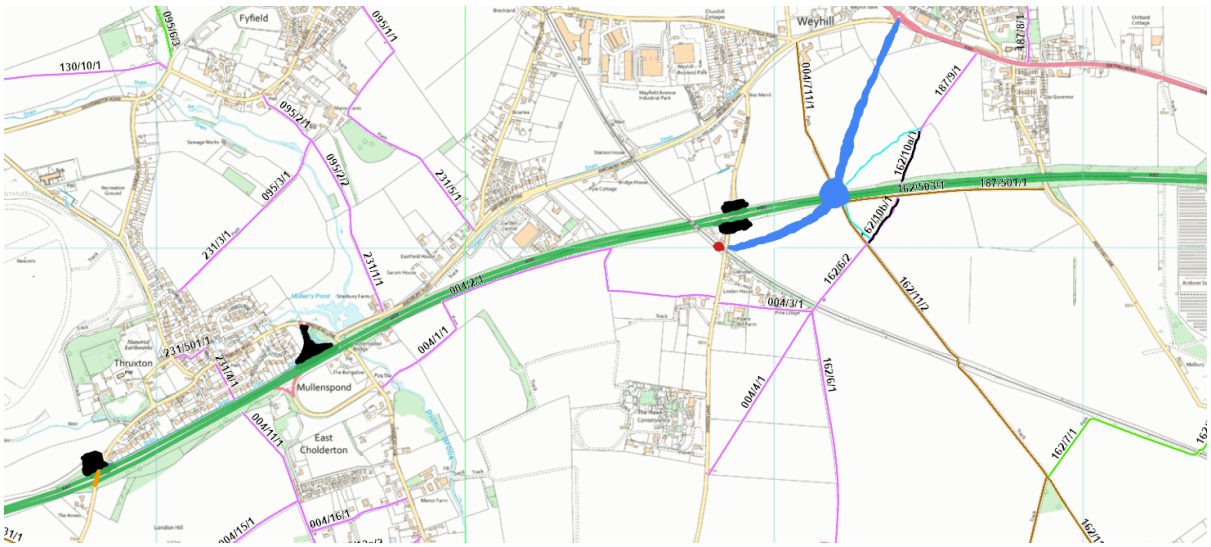
   b. More domestic/local traffic from the existing Villages and new build housing would likely continue along the A342 reliving pressure on the A303.
   c. Heavy traffic pressure at the Hundred Acre Roundabout would be eased.
2. Close the current Sarson Lane Northern section access point to the A303 Eastbound.
3. Close the current Village Street/Wiremead Lane access/egress junction to the A303 Eastbound at Mullen's Pond.
4. Retain the current Wiremead Lane access/egress junction to the A303 Westbound at The White Horse but lengthen the access slip road for Westbound traffic.
5. Close the Western access/egress junction of Thruxton's Village Street to/from the A303 East bound.
6. Create a safe cyclist, equestrian and pedestrian crossing of the A303 at this point. This would facilitate access to the footpath/bridleway network South of the A303 which has been blocked since the 'dualling' of the A303. The crossing between footpath 231/4/2 and 004/11/1 on the Hampshire Definitive Map of Public Rights of Way is extremely dangerous to cross. It necessitates walking across both carriageways with poor visibility in either direction and 'dodging' traffic commonly travelling at more than 70 mph. Not only for Village residents but for all walkers, cyclists and equestrian this would greatly enhance access to the countryside. The bridge under the A303 at the eastern end of Thruxton Village is hazardous as Wiremead lane is narrow to the south of it, there are no footpaths and traffic to/from the A303 is heavy at that point.
7. Close the Airfield Industrial Estate access road from the Western end of the Village Street, Thruxton to motorised vehicles.
8. Close the Southern section of Sarson Lane junction with the A303 Westbound traffic.
9. Continue the new road at 1 above to link with the Northern end of the Southern section of Sarson Lane in the vicinity of the existing railway bridge.
10. This safe road cyclist, equestrian and pedestrian crossing of the A303 would facilitate access to the footpath/bridleway network South of the A303 for existing and new build residents generally enhancing countryside access.
11. Improved access to the A303 could be provided to Amport and Monxton Villages by widening the Southern section of Sarson Lane.
12. The 'Active Travel' concept would be retained and enhanced by a safe crossing of the A303.

If the Ludgershall to Andover branch line is reinvigorated as a light railway and a new station is created south of the A303 in the vicinity of Sarson Lane then

13. The new road above will facilitate access to a new Weyhill station and parking
14. A new Weyhill Station would be within the 800m Active Travel zone.

The diagram below shows the proposal with the changes marked in the following colours

- Blue – new road
- Bright blue – relocated footpaths
- Black – closed junctions and footpaths
- Red – light railway station



Some of the above proposals may not be viable financially in the shorter term.

Appleshaw

Key Issues

- **Dangerous junction at Fyfield Lane and Appleshaw access to A342.**
- **Unsafe right turns across the carriageway**.
- Short and inadequate slip roads.
- **No pedestrian crossing on the A342 for users of the Activ8 bus service**.
- **No footpath on a significant stretch of the C77 road into the village (60MPH national speed limit until Barncroft) from the A342**.
- Excessive vehicle speeds on narrow, straight village road.
- No public transport.
- Traffic volume expected to increase significantly as new developments take place along the A342.

Recommendations

- **Consider one-way systems on Dauntsey Drove and Fyfield Lane**.
- **Extend slip roads on both sides of A342.**
- **Investigate using traffic lights or a roundabout at Fyfield Lane/Appleshaw junction and at end of Penton Road, and/or**
- **Investigate imposing a speed limit on approach to the Fyfield Lane/Appleshaw cross-roads (C77).**
- **Reinstate a bus service into the villages.**
- **At Penton Road, implement a no right turn restriction from Penton Road at the A342 forcing all traffic from Penton to turn left towards Weyhill.**

Kimpton

Key Issues

- High-incidence crash location at A342 junction to Kimpton (supported by CrashMap data).
- **National speed limit at this junction exacerbates risk**.
- **Single-track conservation roads vulnerable to increased traffic.**
- **Narrow railway bridges prone to flooding.**
- **Unsuitable for HGV traffic and large volumes**.

Risks

- **Rat-running through conservation area, causing:**
  - **Verge damage**
  - Pollution
  - Driver conflict/road rage
- **Impassable bridges due to flooding**.

Recommendations

- **Assess thresholds for traffic controls/signals at key A342 junction**.
- **Protect conservation-area narrow lanes from increased traffic.**
- **Restrict HGV access through vulnerable routes.**
- **Improve drainage at railway bridge locations.**

Fyfield

Key Issues

- **Height restricted bridges to the North/East of the village (Fyfield Road, Fyfield Lane and Privet Lane) all of which are prone to flooding.**
- Lack of footpaths/no street lighting on main village routes.
- **Vehicles, specifically large and agricultural traffic using narrow carriageways (<5.5m) traversing a blind bend.**
- Poor visibility at private driveways and minor roads.
- **Excessive vehicular speeds.**
- Overgrown vegetation, and poor road markings.
- **Roads used as rat-runs to avoid A303 congestion and access A342.**

Current & Future Risks

- Increased collisions and danger to pedestrians.
- Damage to historic and Grade 2 listed buildings.
- Environmental degradation from heavy traffic.

Recommendations

- **Implement traffic-calming and reduce heavy vehicle access**.
- Improve road markings, vegetation management, and drainage (at the three bridges).

- Enhance footpath provision.

Amport

The Parish of Amport includes much of the area of Weyhill to the west of the Fairground roundabout north of the A303, including to the top of Dauntsey Drove by the A342. It also includes East Cholderton, the 'panhandle' to Cholderton, the Fox Farm area, The Limes (by the Hawk Conservancy), and Amport village itself. See map in chapter 3.

Key Issues

- **Improvement to No 5 bus service through Amport village**.
- Fyfield Road railway bridge which not suitable for HGVs and suffers from regular flooding.
- **Fyfield Road/Amesbury Road junction where a no left turn from Amesbury Road is needed for vehicles over 7.5 tonnes (requiring such vehicles to go round the Fairground roundabout**).
- Rectification (or closure) of the A303 / Sarson Lane North junction which has regular flooding issue and is dangerous.
- **New speed limits of 40 mph needed on Sarson Lane South and Wiremead Lane from East Cholderton – Amport.**
- **20 mph limit by Amport School during school hours and by The Hawk Inn**.
- **Support for comments made by Penton Grafton on the A342**.

Further Recommendations

- Improve A303 junctions (Sarson Lane and Wiremead Lane).
- An improvement to cycle routes for the community is also a longer term aim.

Monxton

Key issues

- **Limit on weight of vehicles along Monxton High Street and road to Amport (see Thruxton and Penton Mewsey)**
- **20 mph limit in centre of Monxton village**

Cross-Parish Themes

Across all parishes, the following themes recur:

Safety Concerns

- Excessive speeds across the A342 and adjacent lanes
- Several accident-prone junctions, many lacking formal crossing or turning facilities

Infrastructure Deficiencies

- **Limited footpaths & cycleways**
- **Poor road surfacing**
- **Insufficient pedestrian crossing points**

- **Inadequate surface water drainage**

Heavy Vehicle Traffic

- **Rat-running HGVs routed through unsuitable village lanes**
- **Weight restrictions either absent or unenforced**

Development Pressure

- Large housing developments will dramatically increase traffic creating major safety risks
- Infrastructure is already failing to meet current demand.

Consolidated Recommendations for A342 Corridor

Speed Management

- **Reduce speed limits on all roads, including key stretches in villages to 30mph, with 20mph in narrow village lanes.**
- **Introduce average-speed cameras or traffic-calming where applicable**.

Pedestrian Safety

- Restore and add new pedestrian refuges.
- Expand footpath and cycleway network, including Appleshaw and Andover connections.
- Reintroduce the legal framework for provision of Permissive Footpaths via provisions of the Highways Act 1980 Section 31(6).

Junction Improvements

- **Investigate traffic lights or roundabouts at dangerous locations (Fyfield / Appleshaw and Penton Road**).
- **Consider imposing speed limits at dangerous junctions.**
- **Enhance visibility to the west at Fairground Roundabout**.

Traffic Restriction Measures

- **Introduce weight limits to reduce HGV traffic through village lanes**.
- **Apply one-way systems where necessary.**

Structural & Surface Upgrades

- **Resurface degraded routes**.
- Extend slip roads where needed.
- **Improve drainage generally and at narrow railway bridges**.

Planning & Development Safeguards

- Require transport mitigation before approvals.
- Ensure new developments include safe pedestrian/cycle links.

Conclusion

The parishes along the A342 corridor are experiencing significant and increasing road safety challenges exacerbated by rising traffic volumes, inappropriate speeds, insufficient pedestrian facilities and infrastructure constraints.

Urgent action is required to ensure the safety, accessibility, and resilience of the A342 and its surrounding road network. This action is needed without any significant housing development In the area covered in this report.

A coordinated, corridor-wide approach—rather than isolated interventions—is required to address cumulative impacts and safeguard these communities.

The A342 Group

September 2026