

Basingstoke Town Access Plan
Stage 3 Report
Final Action Plan of Proposed Access Improvement Options

Final

November 2011

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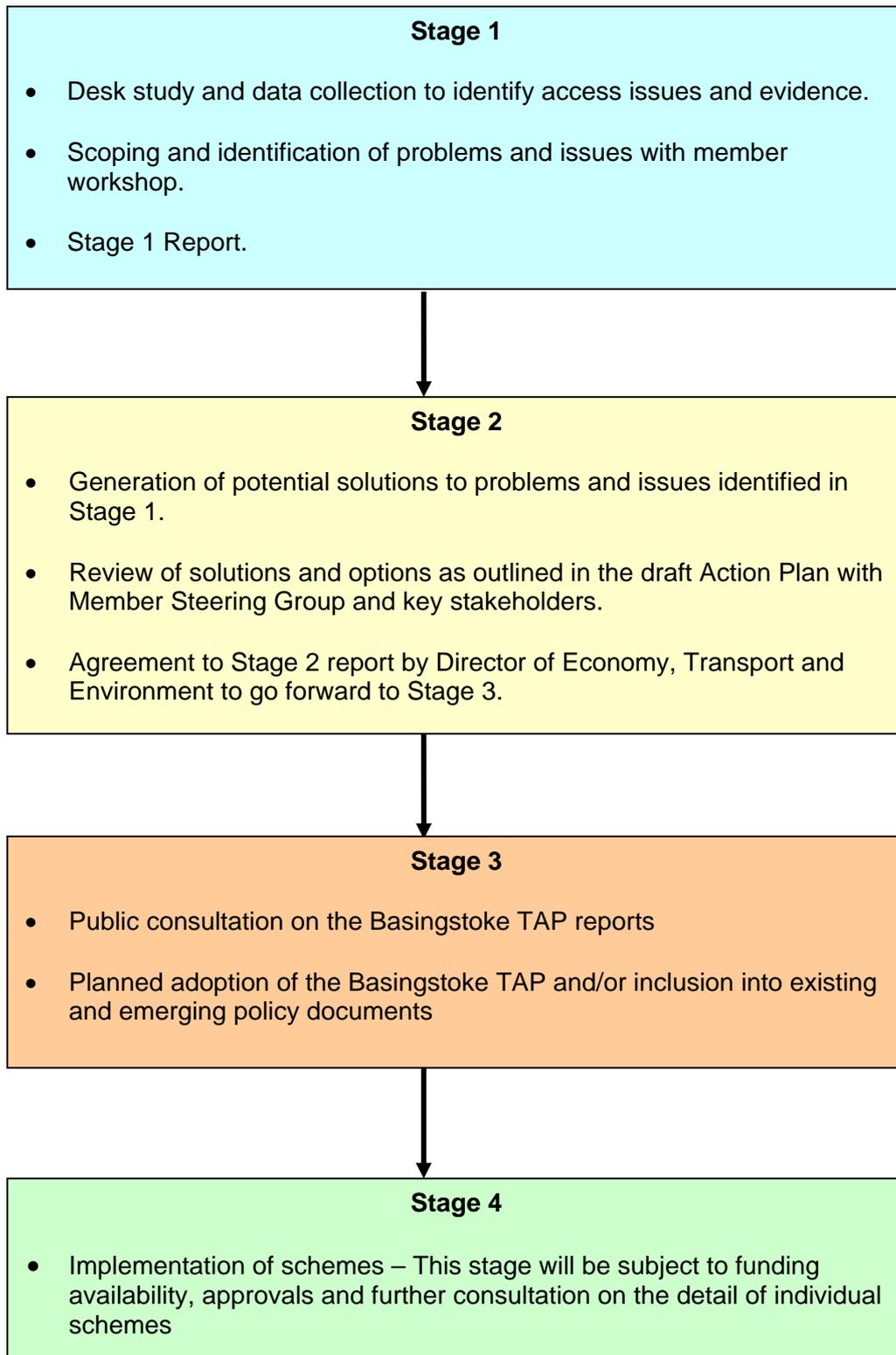
1. Introduction

- 1.1 The Basingstoke Town Access Plan (referred to in the remainder of the document as Basingstoke TAP) is a strategy which sets out a shared vision for how access to facilities and services within the town can be improved. Accessibility in the context of the Basingstoke TAP refers to the community's ability to access key services and facilities within the built up areas of Basingstoke by all transport modes, notably by walking, cycling, public transport and the car.
- 1.2 The Basingstoke TAP will guide transport development within Basingstoke over the next 20 years and identifies an action plan of proposals that can be used to direct different funding sources.
- 1.3 The development of the Basingstoke TAP has been undertaken in three work stages. The first stage sought to identify the transport access issues that were important to local residents, commuters, shoppers and visitors to Basingstoke. This stage of work was supported by a Member Workshop event in November 2009. The Stage 1 report was presented to the Member Steering Group and completed in February 2010.
- 1.4 Building on the review of issues in Stage 1, Stage 2 of the Basingstoke TAP developed a draft action plan of potential transport improvement options for Basingstoke to help tackle the access issues raised during Stage 1. Stage 2 of the Basingstoke TAP was supported by a Stakeholder Consultation event in November 2010, and resulted in a Stage 2 report.
- 1.5 Following obtaining Director for Economy, Transport and Environment approval to draft Action Plan, stage 3 of the TAP included a public consultation in June/July 2011. The public consultation sought feedback on the improvement options proposed in the draft action plan. Results of the consultation was presented to the Member Steering Group in September 2011.
- 1.6 The feedback from the consultation has been used to inform and develop the final action plan of improvement options for Basingstoke, which has been reviewed and endorsed by the Member Steering Group.

Figure 1.1 shows the development process for the Basingstoke TAP.

1.7 The Basingstoke Town Access Plan (TAP) Stage 3 report seeks to bring together the Stage 1 and Stage 2 reports, and present the final action plan of improvement options for the Basingstoke TAP study area for adoption.

Figure 1.1: Basingstoke Town Access Plan Development Process



2. Relationship of the Basingstoke TAP to Wider Policy and Local Issues

2.1 The requirement to develop a Town Access Plan for Basingstoke was established in Hampshire County Council's second Local Transport Plan 2006-2011 (LTP2) as a means of identifying and tackling "*...issues of access to and within these urban areas*". The aims and objectives of the Basingstoke TAP reflect national, regional, county and district planning policy, guidance and transport documents. Where relevant, the TAP considers and links to other, local transport and planning strategy documents.

2.2 Local Transport Plan 3

2.2.1 At the local level, the Basingstoke TAP has fed into the production of Hampshire's Local Transport Plan 3 (LTP3), which covers the period between 2011 and 2031.

2.2.2 The LTP3 sets out a long-term vision for how the transport network of Hampshire will be developed over the next 20 years and includes a three year implementation plan. The vision of the LTP3 is to provide:
'safe, efficient and reliable ways to get around a prosperous and sustainable Hampshire'

2.2.3 The LTP3 sets out three main priorities for transport in Hampshire for the next 20 years. The three main priorities are to:

- Support economic growth by ensuring the safety, soundness, and efficiency of the transport network in Hampshire.
- Provide a safe, well-maintained, and more resilient road network in Hampshire, as the basic transport infrastructure of the County, on which all forms of transport directly or indirectly depend, and the key to continued casualty reduction.
- Manage traffic to maximise the efficiency of the existing network capacity, improving journey time reliability and reducing emissions, and thereby supporting the efficient and sustainable movement of people and goods.

2.2.4 The three main priorities are supported by 14 policy objectives set out under five broad themes of:

- i. Supporting the economy through resilient highways;
- ii. Management of traffic;
- iii. The role of public transport;
- iv. Quality of life and place;
- v. Transport and growth areas.

2.2.5 The Local Transport Plan 3 (2011-31) seeks to continue the delivery of TAPs as an important mechanism for helping to secure and prioritise transport improvements at the local level. Specifically, they are seen as helping to meet a number of the policy objectives outlined in the LTP, with the most relevant being:

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

Policy Objective 8: Improve co-ordination and integration between transport modes through better local interchanges, for example at rail stations;

Policy Objective 10: Contribute to achieving local targets for improving air quality and national carbon targets through transport measures, where possible and affordable;

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

2.2.6 The North Hampshire transport chapter states that the key priority for the area is to support economic prosperity and carbon reduction with an increased emphasis on sustainable transport.

2.2.7 Specific proposals in the LTP3 for Basingstoke include:

- Targeted measures to improve capacity at congestion bottlenecks and optimise management of the highway network;
- Delivery of the Basingstoke Town Access Plan;
- Measures to reduce peak time congestion, such as promotion of travel planning and more flexible working arrangements;
- Mitigation of the travel impacts arising from new development;
- Investment in developing walking and cycling routes in Basingstoke;
- Enhancement of existing Quality Bus Partnerships and development of new ones;
- Investigation of the potential to develop core bus priority routes, especially between main areas of housing growth and Basingstoke town centre;
- Working with Basingstoke and Deane Borough Council to develop agreed approaches to parking for the town centre, including reviewing how these may link with possible Park and Ride options;

2.2.8 The development of the Basingstoke TAP action plan carefully considered and incorporated the LTP3 proposals for Basingstoke, as and where appropriate. The delivery of the Basingstoke TAP is also identified as a specific proposal in the LTP3.

2.3 Basingstoke District Statement

2.3.1 Currently, in areas not covered by TAPs, there is a lack of robust current transport policy linking the strategic policies conveyed within the third Local Transport Plan (LTP) to local level issues and aspirations. Amongst other issues, this can result in an increased risk of challenges from developers when Section 106 contributions are being sought. The aim of District Statements is to fill that policy vacuum in the non-TAP areas by covering whole districts encompassing TAP and non-TAP areas alike.

2.3.2 The development of District Statements is currently in its infancy, however, the Basingstoke TAP will significantly influence and feed into the development of the Basingstoke District Statement.

2.4 Basingstoke Local Development Framework (LDF)

2.4.1 Basingstoke and Deane Borough Council are currently working toward pre-submission stage of their LDF Core Strategy, planned for consultation in early 2012. As part of the evidence work to support the Core Strategy, the Council have engaged consultants to carry out traffic modelling to help support this development, which will also review outline potential road improvements to help mitigate the planned borough development.

2.4.2 Many of the likely highway improvements emerging from this work will tie with these identified through the Basingstoke TAP Action Plan, and will help development of these proposals in more detail through future study work.

2.5 M3 Junction 6/Black Dam roundabout Improvements

2.5.1 Hampshire County Council and Basingstoke and Deane Borough Council are currently working with consultants and the Highways Agency in identifying improvements for this strategic junction leading into the town.

2.5.2 It has long been an aspiration to relieve congestion and improve journey times between the two links. The inclusion of the scheme in the TAP means that the need for improvements is reflected in local policy as a key component to improving access to the town from the M3 which could provide economic benefit to suit development.

3. Consultation Process

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2 3.1 The Basingstoke TAP has a duty to ensure its recommendations provide a fair and equal access to the town centre regardless of age, race ethnicity, religion, disability, gender, sexual orientation, mobility and social and geographical exclusion (e.g. people on low incomes and those living with poor transport links). Preparing the improvement proposals involved assessing the local population and understanding their varied access needs.

3.2 Co-ordination of the TAP has taken place through the Member Steering Group which included local councillors from the County Council and Borough Council. Hampshire County Council has also consulted with key local stakeholders and the public throughout the development of the TAP.

3.3 The Stage 1 work sought to identify existing transport access issues in the study area, through desk top analysis of existing data, site visits, and through engaging with local councillors. This included a councillor consultation event in November 2009 attended by county and borough councillors. The event sought to ensure that the relevant transport access issues in Basingstoke had been identified by providing councillors with the opportunity to review the work which had been prepared and provide feedback and additional information. Feedback provided at the consultation event was considered carefully and fed into the final Stage 1 report findings.

3.4 Stage 2 of the Basingstoke TAP included stakeholder consultation to seek views on the proposed access improvement options for Basingstoke contained within the action plan. The consultation took the form of a 'drop-in' event in November 2010. Feedback from the event fed into a draft action plan, which was included in the final Stage 2 report.

3.5 Following agreement with the Director of Economy, Transport and Environment to the draft Stage 2 report, the Stage 3 public consultation was held in a local shopping centre for two days and was supported by an online consultation accessed through the Hampshire County Council website. In addition, hard copies of the consultation materials were made available at

Basingstoke and Deane Borough Council offices and Basingstoke Library. The public consultation was held between the 24th June and 15th July 2011 and sought views on the proposed improvement options outlined in the draft action plan.

- 3.6 In general, the public consultation found that most people supported a transport strategy for Basingstoke in the form of the Town Access Plan. However, there were a small number of more specific comments on proposed measures which have been considered more fully in a review of the TAP action plan. A summary of these comments and how they relate to the Action Plan is shown in **Table 3.1**.

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Table 3.1: Key Comments and Emerging Themes

Consultation Feedback	Action
General Comments	
<ul style="list-style-type: none"> The Basingstoke TAP is a valuable strategy for the development of transport improvements in Basingstoke 	
Walking and Cycling	
<ul style="list-style-type: none"> Need a comprehensive cross town (east-west) cycle network coupled with appropriate signage, better connectivity and cycle storage/parking; Better continuation of cycle routes to key destinations; Consideration of cycling opportunities along Churchill Way connecting Victory and Eastrop roundabouts; Cycling in Festival Place and top of town should be allowed. 	<ul style="list-style-type: none"> CW28, CW29 and CW15 propose that the missing cycle links/infrastructure should be pursued in line with funding availability and the 'Basingstoke Missing Links Review'.
<ul style="list-style-type: none"> Better lighting needed along NCN23 from Cowdrey Heights to Eastrop Park to improve safety for young and more vulnerable pedestrians and cyclists; Old Basing to town centre cycle route required; Cycle routes requested outside TAP area, including Popley Way, Rooksdown to residential areas to south, Overton to Oakley, Overton to town centre, Tadley to town centre and Sherborn St John to town centre. 	<ul style="list-style-type: none"> Member steering group have previously ruled out cycling through top of town due to perceived dangers/conflicts with pedestrians. Will be picked up through CW13, cycle route from Old Basing to Eastrop Park.
<ul style="list-style-type: none"> A33 Chineham Road roundabout requires a pedestrian crossing opposite 'Go Outdoors'. Will help access to Tesco. 	<ul style="list-style-type: none"> These areas are outside the TAP boundary but could be considered through the 'TCP' process and provided in conjunction with future development if appropriate and justifiable. CW2 refers to quality of pedestrian infrastructure. Draft action plan amended to reflect comment regarding pedestrian crossing.
<ul style="list-style-type: none"> Comprehensive footpath map required and clear signage; 	<ul style="list-style-type: none"> CW29 proposes that a legibility/signage strategy is developed for both pedestrians and cyclists.
<ul style="list-style-type: none"> Culver Road missing footway near Winchester Road roundabout; Missing footways along B3400 past park and between Sherborne St John and Everest Community College. 	<ul style="list-style-type: none"> Covered in CW5. Outside TAP area. Will be picked up under wider transport strategy development.

Consultation Feedback

Public Transport

- More bus priority measures are required in the TAP area;
- Severe delays for buses at Binfields roundabout and the Daneshill
- More buses needed in more rural areas - from town centre to Overton, Sherfield on Loddon, Kempshott and Old Basing;
- Chineham needs a train station or bus routes;
- New Street bus contra flow is an important measure omitted from TAP;
- Bus and rail interchange arrangements need improving;

Roads and Traffic

- Binfields roundabout is a concern in terms of congestion and safety;
- A339/Winchester Rd roundabout - problematic levels of congestion;
- Lodge junction on A340 should be redesigned to prohibit right turns into the hospital site.

Action

- PT1-PT4 proposes the review of better bus access in the town centre which may include bus priority measures if applicable.
- Potential for improving Binfields roundabout noted under RT3. Bus route operation commercial and therefore outside HCC influence.
- PT6 suggests the continuation of liaison with Stagecoach and Passenger Transport Team to seek to improve rural bus services. This will take place through the HCC Public Transport Forum.
- PT11 proposes a train station at Chineham to cater for adjacent commercial and residential area – study work continuing. Consideration of improved bus links as an alternative.
- Member Steering Group had previously reviewed and ruled out the option of a contra flow bus lane from the TAP.
- PT8 proposes the investigation of improved access arrangements at the station, including routes to the station.
- RT3 proposes the investigation and review of capacity and operational enhancements to regulate and manage flow.
- RT14 covers Ringway West/Winchester Rd/Thornycroft and Brighton Hill roundabouts in terms of suggested improvements such as signalisation.
- RT1 suggests that the capacity and operation requirements can be reviewed as part of new development in the vicinity. Draft action plan to be amended to specifically refer to Lodge junction improvements.

4. Final Action Plan

- 4.1 The Basingstoke TAP Action Plan sets out the potential transport access improvement options for Basingstoke for walking and cycling, public transport, and roads and traffic, subject to funding availability and further feasibility assessments.
- 4.2 The improvement options outlined in the action plan seek to address the access issues identified during Stage 1 of the Basingstoke TAP.
- 4.3 Following the Stage 3 public consultation events, the action plan was revised in light of the feedback received and presented to the Member Steering Group for endorsement. In addition, the public consultation provided an indication as to the relative priority of the improvement options outlined in the action plan.
- 4.4 As a result of the public consultation and a review by the Member Steering Group, the following key revisions were made to the action plan:
- **CW2:** A33 Chineham - *issue/objective:* Poor quality and lack of pedestrian links and crossing points between Popley and Chineham retail centre (and business areas), including linkages to Maldive Road and Crockford Lane crossing, Shakespeare Road subway.
 - **RT1:** A340 – *potential options:* Investigate and review capacity and operational enhancements to regulate and manage traffic flow on northern access via Lodge junction, particularly in relations to any new development.
- 4.5 The final Basingstoke TAP Action Plan is available in **Table 4.1**.

Table 4.1: Basingstoke Town Access Plan Action Plan

Cycling and Walking	Area/Corridor	Location	Issue/Objective	Potential Options	Indicative Cost (£)	Reference
	A33	Chineham	Severance and safety concerns due to absence of pedestrian crossing	Consider options for crossing improvements in the vicinity of Chineham District Centre Link: CW2, RT2, RT3	<50K	CW1
			Poor quality and lack of pedestrian links and crossing points between Popley and Chineham retail centre (and business areas). Includes linkages to Maldive Road and Crockford Lane crossing, Shakespeare Road subway	Consider options for improving pedestrian infrastructure. Environmental enhancements Link: CW1, RT2	50-250K	CW2
	A3010 Churchill Way	Thornycroft Roundabout	Safety concerns regarding pedestrian crossing facilities	Consider options for crossing improvements in the vicinity of this junction Link: RT4, RT13	50-250K	CW3

		Churchill Way East	Quality of pedestrian infrastructure access including Basing View/Eastrop Park footbridge	Consider options for improving pedestrian infrastructure	50-250K	CW4
	A30 Winchester Road	A30 Winchester Road	Quality of footpath and missing footpath on the south of Winchester Road	Consider options for improving pedestrian infrastructure along Winchester Road	50-250K	CW5
			Quality of pedestrian infrastructure access including Brighton Hill roundabout, Winchester Road subway access	Consider options for improving pedestrian infrastructure. Environmental enhancements	50-250K	CW6
		Pack Lane	Missing footway at Pack Lane near Grangeside School	Consider options for improving pedestrian infrastructure including a pedestrian crossing point	<50K	CW7

Cycling and Walking	A339/ A340/ A30 Ringway	Ringway North	Quality of pedestrian infrastructure access including Hospital footpath, Priestley Road subway, Abbey Road subway, Abbey Road/Popley footpath, Kingsclere Road subway	Consider options for improving pedestrian infrastructure. Environmental enhancements Link: RT10	Various	CW8
		Ringway South	Quality of pedestrian infrastructure access including Eastrop park subway, Old Common Road subway, A30 footbridge near QMC, Cranbourne Lane subway	Consider options for improving pedestrian infrastructure. Environmental enhancements Link: RT11	Various	CW9

		Ringway East	Quality of pedestrian infrastructure access including Rutherford Road subway, Freemantle Close/Daneshill subway, Gresley Road footpath, Fanum House subway, M3 spur subway	Consider options for improving pedestrian infrastructure. Environmental enhancements Link: RT12, RT13	Various	CW10
		Ringway West	Quality of pedestrian infrastructure access including Winchester Road roundabout	Consider options for improving pedestrian and cycle infrastructure Link: RT14	Various	CW11
	Brookvale	Victory Park/Lower Brook Street/Thornycroft Lane	Incomplete cycle connection between the town centre and the leisure park	Consider upgrade of existing route and formalisation of cycle route along Thornycroft Lane Link: CW29	50-250K	CW12
	NCN 23	NCN 23	Does not appear to link to town centre shops, restaurants etc	Consider options to provide improved local cycle links and signage to the NCN 23 in accordance with Basingstoke Missing Cycle Links review Link: CW29	50-250K	CW13

Cycling and Walking	Town Centre		Location, quantity and security of cycle parking	Investigate the potential to provide additional, secure cycle parking facilities- e.g. Church Street area	<50K	CW14
			One-way system creates diversions and access/exit can cause safety concerns for cyclists	Consider potential to provide improvements to the one-way system. Consider potential to provide alternative routes for cyclists to the one-way system Link: CW24	Various	CW15
		Town Centre	Quality of pedestrian infrastructure access including Chesterfield Road subway, New Road/Hackwood Road junction, Church Street footbridge, missing footway Alencon Link (north), Chapel Hill footpath, Alencon Link footway, Bunnian Place subway, Vyne Road rail tunnel	Consider options to improve pedestrian infrastructure provision. Environmental enhancements Link: CW15, CW24	Various	CW16

		Old Reading Road/Alencon Link	Cycle safety concerns	Review layout of junction to improve cycle access (seen as a barrier to cycling)	<50K	CW17
		Rail Station	Attractiveness of provision for pedestrians as gateway to town	Consider options for environmental enhancements Link: PT8	50-250K	CW18
			Wayfinding information for cyclists and pedestrians	Consider options to provide wayfinding/route information for cyclists and pedestrians at Rail Station Link: PT8	<50K	CW19
			Indirect and unappealing links from the station to key destinations e.g. bus station, Basing View	Consider options to improve key pedestrian routes to/ from Rail Station including widening and lighting existing footpath to Basing View Link: PT8	50-250K	CW20
			Cycle parking at the station	Investigate (with Network Rail and train operator) providing more secure cycle storage facilities on both sides of the station Link: PT7, PT8	50-250K	CW21

Cycling and Walking		Chapel Hill	Unattractive pedestrian access/infrastructure	Consider options to improve pedestrian infrastructure provision. Environmental enhancements Link: CW20, CW22, CW25, PT8	1 mill+	CW22
		Path and steps to the immediate east of the Malls (west of Crown Heights)	Attractiveness of route and linkages to the Rail Station	Consider options for improvements to route Link: PT8	50-250K	CW23
		Victory Roundabout to Chapel Hill	Cycle infrastructure provision	Consider the potential to improve cycling infrastructure Link: CW22	Various	CW24
	Popley	Footbridge across A339	Safety concerns	Investigate potential to raise parapets	250k-1 mill	CW25

	Cranbourne	Queen Mary's College	Quality and attractiveness of surrounding pedestrian links, particularly off-road links and A339 footbridge	Consider potential to enhance existing pedestrian links to the College. Environmental enhancements	50-250K	CW26
		Golden Lion Roundabout	Poor connection from Skippetts Lane West development and circuitous formal access from Cliddesden Road/Town Centre to Jays Close	Consider improvement to pedestrian environment in area of Golden Lion Roundabout and Grove Road	250k-1 mill	CW27
	Area Wide	Area Wide	Missing cycle links. Gaps and severance in the existing cycle network for example north/ south and east/ west movements across town centre	Consider options for providing additional and improved cycle infrastructure in accordance with the Basingstoke Missing Cycle Links review Link: CW12, CW13	Various	CW28
			Pedestrian and cycle wayfinding/legibility	Undertake a review of pedestrian signing to develop a legibility/signage strategy to improve pedestrian and cycle route signage	Various	CW29

			Lighting of pedestrian and cycle routes	Consider options for additional street lighting of pedestrian and cycle paths in accordance with the street lighting PFI, e.g. Glebe Gardens	Various	CW30
			Ensure that new developments are connected to other facilities by sustainable modes of transport	Through the planning process ensure that new developments incorporate direct walking and cycling links to key facilities/services in their design	Various	CW31
		Area Wide including A30, A33, A340, A339	Road network in Basingstoke should safely provide for cyclists	Consider, where appropriate, potential to improve cycle provision. Continue to consider cycle safety. Investigate providing cycle facilities at junctions as part of junction reviews	Various	CW32
Public Transport	Town Centre	Town Centre	Delay and journey time reliability for bus services	Review the potential for better bus access to and around the town centre to improve passenger journeys Link: PT2, RT5, RT8	250k-1 mill	PT1

			Delay and journey time reliability for bus services	Investigate the potential for bus improvements on key access routes into the town centre including Chapel Hill, Winchester Road and Sarum Hill. Link: PT1, RT5, RT8	Various	PT2
			Delay and journey time reliability for bus services	Investigate potential access improvements to the bus station linked to junction improvements needed as part of the Basing View regeneration proposals. Link: RT4	250k-1 mill	PT3
			Delay and journey time reliability for bus services	Review the introduction of traffic signal installation at Winchester Road and Brighton Hill. Link: RT14	1 mill+	PT4
			Public transport information	Review, and where necessary, improve the provision of public transport information particularly at bus interchanges and the Rail Station	50-250K	PT5

			Number and frequency of bus links to rural areas	Continue to liaise with Stagecoach and Passenger Transport Team and review options regarding the viability of providing improved bus links to surrounding rural areas	Various	PT6
		Alencon Link	Bus stopping arrangements	Improvements to layout/bus stop arrangement and associated better provision of information Link: CW22, CW25	250k-1 mill	PT7
	Rail Station	Rail Station	Station as a gateway to the town centre	Investigate (with Network Rail and train operator) options to improve access arrangements to the station, including routes to the station, the station forecourt and booking hall Link: CW18, CW19, CW20, CW21, CW22, CW23	1 mill+	PT8

Public Transport	Popley	Popley	Poor direct east /west bus access (including linking to Hospital)	Liaise with Stagecoach regarding potential to provide improved bus access	Various	PT9
		Everest Community College	Poorly served by buses	Liaise with Stagecoach regarding potential to provide improved bus access	Various	PT10
	Chineham	Chineham	High transport demand in the Chineham area, linked to major employment and residential development	Develop options for a new station and Chineham to cater for adjacent to commercial and residential area. Consider improved bus links as an alternative to new station.	1 mill+	PT11

	Area Wide	Area Wide	Information provision and smarter choices	Encourage effective and targeted bus information available through travel plans and Real Time Information at workplaces. Investigate in association with bus companies introduction of smart card payment	<50K	PT12
			Bus routes and services	Consider new routes and network revisions e.g. Orbital services or additional evening and Sunday services in partnership with bus companies.	Various	PT13
			Bus routes and services	Extend Quality Partnership to other routes in the town in partnership with bus companies	Various	PT14

Roads and Traffic			Quality of bus infrastructure	Where appropriate, upgrade shelters and information, enhance real time information where applicable, review stop arrangements	Various	PT15
	A340	In the vicinity of the Basingstoke and North Hampshire Hospital	Congestion and access arrangements to ambulance station and Hospital	Investigate and review capacity and operational enhancements to regulate and manage traffic flow on northern access via Lodge junction, particularly in relation to any new development.	250k-1 mill	RT1
	A33	Crockford Lane /Redman Roundabout	Congestion and delay , especially at peak times	Investigate and review capacity and operational enhancements to regulate and manage traffic flow Link: CW1, CW2	1 mill+	RT2
		Binfields Roundabout	Congestion and delay , especially at peak times	Investigate and review capacity and operational enhancements to regulate and manage traffic flow , e.g. options for signalisation Link: CW1, CW2	1 mill+	RT3

	A3010 Churchill Way	A3010 Churchill Way	Delay at major roundabout junctions, especially at peak times	Investigate ways to improve junction efficiency and operation for all motorised modes at Eastrop and Victory roundabouts: Link: CW3, RT17, PT3	1 mill+	RT4
	Town Centre	Town Centre	Maintaining and, where appropriate, enhancing access to car parks	Review access to town centre car parks including management, availability and pricing structure of town centre car parking Link: PT1, PT2	250k-1 mill	RT5
			Amount and location of parking spaces provided in the town centre	Review the supply of and demand for long and short stay parking in the town centre, including links to regeneration opportunities where relevant	Various	RT6
			Amount and management of parking at Basingstoke Station	Review car parking in/ around Basingstoke station in association with train operators/ Network Rail	Various	RT7

Roads and Traffic			Access and egress to and from car parks causes disruption to flow of traffic on main routes through town centre	Investigate reorganisation of access and egress arrangements to minimise disruption to traffic on main routes. For example, reviewing Festival Place access and egress arrangements to reduce congestion issues at Eastrop roundabout Link: PT1, PT2	50-250K	RT8
			No priority spaces provided for car club / low emission vehicles in town centre	Investigate likely demand for a car club and providing priority spaces for car club and low emission vehicles (on-street or in public car parks)	Various	RT9
	A339 / A340/ A30 Ringway	Ringway North	Delay at major roundabout junctions especially at peak times	Consider second phase of A340 improvements Link: CW8, RT22	1 mill+	RT10
		Ringway South	Delay at major roundabout junctions, especially at peak times	Investigate ways to improve junction efficiency and operation for all motorised modes at Hackwood roundabout-e.g. signalisation Link: CW9, RT15, RT22	250k-1 mill	RT11

	Ringway East	Delay at major roundabout junctions	Consider improvements at Black Dam Roundabout Link: CW10, RT22	1 mill+	RT12
		Safety issues at off- slip at Gresley Road due to queuing traffic	Investigate potential road safety improvement measures Link: CW13, RT22	50-250K	RT13
	Ringway West	Delay at major roundabout junctions, especially at peak times	Investigate ways to improve junction efficiency and operation for all motorised modes at Winchester Road, Thornycroft and Brighton Hill roundabouts- e.g. signalisation Link: PT4, CW11, RT22	1 mill+	RT14
	Venture Roundabout	Congestion and delay , especially at peak times. Damage only accidents	Investigate ways to improve junction efficiency and operation for all motorised modes. Investigate potential safety improvements Link: RT11, RT22	<50K	RT15

Roads and Traffic	London Road	London Road	Traffic management issues	Consider potential traffic management measures	<50K	RT16
	Basing View	Basing View	Vehicle access and egress arrangements to Basing View to ensure a pro-active approach is taken to help implement the site master-plan	Review vehicle access to Basing View including potential improvements to the operation of Eastrop Roundabout Link: RT4	1 mill+	RT17
	Area Wide	Area Wide	High rate of car use and car dependency, especially for the journey to work, resulting in congestion and delay, particularly at peak times	Encourage existing large employers (e.g. hospital)/business areas in the town to produce and implement workplace travel plans	50k	RT18
			Management of existing traffic levels to ensure that delay and queuing do not adversely impact on the town	Review options for improving ITS systems in TAP area to better manage traffic- e.g. variable message signing, improving CCTV monitoring	250k-1 mill	RT19

		Reassess road space allocation to provide urban realm improvements and improve access by sustainable means of transport	Investigate the potential for measures to improve bus, cycle, pedestrian, and vehicle access to support regeneration in the town centre	Various	RT20
		Dealing with the impact of traffic from planned development	Investigate traffic management measures including smarter choices	<50K	RT21
		Safety issues at major roundabout junctions	Investigate the implementation of safety schemes at junctions i.e. signing, reducing speed limits to reduce incidence of accidents- Link to RT10, 11, 12, 13, 14 and 15	250k-1 mill	RT22
		Major employers provide large amounts of car parking for staff, giving little incentive to change travel behaviour	Encourage major employers/business estates to produce and implement workplace travel plans	<50K	RT23

			No park and ride opportunities on approach to Basingstoke	Investigate small park and ride sites adjacent to main bus corridors. Investigate the feasibility of park and ride sites (especially related to commuter demand) at A33 Reading Road, A340 Aldermaston Road, and A30 Winchester	1 mill+	RT24
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5. TAP Delivery and Scheme Implementation

5.1 The feedback received from the Stage 2 consultations, and throughout the TAP process, has provided a good indication as to local priorities for access improvements. The delivery of the TAP and the implementation of improvement schemes will be subject to further feasibility work and funding availability.

5.2 List of Priorities for Study Work

5.2.1 Following a review of the feedback received from the Stage 2 consultations and consideration of known local improvement priorities, a list of improvement priorities for further study/feasibility work in the short and medium term has been prepared. In addition to local public and political priorities, this list considered potential scheme deliverability, currently programmed schemes and studies, and funding availability.

5.2.2 The list of improvement priorities for further study work has been reviewed and approved by the Member Steering Group and is available in **Table 5.1**.

5.2.3 It is planned that further study work and feasibility investigations for the short-term priorities will commence in year 2011/12, following the adoption of the TAP with a view to implementing the first improvement measures within the current LTP3 implementation plan period. Further work for medium-term priorities has been identified and will commence following the completion of short-term priorities investigation.

5.3 Funding

Table 5.1 Outline Priority for study work	Action Plan Reference
Short-term (study to start 2011/12)	
Small scale Walking and Cycling accessibility improvements:	
<ul style="list-style-type: none"> • Rail Station to Basing View footway improvements • Faraday Road to Rankine Road missing cycle link • Pack Lane, missing footway and crossing points near Grangeside School • Improvements to footway access by east of Malls (west of Crown Heights) • Vyne Road rail bridge, improved pedestrian access/safety • Improved footway access to hospital from Priestly Road • Abbey Road footway improvements on footbridge approach • Surfacing improvements to Gresley Road verge/footways 	CW20 CW28 CW7 CW23 CW16 CW8 CW8 CW10
Chineham to town centre cycle route improvements (NCN23)	CW13
Ringway North/ Rooksdown walking and cycling accessibility improvements	CW8
London Road traffic management/pedestrian safety improvements (now includes LSTF funding)	RT16
Medium-term	
Ringway roundabout/junction improvements	RT 10-14
Town centre west – east walking and cycling accessibility improvements (alternatives to one-way system)	CW15
Ringway walking and cycling improvements, including: Popley footbridge A339	CW25
In progress/Ongoing work	
Black Dam M3 Junction 6 Stage 2 Study	RT12

5.3.1 There are a number of funding sources potentially available to undertake further study work and deliver measures proposed within the TAP action plan.

5.3.2 It is intended that the Basingstoke TAP will be used to bid for, and direct developer contributions secured through the development control planning process (and through Basingstoke and Deane Borough Council's Transport Contributions Schemes List) to the most appropriate improvement scheme for the town and respective developments.

5.3.3 Given the current funding constraints, in the short-term, funding is most likely to come forward from contributions secured from new development in the area and as such may be tied to particular areas or schemes. However, when wider funding opportunities become available to develop improvement options, such as new Government funding initiatives, having outline plans for improvements should help in securing any funds that become available.

5.3.4 Within the Local Transport Plan (LTP3) there is funding available for emerging Town Access Plan (TAP) priorities in the Integrated Transport Capital Programme Implementation Plan.

5.4 LTP3 3 Year Implementation Programme

5.4.1 It is planned that the improvement options outlined in the TAP Action Plan will be implemented, subject to available funding, through the LTP3 3 Year Implementation Programmes and the Capital Programme. In addition, it is envisaged that the improvements options may feed into the Basingstoke and Deane Development Framework Infrastructure Plans. It is recognised that there is also a need to work with local partners, such as public transport operators and local businesses, to deliver improvement priorities identified within the TAP.

5.5 Local Sustainable Transport Fund

5.5.1 Hampshire County Council were successful in their bid to the Department for Transport for Local Sustainable Transport Fund (LSTF) funding and as a result will receive £4.076 million for Hampshire Sustainable Transport Towns over a four year period from 2011-2015. The bid is a package of fully-costed, deliverable measures to promote sustainable transport in six towns within the Enterprise M3 Local Enterprise Partnership area.

5.5.2 Hampshire Sustainable Transport Towns covers 6 towns in north and west Hampshire including Farnborough, Aldershot, Fleet, Basingstoke, Winchester and Andover. It is important to note that the funding award is not divided equally between the six towns or across all four years but is provided on the basis of the particular measures proposed for each town, which were based on very specific criteria including supporting economic growth and reducing carbon emissions.

- 5.5.3 The specific measures proposed for Basingstoke include:
- pedestrian way-finding measures (TAP action CW19);
 - London Road pedestrian safety scheme (TAP action RT19);
 - cycle parking at Basingstoke railway station (to be done jointly with South West Trains TAP action CW21);
 - electric vehicle charging points in the town;
 - real time on the Basingstoke Jazz routes (TAP action PT15);
- 5.5.4 In addition, the LSTF award covers a range of smarter choices initiatives including Personalised Travel Planning, marketing of car share schemes, workplace travel planning, college travel plans, increased cycle parking at schools, workplaces and the rail station and dedicated CTC project officer to deliver cycle behaviour change (for 6 towns).
- 5.6 Consultation Strategy
- 5.6.1 The importance of ongoing consultation with local stakeholder groups and the public regarding implementation of TAP proposals is recognised by the County Council.
- 5.6.2 Individual designs that emerge from the development of short and longer term schemes will be subject to appropriate consultation with relevant groups and organisations including local members.
- 5.6.3 The Basingstoke TAP web page, accessed through the Hampshire County Council website will be maintained as necessary to inform interested parties as to the progress of the TAP and as a medium for consultation.

6. Monitoring and Evaluation

- 6.1 The TAP must be a flexible document that monitors and reviews progress with regards to implementation of schemes and achievement against the objectives. Monitoring and evaluation of the TAP will allow for the TAP actions and priorities to be reviewed in the context of change. This will consider the longer to medium term schemes to be modified in the context of changes, such as new development, and allow the action plan to be amended accordingly. It is proposed that the TAP is reviewed at least every 5 years, although it is recognised that this will depend on future funding and resource availability.

- 6.2 In addition, any future review of the TAP will need to take account of the development of the Basingstoke District Statement and its priorities.