

Basingstoke Strategic Transport Infrastructure Plan  
May 2014

# 1 Introduction

## 1.1 Background

- 1.1.1 Basingstoke is a key driver for economic growth, both within Hampshire and the Enterprise M3 Local Enterprise Partnership (LEP) area which includes north and mid Hampshire and west Surrey. The LEP's [Strategic Economic Plan](#), published in March 2014 acknowledges this importance and includes Basingstoke as one of four growth towns within a 'Sci:Tech' corridor (stretching from Basingstoke in the west to Guildford and Woking in the east). The town contains a number of key employment areas, with a high proportion of 'knowledge based' industries. The town is a major retail centre, and has a population of nearly 100,000, making it the largest centre of population within North Hampshire. The LEP, the County Council and Borough Council recognise that strategic transport infrastructure will be required to support the continued efficient and effective movement of people and goods within and to and from the town. This investment will in turn help to support economic growth.
- 1.1.2 Hampshire County Council (HCC) and the LEP recognise the importance of enabling economic growth within Basingstoke. Employment growth will be delivered both through committed development and existing planning permissions, particularly within the Business Parks and through the Local Plan process, which will allocate sites for new development up to 2029. Further growth in housing is planned. The Basingstoke and Deane Local Plan is making provision for the delivery of 748 new dwellings per annum up to 2029, the majority of which would be delivered within and around the town. Looking into the future, projections from the Office for National Statistics suggest the EM3 LEP population will increase by 4.4% over the next five years (from 2014-2019), or some 73,000 people. Within the LEP area, projected levels of population growth by district or borough vary. Basingstoke has a projected rate of population growth of 4.1% over this period which is in line with the average for the LEP area as a whole. Runnymede Borough has the highest projected rate of population growth at 7.5% in Runnymede with Rushmoor Borough having the lowest of 1.4% over this period. Therefore Basingstoke and Deane Borough, and Basingstoke town in particular will continue to be a key area for growth within the LEP area for the next 15 years and beyond.
- 1.1.3 In the context of forecast growth, the remainder of this Plan outlines in more detail what transport infrastructure will be required to support the further development of the Basingstoke economy over the next 15 years, thereby contributing towards meeting Government, LEP and local ambitions for economic growth.

## **2 Objectives**

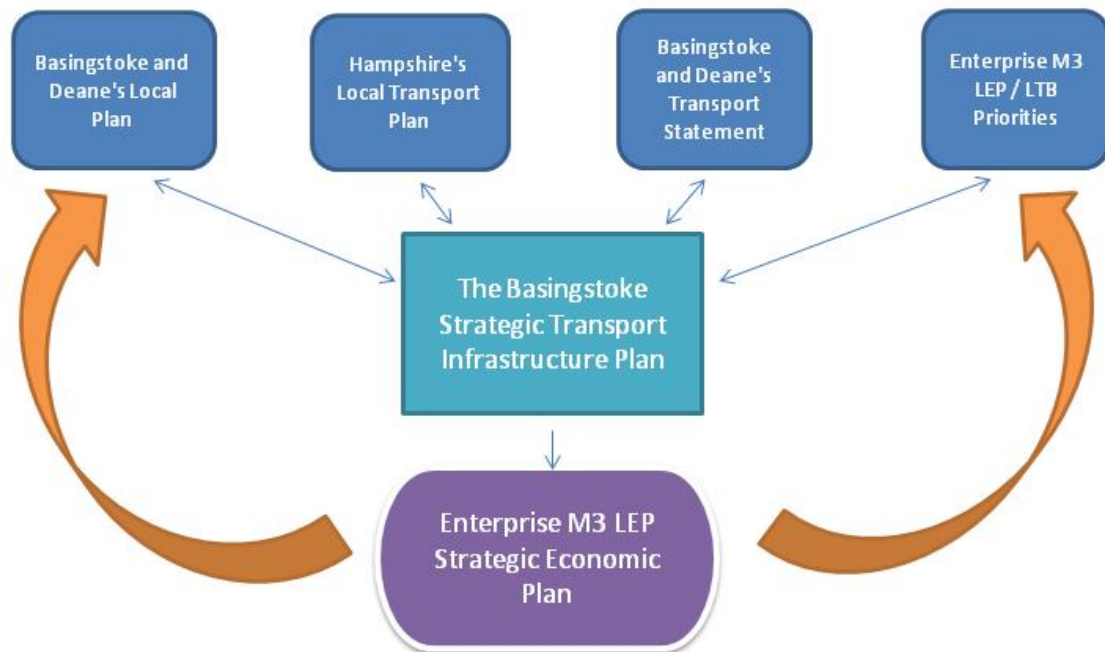
- To set out the strategic transport infrastructure improvements that are required within Basingstoke over the next 15 years to support planned development and help maximise economic growth;
- To provide evidence to support decision-making by the Enterprise M3 on their priorities for strategic transport infrastructure improvements in Basingstoke and inform the transport infrastructure aspects of their Strategic Economic Plan (SEP);
- To inform transport and land use planning work by Basingstoke and Deane Borough Council (B&DBC);
- To provide a phased Delivery Plan and a Longer Term Development Programme to facilitate a partnership approach to funding and delivery, including co-ordination with other programmes of work;
- To support objectives in the Hampshire Local Transport Plan (LTP) to manage the network efficiently, reduce carbon emissions, improve public transport and widen travel choices;

## **3 The Strategic Transport Infrastructure Plan**

### **3.1 Scope**

- 3.1.1 This Plan outlines a series of strategic transport interventions that will be required to provide the appropriate infrastructure to support housing and economic growth up to 2029.
- 3.1.2 This Plan has been informed by existing policies and plans that have been set out to facilitate growth, and the ways in which to achieve it within Basingstoke and the wider LEP area, including the Hampshire LTP and Enterprise M3 SEP.
- 3.1.3 This plan outlines the short/medium and long term transport infrastructure priorities, based on transport planning and engineering feasibility work carried out to date, and proposes the mechanisms for how each scheme can be funded and suggests potential timescales for delivery (which are dependent on the availability of funding from the LEP's LGF. The key documents that feed into and will be influenced by this Plan are shown in Figure 1.

Figure 1 - Basingstoke Strategic Transport Infrastructure Plan Linkages



## 4 Interested Parties and Policy Context

### 4.1 Interested Parties

4.1.1 A number of other authorities, agencies and partnerships have an interest in, and key role in helping deliver the strategic transport infrastructure plan for Basingstoke. These include:

- Basingstoke and Deane Borough Council (B&DBC)
- Enterprise M3 Local Enterprise Partnership (LEP)
- Department for Transport (DfT)
- Highways Agency (HA)
- Public Transport Operators
- Network Rail

4.1.2 In this context, there are a number of existing and emerging policy documents developed by these authorities that are of relevance for consideration in shaping this Plan. These are outlined in the following paragraphs where it is explained how they interrelate and help achieve the objectives of the Plan.

## **4.2 Enterprise M3 LEP Strategic Economic Plan**

- 4.2.1 In July 2013, the Department of Business Innovation and Skills, informed by the Lord Heseltine review<sup>1</sup>, requested that LEPs produce Strategic Economic Plans (SEPs) in order to inform the level of allocation each LEP can receive from the Local Growth Fund (LGF) from 2015/16 onwards. The Government has announced that all 39 LEPs in England will be awarded a share of £2billion a year across England from the LGF. Resources from the LGF are allocated to LEPs through a competitive bidding process, which for 2015/16 is known as the 'Growth Deals' process.
- 4.2.2 The Enterprise M3 LEP submitted their final SEP to the Government on 31 March 2014. The quality and soundness of the Enterprise M3 LEPs SEP will determine the level of allocation the LEP receives for transport infrastructure for 2015/16 from the LGF. The Government will confirm to the Enterprise M3 LEP in June or July 2014 how much LGF funding it has secured for 2015/16.
- 4.2.3 Within its SEP, the LEP have prioritised a number of interventions on housing, skills and transport infrastructure. The earlier pre-engagement draft of this Basingstoke Strategic Transport Infrastructure Plan (STIP) helped feed into the development of the Enterprise M3 SEP by providing the LEP with evidence on the forecast economic benefits of the County Council's priorities for major transport infrastructure improvements in Basingstoke. It is anticipated that the majority of funding required to deliver the improvements set out within this Plan will come from the LGF. The outcome of the 'Growth Deals' negotiation process for 2015/16 LGF resources, and the outcome of future discussions over LGF allocations for 2016/17 and beyond will determine how many of the strategic transport infrastructure schemes that are contained within this STIP can be delivered and how quickly they can be built.

## **4.3 Process followed by the LEP in prioritising strategic transport Infrastructure schemes**

- 4.3.1 In July 2013 HCC submitted a number of bids to the Enterprise M3 Local Transport Body (LTB), which is made up of the Enterprise M3 LEP, HCC and Surrey County Council. The LTB assessed all the major transport scheme proposals received to determine which made the strongest contribution to economic growth and which offered the highest value for money.

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<sup>1</sup> No stone unturned: in pursuit of growth - Lord Heseltine review March 2013

- 4.3.2 The LTB identified six priority major transport schemes within the LEP area that it determined should receive up to £27.5m worth of LGF funding which performed most strongly against these assessment criteria. Of these six priority major schemes, one is in Basingstoke. This is the North Eastern Corridor to Growth (A33) package outlined in section 5.3 of the STIP. This scheme was provisionally awarded LGF funding subject to the submission and approval of a Full Business Case for the package.
- 4.3.3 In February 2014, the County Council submitted to the LEP Expressions of Interest forms for the following four major transport schemes in Basingstoke to enable the LEP to prioritise its transport ask within the SEP:
- North-Eastern Corridor to Growth (capacity improvements on A33)
  - Northern Corridor to Growth (A340 dualling)
  - South-Western Corridor to Growth (capacity improvements to Winchester Road and Thornycroft roundabouts)
  - South-Western Corridor to Growth (capacity improvements to Brighton Hill roundabout)
- 4.3.4 In addition the Borough Council submitted an Expression of Interest form for a new railway station at Chineham.
- 4.3.5 The LEP has reviewed the economic rationale for these schemes and based on the evidence contained in the Expressions of Interest forms concluded that all of them should be included within the LEP's SEP transport ask of Government from the LGF.
- 4.3.6 As part of the preparation of this input into the SEP, HCC have reviewed the amount of locally held funding that could present match funding to the LGF. This funding has been allocated and set aside for the implementation of these schemes within Basingstoke..
- 4.3.7 Ahead of the Government decision on LGF funding levels expected in June/ July 2014, during the spring and Summer of 2014, the County Council commenced transport modelling work and development of feasibility designs on a number of high priority major schemes in Basingstoke schemes that are planned to commence delivery of initial phases in 2015/16. During autumn 2014, and subsequently, a new strategic North Hampshire Transport Model (NHTM) will be used to help quantify the economic benefits of these key transport infrastructure schemes.

4.3.8 Once scheme designs have been prepared, this will allow HCC to develop full business cases which will be submitted to the LTB for review. If the LTB accepts the full business cases, then it will recommend that the LEP release the LGF funding required to commence delivery. These schemes form the basis of this Plan and are presented in section 5. The LGF funding is critically important to ensuring the delivery of several of these major schemes and is therefore a key determinate of the delivery plan outlined in section 6.

#### **4.4 Local Transport Plan**

4.4.1 Hampshire's Local Transport Plan (LTP) covers the period 2011-2031 and sets out a long term vision for how the transport network will be developed over the next 15 or so years.

4.4.2 Within this plan a vision for North Hampshire is set out covering the districts of B&DBC, Hart and Rushmoor with specific long term aspirations for the Basingstoke urban area being set out as follows:

- 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, between main areas of housing growth and Basingstoke town centre;
- Working with B&DBC to develop agreed approaches to parking for the town centre, including reviewing how these may link with possible Park and Ride options.

4.4.3 This plan develops on the key objectives set out with the LTP and provides more detail on what infrastructure requirements are needed to achieve these.

## **4.5 Borough Transport Statement**

- 4.5.1 District and Borough Transport Statements were adopted by the Executive Member of Economy, Transport and Environment in September 2012. The statements provide total coverage of local transport policy in Hampshire to inform the various Local Planning Authorities' (LPAs) Local Development Frameworks and associated Infrastructure Schedules required as part of the forthcoming Community Infrastructure Levy. They also provide a robust mechanism to secure appropriate funding for delivery of the LTP3 strategy which covers both strategic and smaller scale interventions.
- 4.5.2 In line with this approach, the Basingstoke and Deane Transport Statement has become a living document which will see the 'Schedule of Transport Improvements'<sup>2</sup>, contained within it, amended throughout the year. The Statement reflects the changes that arise as a result of development pressures, local priorities and other emerging issues. Members endorse the Transport Statements annually as part of the Highways and Transport workshops.
- 4.5.3 The Basingstoke and Deane Transport Statement includes a wide range of proposed multi-modal transport improvements. These have helped provide 'added value' to the major strategic schemes in this strategy through enhancing feasibility designs by incorporating walking and cycling facilities where these provide additional benefits.

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<sup>2</sup> <http://www3.hants.gov.uk/transport-planning/transport-statements.htm>

## **4.6 Basingstoke and Deane Borough Local Plan**

- 4.6.1 Basingstoke has been a focus of growth for housing for some time already. B&DBC has consistently accounted for more housing completions in the EM3 LEP than other areas in the EM3 LEP over the last few years. In 2010/11 one in five housing completions was in Basingstoke and Deane, and over the five year period prior to this, it accounted for 22% of the 25,400 new dwellings that were completed in the LEP area. Looking forward, the location and quantum of new housing in Basingstoke will be allocated through the Basingstoke and Deane Local Plan.
- 4.6.2 An annual housing figure for the plan period was agreed at 748 dwellings per annum at B&DBC's Cabinet meeting on the 6th June 2013. At a full Council meeting on the 25th July 2013 the proposed sites to be allocated within the Local Plan were agreed. The allocation proposed has fallen in line with the officer recommendation for an allocation spread between parcels of land to the east and west of Basingstoke (known as Scenario 2), shown in Appendix 1 and this has formed the basis of the Plan. The Revised Pre-Submission Local Plan was published for consultation (only covering those elements of the Plan where changes are being proposed) from the 25 April to the 13 June 2014. . This included amendments to the allocations for a number of the sites agreed at full Council on 25<sup>th</sup> July 2013.
- 4.6.3 In addition to the specific site allocation proposals, the Local Plan also allows for a number of dwellings to be determined through the neighbourhood planning process within Overton, Oakley, Kingsclere and Bramley.
- 4.6.4 Following consultation on the Revised Pre-Submission Local Plan, it is expected that the plan will be submitted in early autumn of 2014. It is anticipated that the Examination in Public will commence in early 2015 and this STIP will help inform the Highways Authority's position if required to attend.

## **4.7 Local Plan Transport Assessment**

- 4.7.1 B&DBC have commissioned a Transport Assessment (TA) to support the development proposed in their Local Plan. A draft of the TA was published on the 19th July 2013 and HCC has been in liaison with B&DBC officers and has provided feedback on results and offered scrutiny of the TA. A number of issues with the initial accuracy of the document and model were raised; common ground was reached in the acknowledgment of the limitations of the TA in terms of its inability to provide detailed micro level assessments of the network. Its function to provide a high level assessment of the impacts of the Local Plan over the wider area has been agreed. An updated version of the TA was published on 15 May 2014.
- 4.7.2 B&DBC during the spring of 2014 were assessing a suitable package of infrastructure mitigation measures deemed required to accommodate the Revised Pre-Submission Local Plan development. During B&DBC's preparation processes prior to consultation, Members specifically requested the consideration of highway infrastructure facilities to the west of Basingstoke, particularly from the A339 to the A30 through the land known as Manydown (policy SS3.10). HCC's position on infrastructure in the west of Basingstoke is outlined in paragraphs 5.8.1 to 5.8.4 of section 5.
- 4.7.3 HCC has engaged closely with B&DBC on the transport mitigation measures proposed as part of the Local Plan TA during the consultation period of the pre-submission Local Plan. Any further discussions will be informed by this Strategic Transport Infrastructure Plan.

## **4.8 Basingstoke and Deane Economic Plan**

- 4.8.1 B&DBC have prepared a 'visionary' plan covering the next 30 years that seeks to identify the Borough's growth aspirations and how the Borough and its main settlements might look and function in the future.
- 4.8.2 This work builds upon the emerging Local Plan (2011-2029) and aims to demonstrate to the Government, development partners and service providers that the Borough will require financial support and investment to deliver infrastructure provision in the short, medium and long term.

## **4.9 Highways Agency- Route Strategy for the M3 corridor**

- 4.9.1 Route Based Strategies are being taken forward by the Highways Agency (HA) to enable a smarter approach to investment planning and support greater participation in planning for the strategic road network from local and regional stakeholders. Alan Cook's report 'A Fresh Start for the Strategic Road Network', published in November 2011, made a number of recommendations, one of which was that the HA, working with local authorities and local enterprise partnerships, should initiate and develop route based strategies for the strategic road network.
- 4.9.2 During the autumn of 2013, autumn, the HA held discussion workshops involving Local Enterprise Partnerships, Local Authorities, road user groups and other interested parties were invited to provide evidence and contribute to discussions about the current and future performance of the strategic road network and identify local priorities. The strategies will take account local growth challenges and stakeholder priorities for investment. The emphasis for this stage was on establishing the evidence base as opposed to identifying solutions, which will take place in the next stage. In April 2014, the HA published its' [Evidence Report for the M25 to Solent RBS corridor](#), which includes the M3, which summarises the issues raised by stakeholders.
- 4.9.3 During 2014, the HA, working with the Department for Transport, as part of the second stage of the RBS development process is using this evidence to prioritise and take forward a programme of work to identify indicative solutions which will cover operational, maintenance and if appropriate, road improvement schemes to inform investment plans for the next full spending review in 2015 and beyond. The HA will engage further with local stakeholders as the indicative solutions are developed and it is anticipated that this second stage will be completed by March 2015.
- 4.9.4 HCC will seek to influence the route strategy for the M25 to Solent corridor and work closely with the HA in providing input and assistance on its development and help coordinate progress of the forthcoming major improvement scheme at M3 junction 6 and the Black Dam roundabout.

## **4.10 Rail re-franchising Process**

- 4.10.1 The South West Trains rail franchise covers the operation of the majority of train services operating from Basingstoke station. The current franchise is due to end in 2019. Stopping services on the Reading to Basingstoke line are currently operated as part of the Great Western Franchise, the current 'direct award' arrangement for which with operator FirstGroup is due to end in September 2015 (but may be extended further through another direct award, possibly up to 2020).

- 4.10.2 This busy rail corridor is due to be electrified as part of the wider rail investment plans to deliver an electrified rail freight network from Southampton Docks to the West Midlands and Yorkshire by 2018. As well as benefiting freight, electrification will allow passenger trains with faster acceleration to operate which could, subject to agreement with Network Rail and the Train Operating Company enable a new railway station to be accommodated within the timetable.
- 4.10.3 A new rail station at Chineham is a long term aspiration, which would provide the Chineham Park and Hampshire International Business Parks and residential areas in the north east of Basingstoke with access to the rail network on the Basingstoke to Reading route avoiding the need to travel into the town centre to access rail services on this corridor. Basingstoke and Deane Borough Council in early 2014, submitted a proposal for Chineham Station to the Enterprise M3 LEP to seek funding from the Local Growth Fund for 2018-2021. A new station would serve existing and new areas of housing and would also serve existing nearby Business Parks. It is also included within Basingstoke and Deane's Revised Pre-Submission Local Plan (Policy SS10) where a 1.8 hectare site to the land North West of Chineham is reserved for the development of a new passenger railway station and associated car parking.
- 4.10.4 Section 5 paragraphs 5.8.3 to 5.8.7 outline the opportunities for a new railway station at Chineham in more detail.

#### **4.11 Basingstoke Town Centre Programme**

- 4.11.1 Basingstoke and Deane Borough Council are undertaking work with particular focus on renewing Basingstoke's Top of the Town, to make it economically vibrant, in line with other parts of the town centre. HCC officers in Transport Planning, Economic Development and Strategic Environmental Delivery have met with the lead office at B&DBC on how they can work with them and to understand where we might be able to support the proposed investment.
- 4.11.2 In the short term HCC will support the wider vision by implementing surfacing improvements in Market Place, and is now implementing the Legible Hampshire pedestrian wayfinding project in Basingstoke as part of the Local Sustainable Transport Fund programme. The wayfinding project in Basingstoke follows a process of consultation with stakeholders. The next steps are for HCC to meet with the consultant tasked with creating a long term vision for the town centre to promote economic growth in the retail sector. This will enable us to jointly consider the issues, emerging ideas and possible future partnership working.

## **5 Strategic Transport Infrastructure Interventions**

- 5.1.1 Endorsement of this Plan by all interested parties can ensure an integrated approach to the delivery of key transport infrastructure within Basingstoke and appropriate integration within other emerging strategy documents. The following section outlines the required transport infrastructure improvements that are being further developed and the location of these improvements is shown in Appendix 1 'STIP - Map'. The proposed infrastructure schemes that are at more advanced stages of development are summarised in Table 1 'Short to Medium Term Delivery Plan'.
- 5.1.2 The specific elements of infrastructure contained within the Plan have been informed by on-going study/feasibility work. Although initial concepts, designs and costs have been arrived at for most schemes, further traffic modelling and engineering design work is underway to take refine and forward proposals. The Longer Term Development Programme is presented in Table 2.

### **5.2 M3 Junction 6 and Black Dam Roundabout (A339/A30)**

#### ***Planned Intervention***

- 5.2.1 The works which are largely on the county highway, comprise the creation of 'through-about' lanes from the M3 Spur Road (4 lane) and A30 London Road (2 lane) to A339 Ringway, together with carriageway widening and additional lanes on other entrances and exits to the roundabout. All movements through the junction will be under signal control. No provision is made for pedestrians and cyclists at the junction although the scheme does include pedestrian and cyclist provision across A30 London Road at Redbridge Lane. The scheme will require approval of Traffic Orders involving a permanent reduction of the speed limit through the junction (50mph) and on adjacent sections of approach roads and a U-turn ban from A30 westbound around the nose of a traffic island into Redbridge Lane.

#### ***Economic and Infrastructure Justification***

- 5.2.2 The through-about junction, with construction costs estimated at £10m, is predicted to bring about journey time savings for traffic travelling using the junction. This intervention is to overcome queuing from the Black Dam roundabout back to the M3 J6 slip roads, and sometimes the running lanes, in the peak periods. The improvements are predicted to help support the economy of Basingstoke by reducing delay and congestion and increasing the reliability of journey times to the business districts of Basing View and Chineham Business Park on the A33.

5.2.3 The through-about option proved to have the highest economic benefit of all the options assessed and as such the Highways Agency successfully submitted this scheme to the DfT for receipt of funding from its Pinch Point Programme. Funding from the DfT is also matched by funding from HCC and B&DBC to the order of £1.4m.

### ***Scheme Development***

5.2.4 The design has been progressed by the Highways Agency consultants, Enterprise Mouchel and has been overseen by a project board led by the Highways Agency and incorporating officer representatives from Hampshire County Council and Basingstoke and Deane Borough Council. The programme for design and delivery has been and remains challenging and will require continued close cooperation between the three authorities to achieve the delivery deadline set by Government of end of March 2015.

5.2.5 It is also worth highlighting that any further improvements to access the M3 strategic route in the Basingstoke area, such as improvements to management of traffic between Junctions 6 and 7 will be scoped and planned through the upcoming Highway Agency Route Strategies. Hampshire County Council will play an active role in in-putting to this work during 2014.

## **5.3 North-Eastern Corridor to Growth (A33)**

### ***Proposed Interventions***

5.3.1 Improvements along the A33 are focused on six key junctions. These include the Ringway junction, the junction with Popley Way, Crockford Lane Roundabout, Binfields Roundabout and Thornhill Way crossroads. The initial proposals for a package of improvements are estimated at this stage at approximately £8.2m. These are outlined below:

- A33 Crockford Lane Roundabout: Traffic signals and additional running lanes/flares;
- A33 Binfields Roundabout: Traffic signals and additional running lanes/flares;
- A33 Thornhill Way Crossroads: (short term – signal time optimisation required);
- A33/A339 Ringway Roundabout capacity improvements
- A33/Popley Way Junction: additional right turn lane
- A33/Gaiger Avenue Roundabout: capacity improvements

5.3.2 There is a longer term aspiration for a link road between A33 Gaiger Avenue and Cufaude Lane. Such a link is not deliverable in the short/ medium term due to land being in third party ownership. There is a need to test the impact of the proposed link road on the strategic network – the A33 south towards the Ringway junction. This work will be done using the NHTM with a view to assessing if it could be delivered in the longer term.

### ***Economic and Infrastructure Justification***

- 5.3.3 The A33 provides access from Basingstoke to Reading, Wokingham and the M4 connecting the Thames Valley LEP with EM3 LEP area and currently experiences congestion particularly in the peak hours. It will also form the key access route to and from the proposed Local Plan development sites adjacent to the A33 at Razors Farm, Upper Cufaude Farm and also Redlands and East of Basingstoke, which taken together could provide up to 1410 homes.
- 5.3.4 The route also serves the two business parks at Chineham Park and Hampshire International, where businesses currently employ over 3,500 people. Both are accessed from the Crockford Lane roundabout. The proposed junction measures are expected to contribute to retention of existing businesses at both business parks and at Chineham District Centre. Improved access would help enable new business and new housing development, thereby contributing to local economic growth, job and new community creation.
- 5.3.5 The package will help enable the creation of a total of 2,615 new jobs. This figure includes 2,212 within Chineham and Hampshire International Business Parks, and 403 jobs within Basingstoke town centre, primarily at Basing View. This will generate an additional £111.6m of GVA.
- 5.3.6 The package will provide the additional highway capacity needed on the A33 in order to support unlocking of up to 1,410 houses in the direct vicinity of the A33 up to 2029, and enable delivery of further housing beyond this timeframe.
- 5.3.7 It is considered that a package of improvement measures focusing on the junctions along the A33 will significantly improve traffic management, capacity and reduce waiting times at peak periods (particularly PM). The schemes will also look to reduce severance for pedestrians and cyclists caused by the A33, where possible.

5.3.8 A series of minor improvements have been carried out at Crockford Roundabout ahead of the proposed full package. These include the resurfacing the whole roundabout as a part of HCC's Operational Resilience programme, new KEEP CLEAR road markings in the circulatory lanes and new directional traffic signs within the junction. Later in the year, CCTV cameras will be installed, which will allow easier monitoring of traffic conditions by businesses based in the two business parks, who can check queue lengths through the ROMANSE (i.e. traffic and transport information for Hampshire) website.

### ***Scheme development***

5.3.9 The development of a micro-simulation model for the A33 corridor in the North East of Basingstoke is underway. This model, using PARAMICS software can simulate traffic flow/movements along the A33 corridor. A base model has been produced replicating the existing traffic situation. The model will then progress to produce forecast traffic growth figures based on B&DBC's Local Plan Transport Assessment work. This shall provide us with a detailed understanding of where delay is occurring. It will then be possible to assess the impact of a given junction improvement (such as signalising Binfields Roundabout) and the knock on effect this improvement work would have on the other junctions along the A33. Using this process it will be possible to optimise the package of mitigation measures for the corridor to those which provide the greatest combined benefit.

5.3.10 There is also an option to provide a link road from the A33 Gaiger Avenue to Cufaude Lane Chineham to avoid the residential distributor road within Sherfield Park. Initial localised testing shows that there are limited benefits to its provision, in terms of reducing congestion on the A33 southwards to the Ringway junction. In the short term such a link is not deliverable due to the land required not being in the ownership of the Highway Authority. For the longer term assessment of the benefits of the link road, this will be tested using the strategic North Hampshire Transport Model. This will inform whether the highway link has more than localised benefits and whether it would be required to complement the A33 corridor improvements covered by this package.

5.3.11 More design work on the capacity improvements proposed along the A33 corridor is being carried out during the course of 2014. The NHTM will be used to quantify the economic benefits of these transport infrastructure schemes. Both the design work and the NHTM outputs will help inform the development of a full business case over the summer of 2014. It is the intention that this business case be submitted to the LTB for approval in autumn 2014.

## **5.4 Northern Corridor to Growth A340 Partial Dualling**

5.4.1 Highway capacity Improvements along the A340 Aldermaston Road corridor on the northern edge of Basingstoke are estimated at £4m. These include the following interventions:

- Dualling of the A340 Aldermaston Road from the Priestley Road/A340 signalised junction to the Lodge junction which will bring about additional capacity and reduce journey times;
- Signalisation of the Lodge junction to improve safety and operation of the junction;
- Pedestrian/cycle facilities to help integrate housing developments to the nearby hospital and employment sites.

### ***Economic and Infrastructure Justification***

5.4.2 The works will address existing congestion and safety issues which is a constraint to the expansion of the housing market in this sector of Basingstoke. The proposed measures are expected to contribute to retention of existing businesses at the Priestley Road business site and greatly improve the key access route to and from the committed housing development sites adjacent to the A340 (Golf Course and Merton Rise).

5.4.3 Additionally, the works would reduce the likelihood of trips from new residential development at Manydown routeing along less suitable parts of the highway network such as through Wootton St Lawrence.

5.4.4 This proposal could also free-up the Aldermaston Triangle site for housing development (approximately 150 houses) by making it a more attractive/accessible development prospect.

5.4.5 It is expected these highway improvements could help support the creation of up to 281 jobs in Basingstoke (net). Of these new jobs, 211 are direct and 70 are indirect. The gross contribution to the economy of the package is estimated to be an additional £12m of GVA (direct and Indirect). The direct GVA generated is forecast to be £9m. The new jobs would be most likely in the high value investment and finance sectors. Additionally the scheme is forecast to create 50 temporary construction jobs.

5.4.6 There is also a safety issue at the Lodge junction due to the brow of the hill to the north (A340) which impedes visibility for exiting vehicles. This scheme will address these issues by signalising this junction and therefore minimise unplanned road closures/disruption associated with accidents and their knock on impacts to the economy.

### ***Scheme development***

- 5.4.7 The scheme will require land adjacent to the A340 which is in control of Basingstoke and Deane Borough Council and land at the Lodge Junction controlled by the Homes and Communities Agency. Processes are well underway to secure the land required within current programme parameters.
- 5.4.8 There are also local complimentary measures being planned for the roads in the area which include traffic management/calming measures through Rooksdown to minimise rat-running between the A339-A340. Physical measures to manage traffic movement between the Avenue and the hospital are also part of this package of works.

### **5.5 South-Western Corridor to Growth (A30 and A340/A3010)**

#### ***Proposed Interventions***

- 5.5.1 Improvements to the A30 Winchester Road roundabout and A340/A3010 Thornycroft Road roundabout are provisionally estimated at £11.6m. These improvements involve the following interventions:
- A30 Winchester Road Roundabout: Traffic signals and additional running lanes/flares
  - A3010/A340/B3400 Thornycroft Roundabout: Full signalisation/widening and the introduction of a puffin crossing on the eastern arm.

#### ***Economic and Infrastructure Justification***

- 5.5.2 HCC, supported by B&DBC, consider the Winchester Road corridor, the Ringway West and entry to the town centre (A30, A340, A3010), a key access route for Basingstoke, helping to link with the town centre and wider strategic road network such as the M3 at Junction 7 and the A34. The routes currently experience congestion causing journey time delays and extended queues in peak periods which are primarily centred about its main junctions and the approaches to them. This is forecast to worsen with significant planned development growth in the area. It is considered by HCC that improvement to this route is required in order to assist with growth and development of Basingstoke.

- 5.5.3 The package will enable the creation of a total of 817 new jobs within Basingstoke town centre, primarily at the Basing View strategic employment site, currently undergoing long-term regeneration. This will generate an additional £34.9m of GVA (direct and indirect). The package will also support the retention and creation of new jobs within Basingstoke town centre and the retention of existing jobs at Viabes Business Park, Houndmills Industrial Estate and at Basingstoke Leisure Park.
- 5.5.4 The A340 Ringway West and A3010 are likely to form part of the key access strategy into and out of the proposed Local Plan major development site at Manydown. This site to the west of the town could deliver up to 3,400 homes plus local services and facilities within the Local Plan period, with longer-term potential for further development. The highway capacity improvements to these two roundabouts and at Brighton Hill Roundabout could significantly assist the highway network in the short to medium term whilst longer term infrastructure plans for the west of Basingstoke, linked directly to the development, are considered for later in the Local Plan period. This is explored further in section 5.7 which discusses potential future highway infrastructure to the west of Basingstoke.
- 5.5.5 Journey times could be reduced by up to 78% at Thornycroft Roundabout and 82% at Winchester Road Roundabout. Reductions in the current accident record are also expected with a 48% reduction at Winchester Road Roundabout and 42% at Thornycroft Roundabout.

### ***Scheme Development***

- 5.5.6 Feasibility design, informed by traffic modelling work is currently being refreshed for the Winchester Road and Thornycroft roundabouts. The modelling is now informed by outputs of the Local Plan Transport Assessment which will therefore enable the designs of the roundabout capacity improvements to better mitigate the impact of development. More detailed feasibility/ preliminary design work and use of the NHTM to quantify the economic benefits is being carried out during 2014. This will help support the development of a full business case for the scheme, in order to secure LGF funding from the LEP.

## **5.6 South-Western Corridor to Growth (A30)**

### ***Proposed Intervention***

- 5.6.1 This intervention would see capacity improvements delivered at the Brighton Hill roundabout on the A30 Winchester Road corridor, to increase capacity and help support planned development. The initial proposals are estimated, to cost £5m and includes the following:
- 5.6.2 Brighton Hill roundabout – proposed ‘hamburger’ style ‘through-about’ providing full signalisation of the junction and four lanes through the centre of the roundabout (north-south).

### ***Economic and Infrastructure Justification***

- 5.6.3 This measure will significantly improve traffic management and capacity and reduce waiting times at peak periods improving access along the A30 corridor and to its adjacent retail parks. The scheme will also reduce severance and accessibility deficits for pedestrians and cyclists by incorporating at grade crossings deemed to be safer and more secure than the existing network of subways.
- 5.6.4 The package will enable the creation of a total of 169 new jobs within Basingstoke town centre, primarily at the Basing View strategic employment site, currently undergoing long-term regeneration. This will generate an additional £7.2m of GVA (direct and indirect). The package will also support the retention and creation of new jobs within Basingstoke town centre and the retention of existing jobs at Viables Business Park, Houndmills Industrial Estate and at Basingstoke Leisure Park.
- 5.6.5 The package will support the unlocking of 1,450 houses up to 2029, primarily in the Basingstoke Golf Course, Kennel Farm and to some extent in the Manydown area, and will enable delivery of further housing in the locality beyond this timeframe.
- 5.6.6 The scale of journey time reductions that would be achieved at this junction is being quantified and will become clearer at future design stages. An accident reduction is expected at this roundabout through the implementation of these mitigation measures by 44%.

### ***Scheme Development***

- 5.6.7 Traffic modelling to refresh feasibility design will be carried out in the Summer 2014. This modelling will be informed by outputs from the Local Plan Transport Assessment which will therefore enable designs to better mitigate the impact of development.

5.6.8 Feasibility/preliminary design is planned to follow, based upon existing outline design of the hamburger roundabout. This design work together with NHTM modelling work to quantify the economic benefits of the scheme will help support the development of a full business case for the scheme, in order to secure LGF funding from the LEP

## **5.7 Highway Infrastructure to the West of Basingstoke**

- 5.7.1 B&DBC consider that a new road to serve the Manydown allocation is required which will connect the site to the A339 and B3400. Therefore, Local Plan Policy SS3.10 contains a requirement to “Include the provision of a road through the land allocated for housing, from the A339 to the B3400, linking the proposed housing to the existing communities and to provide the ability to connect to potential future sites to the south, with the location of the road being determined through the master planning process. Regard shall be had to the optimum location for this road to cross the railway line(s).”
- 5.7.2 B&DBC have suggested that in order to support wider economic growth in the town, such a new western link road could be extended further south to connect the B3400 with the A30 in the vicinity of Junction 7 of the M3. Any extension to the A30 would necessitate the construction of a new over/under-bridge to overcome the barrier of the railway line (which is quadruple track) to the west of Basingstoke.
- 5.7.3 At present, HCC recognise that plans for new transport infrastructure to support development to the west of Basingstoke are at an early stage and that further evidence would be necessary to determine the role and type of highway infrastructure required that would best support this growth. As such there is a requirement for further assessment work to be undertaken to determine the potential benefit of delivering strategic infrastructure in this area, and to review against the impact on the existing built-up area, viability of proposed development, and the feasibility and risks related to deliverability. In late 2013, HCC commenced this further assessment work.
- 5.7.4 HCC will look what the effect of a new link road would be on traffic flows on the existing highway network in Basingstoke when the North Hampshire Transport Model becomes available as a tool. This tool is expected to be available to use to model likely levels of traffic reassignment in autumn 2014. It will then be possible to identify a preferred option for the function (and construction standard) of any new link road.
- 5.7.5 This evidence will be presented in a Transport Study for the West of Basingstoke.

## **5.8 Public Transport Infrastructure**

### ***Local Bus Network Improvements***

- 5.8.1 In recent years, the Basingstoke bus network has experienced significant year-on year passenger growth. HCC will continue to work in partnership with bus operators to deliver schemes that will help improve journey time reliability on the Basingstoke bus network. The majority of proposed highway junction improvements set out within the STIP also seek to improve the robustness and predictability of journey times on the local bus network.
- 5.8.2 Bus operators will continue to invest in new vehicles and innovative Smartcard-based ticketing products. Alongside this, HCC is proposing investment (using Local Growth Fund resources) in customer improvements such as on-bus Wi-Fi and next stop audio-visual announcements, which would be delivered in partnership with bus operators. Revenue funding available from the Department for Transport's Local Sustainable Transport Fund (LSTF) until March 2015 will be used to deliver marketing campaigns that encourage more residents and employees to travel by bus. A further LSTF bid for funding in 2015/16 was submitted in March 2014, and if this is successful, it will enable the marketing and promotional work to continue until March 2016. The effect of these investments will be to make buses a more attractive option for local travel and broaden the appeal of local bus services beyond its core customer base, attracting new people to become regular bus users.

### ***Local Rail Network Improvements***

- 5.8.3 Basingstoke Station in recent years has seen considerable passenger growth, which has led to investment by train operators in a new station entrance hall, to cater for future growth in demand. Further lengthening of train services to and from London Waterloo to their maximum length is planned from December 2014. HCC and B&DBC will continue to work with train operators to encourage more travel by rail, and will deliver schemes that improve the access to the station.
- 5.8.4 Discussions will take place with Network Rail and the current train operator, when appropriate, to explore opportunities to deliver a new station at Chineham. A study was completed in 2011 which determined an outline business case and indicative costs for development of a new railway station at Chineham. Following the study, discussions with Network Rail and the train operator were undertaken to review what further development work would be needed for the proposed station to secure rail industry support. This suggested the need for further work to quantify the timetable impacts of an additional stop. Further discussions were also undertaken with bidders who had been short-listed to tender for the Great Western Franchise, which at that

time was originally due for re-franchising in 2013. Due to problems encountered with the franchising process, this competition was halted.

5.8.5 In May 2014, the Department for Transport launched a [consultation](#) to seek stakeholder views on the specification for either a new 'direct award' to current operator FirstGroup or a new competitive refranchising process covering the period 2015-2020. The Government has indicated that it is minded to select a new 'direct award' covering a period between 10 months and 5 years. HCC and B&DBC are responding to this consultation and will be raising the option of delivering a new station at Chineham. If and when a franchising competition is launched, the authorities would hold discussions with all bidders who are short-listed to tender for the new Great Western Franchise to explore options for long-term investment and train service enhancements, which could extend to a commitment to stop trains at the new station, maintain station buildings and provide staff to sell tickets.

5.8.6 For the next rail industry investment period covering 2014-2019, electrification of the Basingstoke to Reading route is now a committed scheme. Indications are that this could be delivered alongside electrification of the route from Reading to Newbury. Electrification could help strengthen the case for a new station at Chineham given that electric rolling stock is lighter and could serve additional stations on the route without significantly reducing track capacity. In early 2014, B&DBC submitted a proposal to the Enterprise M3 LEP to seek funding from the Local Growth Fund around 2018-2021, towards around 80% of the total cost of construction of a new station at Chineham. In order to secure any LGF funding, the station proposals would require the full support of Network Rail and progression through their [Governance for Railway Investment Projects \(GRIP\)](#) feasibility, optioneering and design process.

5.8.7 The need for further detailed discussions with train operators and Network Rail, and further scheme development over the next 3-4 years leading up to the planned investment, places this piece of infrastructure into the longer term work programme.

## **5.9 Local Plan development – mitigation measures**

### ***Proposed Intervention***

5.9.1 The local plan has identified a total of 13 additional junctions requiring mitigation measures as part of Local Plan development. The current understanding of the impact of this development recommends the following mitigation is required in addition to the plan already identified.

- A33 Corridor:
  - A33/ Bramley Road Roundabout – Capacity improvements to the existing roundabout junction.

- A30 Corridor:
  - A30/Wallop Drive Roundabout– Capacity improvements through conversion to a signalised junction.
  - Kempshott Roundabout – Capacity improvements through widening and signalisation.
- B3400:
  - Worting Road/Roman Way Roundabout
  - Worting Road Roundabout - Capacity improvements to the existing roundabout junction through widening.
  - West Ham Roundabout - Capacity improvements to the existing roundabout junction through widening.
- A339:
  - A339/Roman Road Roundabout - Capacity improvements through conversion to a signalised junction.
- Ringway and Inner Urban Areas:
  - A339/Ringway West Roundabout - Capacity Improvements through widening.
  - Aldermaston Road Roundabout - No cost effective mitigation is available here at this time. To be reviewed as other improvements progress.
  - Hackwood Road Roundabout - Capacity improvements through widening of existing roundabout.
  - Victory Roundabout - Capacity improvements through widening
  - Eastrop Roundabout
- Other areas:
  - Fiveways Junction (Pack Lane/Buckskin Lane) – Capacity improvements through widening of the junction.

### ***Economic and Infrastructure Justification***

5.9.2 In the association with the development of John Lewis AH and Waitrose which is the first phase of a wider re-development programme for Basing View, interim improvements to Eastrop Roundabout will be delivered as part of S278 scheme in 2015 and it includes the following:

- Eastrop Roundabout - it is proposed that Festival Way and Eastrop Way are reconfigured to operate one-way southbound and eastbound respectively.

5.9.3 These measures will significantly improve traffic management and capacity and reduce waiting times at peak periods across Basingstoke. The schemes as they develop will look at reducing severance and accessibility deficits across Basingstoke for pedestrians and cyclists by incorporating pedestrian and cycle facilities where appropriate.

5.9.4 B&DBC Local Plan Transport Assessment work considers these junctions to be sensitive to increases in additional impacts from traffic growth associated with proposed development. The improvements here will facilitate Local Plan development and the expansion of Basingstoke's role as a hub for business.

### ***Scheme Development***

5.9.5 The B&DBC Local Plan is at the Revised Pre-Submission stage and the mitigation proposals are not at a stage that can determine their individual strategic or economic impact. The implementation of the mitigation package as a whole will obviously facilitate growth and allow Basingstoke to develop however quantifying the benefits of each proposal at this stage is not possible. Each mitigation proposal will need to be reviewed and further design work carried out to determine the exact scheme and therefore potential benefit on the network and therefore economy. This will be an on-going process as new development comes forward.

## 6 Delivery and Development Programme

### 6.1 Context

6.1.1 Table 1 & 2 below give an outline development and delivery programme for strategic transport schemes within Basingstoke for the short, medium and longer-term. However, it's important to note the following contextual points regarding this information:

- The schemes listed are at varying stages of development through from initial assessment to more detailed design.
- Scheme costs are based on current engineering and other information available regarding each proposed scheme; these could change as further development work, and in particular more detailed engineering work is undertaken.
- Sources of funding indicated is from various revenue streams which are indicated below, including:
  - Department for Transport -Pinch Point
  - Local contributions- S106 developer contributions/ Community Infrastructure Levy, Hampshire Local Transport Plan Capital, New Homes Bonus
  - EM3 LEP- Single Local Growth Fund prioritised through the Local Transport Body/ Strategic Economic Plan process
  - Rail industry- investment from Network Rail/ Train Operating Companies
- Apart from the Pinch Point funding for the Black Dam Roundabout improvements which are secured, other indicated funding will be subject to relevant further sign off processes and in particular agreement to more detailed business cases for any monies from the Single Local Growth Fund, and the funding decision-making process for any monies from Hampshire County Council.

**Table 1: Short to Medium Term Delivery Programme**

Scheme Name	Estimated Cost	Proposed Funding Mechanisms/ Breakdown	Scheme Development Timescales	Estimated Delivery Timescale
<p>M3 Junction 6 <i>Black Dam A339/A30 roundabout</i></p>	<p>£10m</p>	<p>DfT Pinch Point Programme: £8.6m Local contributions: £1.4m</p>	<p>Detailed design and modelling on the hamburger style ‘through-about’ junction has been carried out by Enterprise Mouchel on behalf of the HA, who are delivering this scheme. Stakeholder consultation was carried out in Winter 2013. A Project Appraisal was produced to approve works on Hampshire’s highway network and release match funding. Site clearance works have been carried out. Works due to start in spring/summer 2014.</p>	<p>From 2014/15</p>
<p>Basingstoke North-Eastern corridor to growth: capacity improvements A33 junctions</p> <p><i>A33 Crockford Lane Roundabout;</i> <i>A33 Binfields Roundabout;;</i> <i>A33 Thornhill Way Crossroads;</i> <i>A33/A339 Ringway Roundabout</i> <i>A33/Popley Way Junction;</i> <i>A33/Gaiger Avenue Roundabout.</i> <i>A33/Whitmarsh Lane</i></p>	<p>£8.2m</p>	<p>EM3 LEP LGF: £6.56m (up to) Local Contributions: £1.64m</p>	<p>A Paramics micro-simulation model has been prepared/developed in readiness for the preparation of a full business case. Preliminary design work commenced in Spring 2014. The North Hampshire Transport Model (NHTM) will be used to help develop a full business case during summer/ autumn 2014, for consideration by the Enterprise M3 Local Transport Body and LEP. This is needed in order to secure LGF funding from the LEP from 2015/16 onwards.</p>	<p>From 2015/16</p>

Scheme Name	Estimated Cost	Proposed Funding Mechanisms/ Breakdown	Scheme Development Timescales	Estimated Delivery Timescale
Basingstoke Northern corridor to growth: A340 dualling	£4m	EM3 LEP LGF: £3.34m Local Contributions: £660,000	Preliminary design work is being undertaken in summer 2014. The North Hampshire Transport Model (NHTM) will be used to help develop a full business case during summer/ autumn 2014, for consideration by the Enterprise M3 Local Transport Body and LEP. This is needed in order to secure LGF funding from the LEP.	
Basingstoke South-Western corridor to growth: capacity improvements A3010/ A340/A30 junctions  <i>Thornycroft roundabout</i> <i>Winchester Road roundabout</i>	£11.6m	EM3 LEP LGF: £9.28m Local Contributions: £2.32m	Traffic modelling to refresh feasibility designs is being carried out during Spring 2014. This modelling is now informed by outputs of the Local Plan Transport Assessment which will therefore enable designs to better mitigate the impact of proposed development.  Preliminary design work is being undertaken in summer 2014. The North Hampshire Transport Model (NHTM) will be used to help develop a full business case during summer/ autumn 2014, for consideration by the Enterprise M3 Local Transport Body and LEP. This is needed in order to secure LGF funding from the LEP from 2015/16 onwards	From 2015/16

Scheme Name	Estimated Cost	Proposed Funding Mechanisms/ Breakdown	Scheme Development Timescales	Estimated Delivery Timescale
<i>Eastrop roundabout – interim capacity improvements ( further works needed in medium term)</i>		Local Contributions:	Eastrop roundabout improvements (i.e, it is proposed that Festival Way and Eastrop Way are reconfigured to operate one-way southbound and eastbound respectively in order to alleviate congestion during peak periods ) will be delivered in 2015 as part of S278 scheme for the new John Lewis at Home and Waitrose store which is the first phase of a wider re-development programme for Basing View.	2015
Basingstoke South western corridor to growth: capacity improvements A30 <i>Brighton Hill roundabout</i>	£5m	EM3 LEP LGF: £4m Local Contributions: £1m	Traffic modelling to refresh feasibility design will be carried out in Summer 2014. The modelling is now informed by outputs of the Local Plan Transport Assessment which will therefore enable designs to better mitigate the impact of development.  Preliminary design is planned to commence from autumn 2014. The NHTM will be used to help develop a full business case. This is needed in order to secure LGF funding from the LEP from 2018/19	From 2018/19

Scheme Name	Estimated Cost	Proposed Funding Mechanisms/ Breakdown	Scheme Development Timescales	Estimated Delivery Timescale
<p>Local Plan Mitigation Options, including the following junctions:</p> <p>A33/Bramley Road roundabout;  A30/Wallop Drive roundabout;  A30 Kempshott roundabout;  B3400 Worting Road/Roman Way roundabout;  B3400 Worting Road roundabout;  B3400 West Ham roundabout;  A339/Roman Road roundabout;  A339/Ringway West roundabout;  A339/A340 Aldermanston Road roundabout;  Eastrop roundabout;  A30 ringway south Hackwood Road roundabout;  A3010 Victory roundabout;  Fiveways – Pack Lane/Buckskin Lane junction;</p>	£19.7m	Local Contributions (in particular through CIL)	Each mitigation proposal will need to be reviewed and further design work carried out to determine the exact scheme and therefore potential benefit on the network and its associated costs. This will be an on-going process as new development comes forward.	From 2014 – 2029

**Table 2: Longer Term Development Programme**

Scheme Name	Estimated Cost	Proposed Funding	Scheme Development Timescales
A33 Gaiger Avenue-Cufaude Lane Link Road (Chineham)	£1.5m		There are current land ownership issues and constraints and this will not be delivered in the short term/ medium term. The strategic traffic impacts of this proposal on A33 traffic will be assessed towards the end of 2014/5 through the NHTM to establish if there is a need to consider this further.
Chineham railway station	£5-7m	Rail industry /TOC /Network Rail (subject to further negotiation with new franchisee)	Feasibility work was undertaken in 2011. Delivery of a new station will be dependent securing Network Rail support, who would need to be satisfied that an extra station would not reduce reliability of all train services (freight and express passenger) that use this corridor. It would also depend on investment and operational decisions of the new Franchisee/ or direct award operator from September 2015. The case for a new station could be made more favourable by the committed rail industry investment in electrification of the route by 2019. In early 2014 B&DBC submitted a proposal for Chineham Station to the Enterprise M3 LEP to seek funding from the Local Growth Fund for 2018-2021.
Highway infrastructure to the West of Basingstoke	TBC	TBC	In late 2013, HCC commenced assessment work in order to determine the potential benefit of delivering strategic infrastructure in this area, and to review against the impact on the existing built-up area, viability of proposed development, and the feasibility and risks related to deliverability. HCC will look what the effect of a new link road would be on traffic flows on the existing highway network in Basingstoke when the NHTM becomes available as a tool. This tool is expected to be available to use to model likely levels of traffic reassignment in autumn 2014.

<b>Scheme Name</b>	<b>Estimated Cost</b>	<b>Proposed Funding</b>	<b>Scheme Development Timescales</b>
M3 Motorway Improvements, including between Junction 6 to Junction 7	TBC	TBC	Further details on motorway improvements will be scoped and developed through the up-coming Route Strategies

## 7 Recommendations

7.1.1 This Plan sets out the priorities for investment in new strategic transport infrastructure in Basingstoke up to 2029. HCC will undertake the following to help enable and progress the delivery of the transport improvements set out in this Plan:

- Develop full business cases for consideration by the LTB and LEP in order to secure LGF funding for a delivery of transport interventions set out in the STIP;
- Support the wider development planning process to deliver infrastructure to support implementation of the Local Plan;
- Streetworks/ Major Scheme Co-ordination Plan will be established to assist as part of an overall communications strategy for major transport schemes over the next five years, to ensure that improvement construction works are staggered and co-ordinated to avoid clashing with roadworks or planned maintenance works;
- Look for new funding opportunities when they arise and prepare and assist with bidding documents to support further applications;
- Continue supporting bidding processes relating to existing funding streams;
- Provide specific detailed guidance on highway and transport requirements as part of individual planning applications;
- Assist with communicating progress and information regarding strategic transport infrastructure with key stakeholders and the public to create an open and transparent approach to supporting economic growth.

Appendix 1: Basingstoke Strategic Transport Infrastructure Plan – Map

