

Appendix 2 – Summary of feedback received following engagement process and response to comments

Name of organisation	Respondent comments	HCC Response	Proposed change to BSTIP document
<p>Chamber of commerce (Hampshire Chamber Basingstoke Area Committee meeting on 14/01/14 at BCOT)</p>	<p>Regarding Basing View generation, especially the planned John Lewis Home Store will attract large numbers of car trips, so Eastrop roundabout will require improvement.</p>	<p>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 as part of S278 scheme for John Lewis at home and Waitrose store which is the first phase of a wider re-development programme for Basing View.</p>	<p>Table 1: Short to Medium Term Delivery Programme updated</p>
	<p>It was suggested that some of roundabouts around Ringway South had been designed so as to allow later construction of grade separated flyovers</p>	<p>HCC officer advised that the cost of construction of flyovers would be significantly higher than building at-grade improvements. Improvements would have better Value for Money and stronger business cases, the proposed improvements instead focus on as extra approach lanes, signalisation and/ or ‘hamburger style’ roundabouts where main traffic passes through the middle of the roundabout with signal control. This should provide the required additional capacity to cope with peak time traffic generated by the majority of planned development (*ref. – hcc01)</p>	<p>No change</p>
	<p>The committee suggested that the plan was strong on addressing current issues and problems with the transport network, but with the large amount of planned development in Basingstoke over the next 10-15 years, perhaps more ambitious longer term measures were also needed.</p>	<p>The transport infrastructure improvements set out in the Plan cover both the short/ medium (Table 1) and the longer term (Table 2). The proposals look beyond current problems and the evidence from the BDBC Transport Assessment has helped to ensure that improvements will be able to accommodate traffic generated by planned development</p>	<p>No change</p>
	<p>Members suggested the need for more radical solutions such as Bus Rapid Transit or Park and Ride.</p>	<p>HCC officer suggested that the plan does include some public transport measures – such as a rail station at Chineham – and many of the main bus services into the town centre would benefit from the roundabout/ junction improvements as these would improve reliability and punctuality. However, P&R has a journey time penalty that</p>	<p>No change</p>

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		<p>is unlikely to be attractive to commuters so may not be suited to Basingstoke, with its relatively good capacity road network. Such solutions could be considered over the longer term but travel patterns in the town will mean that car-based travel will continue to be the most convenient and suitable way of commuting and travelling around for the vast majority of residents and workers – so it makes good sense to meet the needs of these workers in order to support the economy.</p>	
	<p>The committee expressed the importance of the County Council ensuring that the timing of capacity improvements was well-co-ordinated with any utilities/ roadworks going on. For example, no work on junctions on the A30 Winchester Road should start until the Black Dam roundabout improvements were complete</p>	<p>HCC officer advised members that discussions will take place with streetworks co-ordinators to avoid clashes, once funding had been secured for any improvements)</p>	<p>Paragraph 7.1.1 updated - Set up for Streetworks co-ordinators and major highway co-ordination with HA association with Blackdam roundabout</p>
<p>Chineham and Hampshire International Business Parks</p>	<p>Congestion problem - This is a result of the combination of increased employment and the new traffic junction opposite Lidl which has resulted in greater traffic using Carpenters Down which in turn results in less 'gaps' in traffic to allow Crockford Lane arm traffic to enter the roundabout. The queues at Crockford Lane roundabout in the PM peak for traffic exiting the business parks are lengthy with it taking up to half an hour to exit the park. This is now adversely affecting growth prospects.</p>	<p>There are interim improvement works on that have been delivered at Crockford roundabout, ahead of the planned capacity improvements as part of the North East Corridor to Growth package. Resurfacing for the whole roundabout has been completed as part of HCC's Operation Resilience investment Strategy for Hampshire's roads for the long term. Also there have been road marking improvements in order to give a driver (who drives from A33 South to A33 North) a clear instruction, which involves removal of road markings on A33 South approach and adding new A33 traffic signs at the roundabout. In order to tackle queuing from the Binfields roundabout, KEEP CLEAR road marking have been installed in the circulatory lane (in front of Crockford lane), which will make sure that traffic coming out from Crockford Lane will not be blocked by queuing traffic on the circulatory of the roundabout.</p>	

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		CCTV is to be installed at the Crockford roundabout which will allow monitoring of traffic conditions before a journey starts through online ROMANSE (i.e. traffic and transport information for Hampshire). This will help workers to time their departure from work to avoid the longest delays leaving business parks. Anti-skidding surfacing on the A33 North approach also has been planned.	
	It has been observed that congestion has worsened since installation of pedestrian traffic lights on the A33 opposite the new Lidl supermarket.	The initial signal timing problem has been addressed through changes, and congestion in the vicinity of these lights is being monitored.	No change
County members (members brief meeting on 16/12/2013)	Black Dam roundabout – concerns expressed about whether the proposed HA design with a northbound only (M3 J6 to Ringway East) “through-about” layout would be able to provide sufficient capacity in the PM peak to keep traffic queues leaving Basingstoke to a manageable level in light of planned growth.	Design for Black Dam roundabout has been refined.	Paragraph 5.2 updated
	Gaiger Avenue Link Road – Councillor’s preference would be to remove this from the diagram, as this raises expectations that the road can be delivered in the short-medium term.	Even though there are deliverability issues relating to the land in the short term there is still the need to test the impact of the road on the wider network with a view to assessing if it could be delivered in the longer term.	Table 2 and Appendix 1 updated - It was agreed that the wording within Table 2 on the Gaiger Avenue Link Road should be revised to make it clear that there are current land ownership issues/ constraints, meaning this will not be delivered in the short/ medium term. The key on the diagram could also be changed to ‘potential’ link road rather than ‘proposed’.

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	<p>Winchester Road roundabout – Cllr expressed a view that this was the busiest roundabout in Basingstoke town’s road network – which would benefit from improvement. There is an issue with poor lane discipline, which part signalisation and changes to lane markings would address.</p>	<p>Winchester Road Roundabout is included in ‘Basingstoke western corridor to growth’ scheme in Table 1.</p>	<p>No change</p>
	<p>Phasing of improvements – Cllr raised the issue of disruption that would be caused by works to the highway during construction of these key improvements.</p>	<p>HCC officer advised that once funding had been secured the timing of delivery would be phased carefully to avoid the cumulative disruption of several sets of roadworks coinciding and also stated the need for a road works programme/plan for the town is required and this could be coordinated.</p>	<p>Paragraph 7.1.1 updated – add the need for Streetworks plan</p>
<p>Borough Council members</p>	<ul style="list-style-type: none"> • Paragraph 1.1.2 If the average growth in population is 3.1%, why is the Basingstoke Borough area growth forecast to be 4.1%? 	<p>This information has been extracted from the Enterprise M3 Economic Assessment which was written in 2012. The data comes from 2010 mid-year estimates and 2008 Subnational population projections for the year 2015. Therefore both sets of data are now outdated and the paragraph does not reflect the projected situation over the next 5 years.</p>	<p>Paragraph 1.1.2 updated</p>
	<ul style="list-style-type: none"> • Paragraph 4.4.2 <ul style="list-style-type: none"> 1. Why are part time signals not suggested here as a way to reduce peak time congestion? This would be in the control of HCC/BDBC, whereas it is impossible (and undesirable) to enforce flexible working etc. 2. Cycle routes out of the town, linking villages with Basingstoke ought to be considered. Eg cycle route 23 runs up 	<ol style="list-style-type: none"> 1. HCC does not install part time signals at new sites due to safety reasons. At junctions part time operation can be confusing to road users as it can introduce uncertainty over who has right of way when they are not operating. This is also a problem where a pedestrian crossing is provided as they are left without provision when the signals are switched off. Historical accident records suggest that full time traffic signal operation has a better safety record than sites with part time 	<p>No change</p>

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	<p>Cufaude Lane. If the road could be made one way to cars (by blocking it off at the railway bridge, once the connection through Taylor Farm is complete), it would become a lot safer to cyclists.</p> <p>3. Bus routes should be slimmed down and be self financing.</p> <p>4. The agreed approach of BDBC is to retain the current quantum of car parking in the town centre - and the Administration's view is that the quantum ought to increase in line with economic growth - not relying on park and ride.</p>	<p>signal operation.</p> <p>2. A link road via Taylors Farm is not deliverable in the short-medium term due to third party land ownership issues. If in the future this issue could be resolved, then it would be necessary to carry out cycle surveys on Cufuade Lane to assess whether a one-way system would be justified as a safety improvement. Cycle accident data for this section will also be monitored.</p> <p>3. The majority of bus services in Basingstoke (19 out of 25 services) are operated on a commercial basis. In recent years, the numbers of bus passengers using commercial services in Basingstoke has grown. In response to this the local bus operator has improved service frequencies and invested in new buses. The County Council is carrying out a review of supported bus services, which may lead to reductions in service frequencies and weekend services where passenger demand is low.</p>	
	<ul style="list-style-type: none"> Paragraph 4.10.2 (Chineham Station) It would help if this could be reworded to show more urgency. The text here implies that timescales for delivery are slipping towards the longer term - which is a concern to BDBC. It needs to be delivered to ensuring housing growth can be dealt with - and to help stimulate economic growth at nearby Business Parks. 	<p>B&DBC submitted a proposal to the Enterprise M3 LEP to seek funding from the Local Growth Fund around 2018-2021 towards the cost of delivering a new station. Delivery of a new station would be dependent on securing full support of Network Rail and from the winner of the Great Western rail franchising process. Network Rail's GRIP processes need to be followed if rail industry support is to be forthcoming. The timescales referred to reflect that scheme is still in the early stages of development, and considerable further work is needed on the proposals before a new station is deliverable.</p>	<p>Paragraph 4.10.2 updated - B&DBC LEP bid</p>

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	<ul style="list-style-type: none"> Paragraph 4.11.2 If HCC want to engage with BDBC on this, it would be most welcome. 	<p>Consultation on the Legible Hampshire Wayfinding project for Basingstoke has been carried out, which has seen close liaison and engagement with BDBC officers.</p>	<p>Paragraph 4.11.2 updated</p>
	<ul style="list-style-type: none"> Paragraph 5.2 (Black Dam roundabout) <ul style="list-style-type: none"> - Agree though on the design proposed... - Are all of the lines of signals absolutely necessary? Eg could the ones away from the "burger" be dispensed with? - Is there any potential for more filter lanes eg A339 to A30E/A30E to M3/M3 to A30W? - Is the Y at the right place in the "burger"? Potentially the join could be further "north" and dispense the need for the "second set" of lights in the middle (behind Gantry B)? 	<p>The proposed design for Black Dam roundabout has been refined by the Highways Agency who are delivering this improvement. Modelling work has been carried out to maximise the additional capacity created by the design. This suggests that filter lanes are not required.</p>	<p>Paragraph 5.2 updated</p>
	<ul style="list-style-type: none"> Paragraph 5.3 <ol style="list-style-type: none"> 1. These new traffic signals ought to be part time... they are unnecessary in the middle of the day/night and it would be greener and cheaper if they only operated when they were really needed. Can HCC investigate whether Thornhill Way traffic-signal controlled crossroads could be changed to a roundabout with part time signals? 2. A new link road between A33 and Cufaude Lane is key. It would be preferable if this link road connected with the A33 at the existing roundabout rather than have another junction north of the development. 	<ol style="list-style-type: none"> 1. HCC does not install part time signals at new sites due to safety reasons. At junctions part time operation can be confusing to road users as it can introduce uncertainty over who has right of way when they are not operating. This is also a problem where a pedestrian crossing is provided as they are left without provision when the signals are switched off. Historical accident records suggest that full time traffic signal operation has a better safety record than sites with part time signal operation 2. A link road via Taylors Farm is not deliverable in the short-medium term due to third party land ownership issues, however it could be progressed in the longer term if these issues were resolved. 	<ol style="list-style-type: none"> 1.No change 2.Paragraph 5.3.8 updated

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	<ul style="list-style-type: none"> • Paragraph 5.4 1. Winchester Rd Roundabout - why are we not aiming for a flyover here (and at the roundabout between it and the Black Dam jcn)? The higher land in the middle of the lanes was reserved specifically to enable this to happen - and this (along with the next bullet) ought to be the priority for all town centre transport funding as, if all straight over traffic was taken off the roundabout, it would alleviate the issues without a need for signals (and do so better!). 2. The stretch "eastward" from the Winchester Rd roundabout is the only part of the ringroad to be single carriageway and should be dualled as a matter of urgency. There is no mention of this currently, but there should be. 3. Thornycroft Roundabout - if signals, this should be part time signals. Is puffin crossing necessary? Seems unnecessary expenditure and potential for slowing traffic 	<ol style="list-style-type: none"> 1. Options assessment shows that the capacity needed to accommodate planned development can be provided through widening of the roundabout, and its approaches and signalisation without the need for a grade separated flyover for through traffic on the Ringway (which would be a significantly higher cost solution). Therefore full grade separation is not being progressed. 2. This level of mitigation (dualling) is not supported by evidence of need from the Local Plan TA. Therefore dualling of this section of the Ringway is not considered necessary to support planned levels of development. 3. HCC does not install part time signals at new sites due to safety reasons. At junctions part time operation can be confusing to road users as it can introduce uncertainty over who has right of way when they are not operating. This is also a problem where a pedestrian crossing is provided as they are left without provision when the signals are switched off. Historical accident records suggest that full time traffic signal operation has a better safety record than sites with part time signal operation. HCC's ITS team carried out a pedestrian movement survey in order to assess the necessity for a pedestrian crossing near to the entrance to Wickes car park which showed that sufficient demand exists for a new pedestrian crossing route within this vicinity. The ITS assessment recommends a signalised pedestrian crossing for this location considering the volume of pedestrians that were observed. A puffin crossing 	<p>1.No change</p> <p>2.No change</p> <p>3.No change</p>

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		<p>will utilise sensors to monitor the pedestrian's presence at the crossing. Any pedestrians who push the button then cross prior to the 'green' pedestrian phase, walk away from the crossing, or wait outside the detection area would result in the pedestrian phase being automatically cancelled so traffic flow is not affected unnecessarily.</p>	
	<ul style="list-style-type: none"> Paragraph 5.6 There are very positive economic benefits to Basingstoke of delivery of a new western highway link road to connect the A339 with the A30 via the B3400, because such a new outer western link road would generate economic and housing growth over a long-term time horizon, going beyond the Local Plan period. This needs serious consideration. 	<p>The strategic North Hampshire Transport Model will be utilised to help assess a number of potential options for a new Western Link Road, and to predict the congestion relief benefits on the existing strategic road network. This tool will help HCC to better understand the potential benefits, value for money and deliverability of this proposed intervention, which will be assessed in a West of Basingstoke Transport Study report.</p>	<p>Paragraph 5.6 (now 5.7) updated</p>
	<ul style="list-style-type: none"> Paragraph 5.7.1 <ol style="list-style-type: none"> Any response to the FGW franchise ought to be (a) firmly in favour of a Chineham Stn; and (b) call for direct services to London and/or Soton/Soton Airport [eg BSK-RDG-PAD / RDG-BSK-SOU]. There needs to be better integration between FGW and SWT to ensure connectivity in both directions. There ought to be an effort to have a bridge over the railway line at Bramley - at least pedestrian if not vehicle. 	<ol style="list-style-type: none"> The response to the DfT consultation (May-June 2014) on the specification for the Great Western franchise area for the period 2015-2020 will make the case for investment in a new station and will lobby for introduction of Paddington to Basingstoke through trains via Reading to improve connectivity. B&DBC submitted a proposal to seek funding from Local Infrastructure Fund for Bramley footbridge in Jan 2014. 	<p>1.Paragraph 5.7(now 5.8) updated</p> <p>2.No change</p>

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	<ul style="list-style-type: none"> • Paragraph 5.8.1 <ol style="list-style-type: none"> 1. A33/Bramley Road - this must not include signalisation, which would be completely out of character with the location. A two lane roundabout (and maybe a left filter lane out of Sherfield) would be helpful. 2. Urban roundabouts - any signals ought to be part time. 	<ol style="list-style-type: none"> 1. Noted and mitigation measures will be revised. 2. HCC does not install part time signals at new sites due to safety reasons. At junctions part time operation can be confusing to road users as it can introduce uncertainty over who has right of way when they are not operating. This is also a problem where a pedestrian crossing is provided as they are left without provision when the signals are switched off. Historical accident records suggest that full time traffic signal operation has a better safety record than sites with part time signal operation) 	<ol style="list-style-type: none"> 1.Paragraph 5.8 (now 5.9) updated – with new version of TA mitigation measures 2.No change
	<ul style="list-style-type: none"> • Wider point <ol style="list-style-type: none"> 1. Filter lanes ought to be considered at key roundabouts to allow traffic to continuously flow when turning left eg A340 to A3010 coming into town. 2. Work should be undertaken to better link Gresley Road with the Ringway. There is an off slip direct to both sides of Gresley Road, but it is not currently possible to exit BV via Gresley Rd and on to the Ringway without doubling back at the Swing Swang Lane roundabout. A reconfigured slip direct from Gresley Road on to the Ringway would be hugely beneficial to the economic growth of BV. 	<ol style="list-style-type: none"> 1. Noted. A range of options will be looked at in designs for Thornycroft roundabout (and others). Filter lanes will be one possible option that will be looked at alongside additional flare lanes and widening of lanes on the roundabout itself. The proximity to the railway bridge is a potential constraint at Thornycroft. As part of the options assessment process, a preferred solution will be identified that delivers the additional capacity needed and minimises queues / delay. 2. Noted and this suggestion is not currently included in the first phase of Basing View (I.e. John Lewis AH & Waitrose) but it will be considered for a wider re-development programme for Basing View. 	<p>No change</p>