

Draft Basingstoke Strategic Transport Infrastructure Plan

October 2013

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 (EM3 LEP). It has 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. Further major growth, particularly in housing is planned, and it is recognised that strategic transport infrastructure, particularly, but not exclusively highway improvements will be required to support continued efficient and effective movement of people and goods around and to the town.
- 1.1.2 Hampshire County Council (HCC) recognises the importance of forging economic growth of Basingstoke and acknowledges that growth can be encouraged not only through new planned development, but also through committed development and existing planning permissions, particularly within the Business Parks. Looking into the future, current projections from the Office for National Statistics suggest the EM3 LEP population will increase by 3.1% over the next 5 years, or some 50,000 people. Within this, projected growth by district/ borough varies, with Basingstoke having the second highest forecast growth of 4.1% (behind Hart at 7.1%), showing that it will continue to be key LEP growth area for the next few years.
- 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 a 20-30 year period to help meet Government, LEP and local ambitions for economic growth.

2 Objectives

- To provide a plan for improvements to the strategic transport infrastructure for Basingstoke over the next 20-30 years to promote economic growth and support further development;
- To provide focus and guidance to the EM3 LEP on required strategic transport infrastructure improvements for Basingstoke to assist in their development of their emerging Strategic Economic Plan;
- To inform Basingstoke and Deane Borough Councils (B&DBC) Infrastructure Delivery Plan;

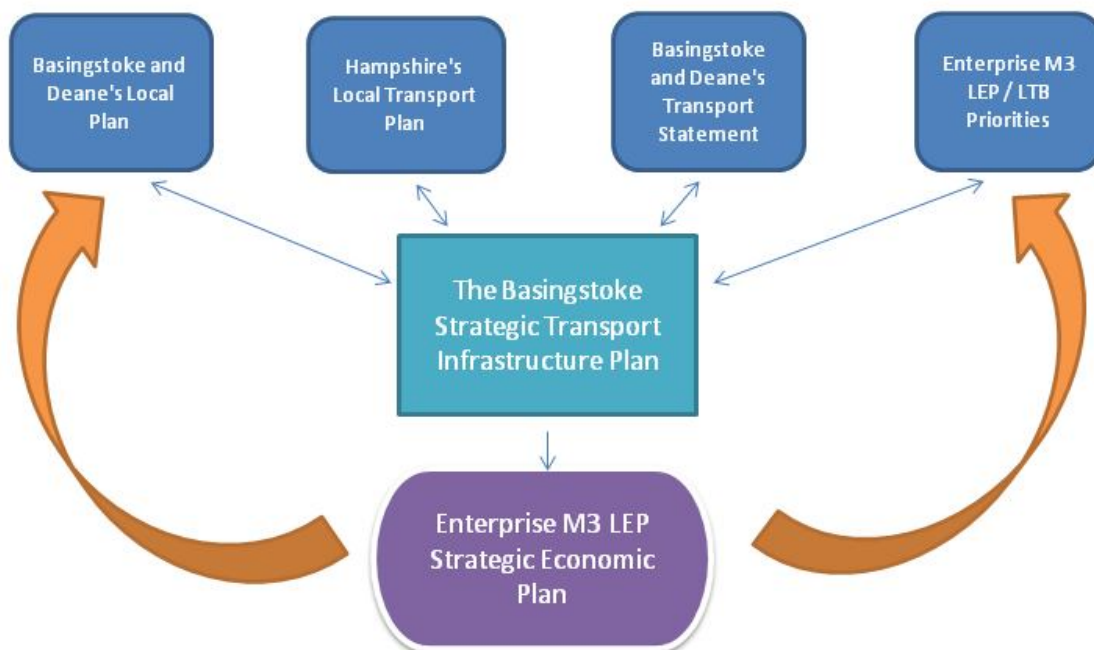
- To provide a phased Delivery Plan and a Longer Term Development Programme to facilitate a partnership approach to funding and delivery, including co-ordination with other programmes of work;
- To provide a focus for measures which assist with meeting the Local Transport Plan (LTP) objectives to reduce carbon emissions and to provide facilities which allow transport choice;

3 The Strategic Transport Infrastructure Plan

3.1 Scope

- 3.1.1 The Plan will present a high level focus on key transport interventions required to provide the appropriate infrastructure to support housing and economic growth over the next 20-30 years.
- 3.1.2 The Plan will be 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 EM3 LEP area.
- 3.1.3 It will also outline the short and long term infrastructure priorities, based on transport planning and engineering work to date, and set out how they can be funded and delivered to help achieve the objectives of the Plan. 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 (EM3 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 review¹, requested that LEPs produce Strategic Economic Plans (SEP) in order to inform the level of allocation each LEP can receive from the Single Local Growth Fund (SLGF) from 2015. The LEPs are now in the process of drawing their SEPs together with a draft due in December 2013. The final submission deadline is March 2014.

4.2.2 The soundness of the Enterprise M3 LEPs plan will determine the level of allocation the LEP receives for transport infrastructure from the Single Local Growth Fund. It is intended that this Basingstoke Strategic Transport Infrastructure Plan (STIP) will feed into the development of the Economic Plan by providing the EM3 LEP with the Highway Authority's prioritised transport schemes for Basingstoke.

4.3 Enterprise M3 LEP Local Transport Body

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 EM3 LEP, HCC and Surrey County Council. The bids have been prepared for consideration of funding from the Single Local Growth Fund (SLGF) made available from the DfT.

¹ No stone unturned: in pursuit of growth - Lord Heseltine review March 2013

- 4.3.2 The bids have been prioritised with the guidance of the EM3 LEP Transport Advisory Group into two scenarios. Scenario A consists of a total of 6 schemes, 3 of which are in Hampshire which could be delivered if the LTB minimum funding allocation is awarded, and assuming 25% match funding is available. Under this scenario, LTB funds of £27.58 million would be sought towards delivery of these schemes. Scenario B includes the full list of additional schemes identified for delivery for the EM3 LEP area should an increased amount of funding be available of £70 million+. These schemes will remain on the LTB list of major transport schemes for further development work.
- 4.3.3 For Basingstoke, the 'A33 Eastern Corridor to Growth' has been prioritised within Scenario A with the junctions on the A30 and A3010 making up the 'Western Corridor to growth' contributing to Scenario B. Confirmed funding for Scenario A will be dependant on submission and approval of full business cases. The earliest confirmation of any funding is expected in spring 2014.
- 4.3.4 As part of the preparation of bids put forward by the LTB, HCC have reviewed the amount of locally held funding that could present match funding to the SLGF. This funding has been allocated and set aside for the implementation of these schemes within Basingstoke.
- 4.3.5 The County Council are now in the process of completing modelling and feasibility designs on the Basingstoke schemes to allow full business cases to be produced. These schemes form the basis of this Plan and are presented in section 5. The LTB funding is important to 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 the long term vision for how the transport network will be developed over the next 20 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, especially 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'², 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.

² <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 inline 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, currently being consulted upon at pre-submission stage.
- 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 the pre-submission consultation, the Examination in Public is currently programmed for March 2014 and this Plan 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.

- 4.7.2 B&DBC are currently assessing a suitable package of infrastructure mitigation measures deemed required to accommodate the pre submission Local Plan development. During B&DBC's preparation processes prior to the pre-submission 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 will continue to engage 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. HCC have received acknowledgement from B&DBC that further work may be needed after the public consultation is closed on the 4th October 2013 and that discussions will be informed by this draft Strategic Transport Infrastructure Plan.

4.8 Basingstoke and Deane Economic Plan

- 4.8.1 B&DBC are currently preparing a 'visionary' plan covering the next 30 – 50 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 M3

- 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.
- 4.9.2 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.

- 4.9.3 In the first stage of preparation for a strategy for the M3, (to commence later in 2013), the HA will work with local stakeholders to develop a uniform set of route based strategies for all routes on the network. The strategies will identify performance issues on routes and future challenges, taking account of local growth challenges and priorities. The emphasis for this stage will be on establishing the evidence base as opposed to identifying solutions, which will take place in the next stage. It is intended that this first stage will be completed by spring 2014.
- 4.9.4 The HA, working with the Department for Transport, will then in the second stage use 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 commence in spring 2014 and completed by March 2015.
- 4.9.5 It is proposed that HCC will influence the route strategy for the M3 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 First Great Western Franchise, which is due to end in 2016. 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 faster accelerating passenger trains to operate which in turn will increase the capacity of the network. This could in turn provide the opportunity for Network Rail and the Train Operating Company to accommodate improved services and potential additional railway stations.
- 4.10.2 A new rail station at Chineham is a long term aspiration, which would provide the Chineham Business Parks and residential areas in the north east of Basingstoke with access to the rail network. It is also included within Basingstoke and Deane's 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.
- 4.10.3 Section 5 paragraphs 5.7.1 to 5.7.2 outline the opportunities for a new railway station 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 taking forward the Legible Hampshire wayfinding project in Basingstoke as part of the Local Sustainable Transport Fund programme. Hampshire County Council are keen to engage with this project and create a joint vision for the area. 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 required 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 A hamburger style 'through-about' junction is proposed for the Black Dam roundabout. This is likely to consist of 3 lanes north-south through the junction to cater for the primary movement from the M3 J6 to the town centre and vice versa. Increased capacity on the circulatory carriageway will also be provided and also on the A30 west approach to the junction. The junction will be controlled by traffic signals.

Economic and Infrastructure Justification

5.2.2 The through-about junction, estimated at £5.8m, is predicted to bring about journey time savings for traffic travelling from and to the M3, and to the A30 east and west. This intervention is to overcome queuing from the Black Dam roundabout back to the M3 J6 slip roads, and sometimes running lane, in the peak periods. The improvements are predicted to 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. 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 part matched by funding from HCC and B&DBC to the order of £1.4m.

Scheme Development

- 5.2.3 Further work at the next stage of the project is needed to determine a preferred design for the scheme. This will include a detailed design of the through-about junction and updated traffic model to focus on determining lane lengths and optimising signal timings. Consultation will take place in the Autumn/Winter of 2013 with programmed delivery of the scheme estimated for March 2015. The Highways Agency would lead the delivery of the project by entering into a Section 4 agreement with HCC as the main works are within Hampshire's road network.
- 5.2.4 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 will play an active role in in-putting to this work over the next year.

5.3 North-Eastern Corridor to Growth (A33)

Proposed Interventions

- 5.3.1 Improvements along the A33 are focused on three key junctions. These are Crockford Lane Roundabout, Binfields Roundabout and Thornhill Way crossroads. The initial proposals for a package of improvements are estimated at this stage at approximately £6m. 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: Additional running lanes and flares;

- A33 Gaiger Avenue: 1km of link road between the A33 and Cufaude Lane.

Economic and Infrastructure Justification

- 5.3.2 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, providing up to 1860 homes.
- 5.3.3 The route also serves Chineham Business Park, accessed from the Crockford Lane roundabout which employs over 3,500 people. The proposed junction measures are expected to contribute to retention of existing businesses at Chineham and Hampshire International Business Parks (accessed via Crockford Lane Roundabout) and at Chineham District Centre. Improved access could attract new business and new housing development, thereby contributing to local economic growth, job and new community creation.
- 5.3.4 The scheme will aid the expected job increases at Chineham Business Park area of 2212 net full time equivalent (FTE) jobs. Through delivery of this package of works the Gross contribution to the economy of the town (GVA) is estimated at around £143.9 million in 2011 prices, with the net annual additional contribution of £94.4 million (including indirect contribution of around £23.4 million). Journey time savings are estimated to occur at the key junctions along the route with a saving of 5 minutes at Crockford Lane and Binfields Roundabout and 4.5 minutes at Thornhill Way Crossroads. These saving estimates shall be refreshed after completion of the micro-simulation modelling work. Accident reductions are also predicted with an expected reduction of 64% at Binfields Roundabout and 43% at Crockford Lane.
- 5.3.5 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.

Scheme development

- 5.3.6 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. The results from this modelling work are expected to be available at the end of this year.
- 5.3.7 There is also an option to provide a link road from the A33 Gaiger Avenue to Cufaude Lane/Chineham to avoid the residential area of Sherfield Park. The impact, benefits and requirement of such will be tested through the Paramics model due for completion onwards the end of 2013. This will inform whether the highway link is a required piece of infrastructure to take forward in the context of the A33 corridor and its other proposed improvements.
- 5.3.8 More detailed feasibility/ preliminary design will commence following the detailed modelling to help inform the subsequent LTB/ LEP business case submissions.

5.4 Western Corridor to Growth (A30 and A340/A3010)

Proposed Interventions

- 5.4.1 Improvements to the A30 and A340/A3010 are provisionally estimated at £12.5m and are focused on the key roundabout junctions. These include 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.
 - Eastrop roundabout: to be advised through Transport Assessment currently being prepared as part of development of Basing View.

5.4.2 HCC, supported by B&DBC, consider the Winchester Road corridor the ringway 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 junction 7 and the A34.

Economic and Infrastructure Justification

- 5.4.3 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 the HCC that improvement to this route is required in order to assist with growth and development of Basingstoke.
- 5.4.4 A well-functioning transport network is essential to the economy of the B&DBC area, providing access to jobs, education and services. 67% of the workforce resident within the Borough also work within the Borough. Therefore these junctions are likely to be some of the most sensitive to increases in additional impacts from traffic growth associated with development. The junctions also serve the A3010 route into the town centre where the retail area at Festival Place and business district of Basing View act as major employers for the town with approximately 16,100 current jobs. It is expected that improvements to this corridor could assist with the creation of an additional 2961 FTE jobs.
- 5.4.5 The A340 and A30 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 3080 homes plus local services and facilities within and beyond this Local Plan period. The improvements outlined in paragraph 5.6.1.1 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 the following paragraphs regarding infrastructure to the west of Basingstoke.
- 5.4.6 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

5.4.7 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 designs to better mitigate the impact of development than before when the location of development was unknown. More detailed feasibility/ preliminary design will commence in 2014, which will inform the case to secure opportunities for future funding, such as from the SLGF.

5.5 South-Western Corridor to Growth (A30)

Proposed Intervention

- 5.5.1 The Brighton Hill roundabout on the A30 Winchester Road corridor is proposed to be improved. The initial proposals are estimated, at this stage of approximately £4.5m and includes the following:
- 5.5.2 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

- 5.5.3 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.
- 5.5.4 HCC considers that this junction is likely to be sensitive to increases in additional impacts from traffic growth associated with proposed development. The junction also serves the retail and manufacturing areas surrounding the A30 which are significant local employers of around 7,800 jobs providing a GVA of £324m in 2011. The A30 corridor also feeds into the A3010 Churchill Way West (via the Thornycroft roundabout on the edge of the Ringway) and on into the town centre where the retail area at Festival Place and business district of Basing View act as major employers for the town approximately 16,100 jobs.

- 5.5.5 It is expected these improvements could help support the creation of up to 4,383 full-time equivalent (FTE) jobs (excluding temporary construction jobs), 2,961 of which would be net additional to the economy (including 735 indirect jobs). The net annual additional GVA contribution of these forecast jobs is calculated at £126.3 million (including indirect contribution of around £31.4 million). These jobs would be most likely in the high value investment and finance sectors. The A30 corridor will form the key access route to and from the proposed Local Plan development sites adjacent to the A30 at the Golf Course and Kennels Farm, meaning that capacity improvements would help support the creation of 1250 homes at these locations.
- 5.5.6 A reduction in journey time has not been established for this junctions works and shall be looked at in future design stages. An accident reduction is expected at this roundabout through the implementation of these mitigation measures by 44%.

Scheme Development

- 5.5.7 Traffic modelling to refresh feasibility design will be carried out in the Autumn/Winter 2013. The modelling will be informed by outputs of the Local Plan Transport Assessment which will therefore enable designs to better mitigate the impact of development now that the location of development is known.
- 5.5.8 Feasibility/preliminary design is planned to commence in 2014, based upon existing outline design of the hamburger roundabout. This will inform the case to secure opportunities for future funding, such as from the SLGF.

5.6 Highway Infrastructure to the West of Basingstoke

- 5.6.1 B&DBC consider that the evidence drawn from conclusions of their Local Plan TA have led them to include in Local Plan Policy SS3.10 a requirement to “include the provision of a link road and reserve land for a new dual carriageway if required between the A339 and the B3400 and ensure that the ability to connect it to a link road to the south, beyond the plan period, is not prejudiced and regard shall be had to the best location for crossing the railway line(s). The road shall be planned as a western by-pass for Basingstoke”.
- 5.6.2 B&DBC have further supported this infrastructure requirement through the following policy statement reading “Safeguard the land for the future construction of a dual carriageway as a continuation of a western by-pass for Basingstoke, from the B3400 to the M3 motorway junction 7, including the crossing of the railway line(s).”

- 5.6.3 At present, HCC recognise that plans for 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 to 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.
- 5.6.4 It is therefore proposed that HCC will carry out this review work in the next few months and further ratify likely impacts of traffic flows through the North Hampshire Transport Model when available. Options to be considered could range from provision to distributor road standards, full bypass options and demand management measures.

5.7 Public Transport Infrastructure

- 5.7.1 Work with Network Rail and the current train operator to explore opportunities to deliver the station is on-going. A study was completed in 2011 which determined an outline business case and 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 options for further development of the station. 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. Since this time, plans for electrification of the route by 2019 have been confirmed, and the re-franchise process has been put back to 2016 as part of a new timetable for re-franchising published by the Department for Transport. It is intended that there will be discussions with all bidders who are short-listed to tender for the new Great Western Franchise on long-term investment and service operation plans, once the shortlist of bidders is confirmed by the Department of Transport in 2015. We will also respond to any earlier consultation by the Department for Transport on the specification for this new franchise.
- 5.7.2 The need for further review with operators and Network Rail over the next 2 years leading up to the planned investment and new franchise process, places this piece of infrastructure into the longer term work programme.
- 5.7.3 In addition to possible rail investment, it is recognised that there will be continued need to review investment in bus services and facilities over the next few years in support of this growth. It will also be necessary to ensure that existing bus services are accommodated appropriately within the proposed highway infrastructure proposals as set out above.

5.8 Local Plan Mitigation Package (Junctions)

Proposed Intervention

5.8.1 The local plan has identified a total of 12 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 – Capacity improvements to the existing roundabout junction through widening.
 - 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
- Other areas:

- Fiveways Junction (Pack Lane/Buckskin Lane) – Capacity improvements through widening of the junction.

Economic and Infrastructure Justification

5.8.2 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.

5.8.3 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

5.8.4 B&DBC Local Plan is still in the pre-consultation stage and the mitigation proposals within 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>£5.8m</p>	<p>DfT Pinch Point Programme: £4.4m Local contributions: £1.4m</p>	<p>The hamburger style ‘through-about’ junction is currently in detailed design and modelling stages – led by Enterprise Mouchel. Stakeholder consultation due in Autumn/Winter 2013. Although HCC are not the delivery agent a Project Appraisal is required to approve works on Hampshire’s highway network and for release of the match funding. This is due to be considered by the Executive Member ETE in November 2013.</p>	<p>From 2014/15</p>
<p>Basingstoke northeastern corridor to growth: capacity improvements A33 junctions <i>Crockford Lane roundabout Thornhill Way crossroads Binfields Road roundabout</i></p>	<p>£6m</p>	<p>EM3 LEP: £4.5m (up to) Local Contributions: £1.5m</p>	<p>Currently a Paramics micro-simulation model is being prepared for the A33 corridor and will allow option testing and interventions to be refined towards the end of 2013. Detailed feasibility/preliminary design will commence in 2014 to help inform subsequent LTB/ LEP business case submissions.</p>	<p>From 2016/17</p>

Scheme Name	Estimated Cost	Proposed Funding Mechanisms/ Breakdown	Scheme Development Timescales	Estimated Delivery Timescale
<p>Basingstoke western corridor to growth: capacity improvements A3010/ A340/A30 junctions</p> <p><i>Thornycroft roundabout</i> <i>Winchester Road roundabout</i></p>	£8.5m	<p>EM3 LEP: £7.3m Local Contributions: £1.2m</p>	<p>Traffic modelling to refresh feasibility designs is currently underway. 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.</p> <p>Detailed feasibility/preliminary design will commence in 2014 to help inform the case to secure opportunities for future funding, such as from the SLGF.</p>	From 2016/17
<i>Eastrop roundabout</i>		TBC	<p>The scheme requirement at Eastrop Roundabout is to be advised through Transport Assessment currently being prepared as part of development of Basing View.</p>	TBC
<p>Basingstoke South western corridor to growth: capacity improvements A30</p> <p><i>Brighton Hill roundabout</i></p>	£4.5m	<p>EM3 LEP: £4m Local Contributions: £0.5m</p>	<p>Traffic modelling to refresh feasibility design will be carried out in Autumn/Winter 2013. 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.</p> <p>Feasibility/preliminary design is planned to commence in Spring 2014. This will inform the case to secure opportunities for future funding, such as from the SLGF.</p>	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 Aldermaston Road roundabout; A30 ringway south Hackwood Road roundabout; A3010 Victory roundabout; Fiveways – Pack Lane/Buckskin Lane junction;</p>	£14.7m	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 – Chineham highway link	£1.5m		A feasibility design and outline cost has been prepared for the highway alignment. The wider traffic impacts will be assessed towards the end of 2013 as part of the Paramics traffic model for the A33.
Chineham railway station	£5-7m	Rail industry /TOC//NR (subject to further negotiation with new franchisee/Green Park station development)	Feasibility work was undertaken in 2011. Delivery of the station will be dependent on investment and operational decisions of the new Franchisee from 2016, and could also be made more favourable by the electrification investment by 2019.
Highway infrastructure to the West of Basingstoke	TBC	TBC	It is proposed to carry out traffic modelling and assignment analysis from October 2013 to help inform a position on the scope of transport infrastructure that the Highway Authority consider appropriate for the west of Basingstoke. Options to be considered could range from distributor road facilities, full bypass options and demand management measures.
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 Next Steps

7.1.1 This Plan had provided a high level steer on focusing investment for strategic transport infrastructure over the next 20-30 years. It is proposed that the following steps shall be taken to ensure the development and delivery of the Plan:

- Engage with the key interested parties and partners as outlined in paragraph 4.1;
- Look for new funding opportunities when they arise and prepare and assist with bidding documents to support applications;
- Continue supporting bidding processes relating to existing funding streams;
- Support the wider development planning process to support the adoption of the B&DBC Local Plan, and continue to 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

