

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	10 June 2014
Title:	Basingstoke Strategic Transport Infrastructure Plan
Reference:	5845
Report From:	Director of Economy, Transport and Environment

Contact name: Geoff Hobbs

Tel: 01962 846 811

Email: geoff.hobbs@hants.gov.uk

1. Executive Summary

1.1 The purpose of this paper is to summarise the revisions made to the Basingstoke Strategic Transport Infrastructure Plan (BSTIP), following a process of engagement and consultation with local County Council Members, the Enterprise M3 Local Enterprise Partnership, the Chamber of Commerce and Basingstoke and Deane Borough Council Members and Officers.

1.2 This paper:

- summarises the feedback received on the BSTIP during a process of engagement with the above interested parties; and
- seeks endorsement from the Executive Member that the revised BSTIP represents the current position of Hampshire County Council on delivery of strategic transport infrastructure improvements within Basingstoke.

2. Contextual information

2.1. On 7 October 2013, the Executive Member endorsed a draft BSTIP. In summary, the plan sets out:

- the relevant strategy and policy relating to strategic transport infrastructure investment in Basingstoke over the next 15 years;
- the relevant priorities for strategic transport investment in light of this context; and
- an outline delivery plan for development and delivery of strategic transport schemes within Basingstoke.

- 2.2. During late 2013 and early 2014, further engagement was carried out with the interested parties listed in Paragraph 1.1 in order to help finalise the Plan. This is summarised in more detail in Section 3 of this report.
- 2.3. The draft plan was informed by the pre-submission Basingstoke and Deane Local Plan, which outlined sites where development was proposed over the period to 2029 based on a housing requirement of 748 new dwellings per year. Following a consultation on the pre-submission draft Local Plan carried out between August and October 2013, the Borough Council is proposing some changes to proposed site allocations. The Borough Council is undertaking a further process of formal consultation on the proposed changes between 25 April and 13 June 2014. The overall level of planned development up to 2029 remains unchanged, but with a lower level of housing development planned at the East of Basingstoke site (reduced from 900 dwellings to 450), with increases in the total number of new dwellings proposed for the Manydown and Kennel Farm sites to the west of Basingstoke.
- 2.4. In 2013, a new Local Transport Body covering the Enterprise M3 Local Enterprise Partnership (LEP) area was set up with a remit to prioritise major transport infrastructure schemes within the LEP area. From 2015/16 onwards, LEPs will play a central role through the Local Growth Fund in funding the delivery of major schemes. Basingstoke is within the Enterprise M3 LEP area.
- 2.5. The £2 billion a year Local Growth Fund budget will be allocated between the 39 English LEPs using a part-formulaic and part-competitive bidding process, through the Growth Deals process. The competitive element will be awarded following the assessment of final Strategic Economic Plans that were submitted by every LEP at the end of March 2014. The Local Growth Fund is predominantly in the form of capital funding. It has been created by pooling existing funding mechanisms from across Government departments, either wholly or in part. Notable inclusions within the Local Growth Fund are transport major schemes funding, the Local Sustainable Transport Fund (LSTF) capital element, and part of the integrated transport block funding grant that is currently awarded to Local Transport Authorities.
- 2.6. The Strategic Economic Plans of the Solent and Enterprise M3 LEPs submitted at the end of March 2014 acknowledge the crucial role that delivery of new transport infrastructure plays in supporting economic growth, through both improving journey time reliability and supporting delivery of new housing and employment sites.
- 2.7. The Strategic Economic Plan articulates the LEP's priorities for investment in strategic transport infrastructure within the Enterprise M3 LEP area. Across the whole LEP area, a total of £235million of Local Growth Fund funding is being sought for new strategic transport infrastructure over the six-year lifespan of the Strategic Economic Plan. The majority of the investment sought is proposed to be invested in improvements within nine towns, of which Basingstoke is one. The Local Growth Fund provides an opportunity

to deliver a greater number of major transport infrastructure schemes (defined as costing £2million or more) within Hampshire from 2015/16 onwards than would have been possible under the previous system of funding.

- 2.8. The County Council has worked closely with both LEPs to prioritise major schemes, structural maintenance schemes, and sustainable transport improvements for inclusion within Strategic Economic Plans. The priorities for transport infrastructure set out within the BSTIP have helped to inform this prioritisation by the Enterprise M3 LEP.
- 2.9. The Government has indicated that it intends to announce its determination of the level of funding available to each LEP through the Local Growth Fund by July 2014. This is likely to be a firm allocation for 2015/16 and indicative allocations for future years.

3. Summary of Engagement carried out

- 3.1. A copy of the revised BSTIP, which incorporates changes made in light of the engagement process forms Appendix 1 to this report. Appendix 2 contains a table summarising the comments and feedback received from each of the interested parties that were engaged with the draft BSTIP. The table indicates how the BSTIP has been revised in light of feedback.
- 3.2. Between November 2013 and early January 2014, all local County Councillors were given an opportunity to make comments on the draft BSTIP. A briefing session for Councillors was held on 16 December 2013, during which some useful feedback on the plan was provided by those who attended in relation to a number of proposed improvements.
- 3.3. On 14 January 2014, a presentation was given to members of the Basingstoke Area Committee of Hampshire Chamber of Commerce on the draft BSTIP proposals. Following this, a number of businesses provided helpful comments. Feedback received from businesses suggested that the County Council had identified where the worst congestion bottlenecks were that required addressing.
- 3.4. In January 2014, Basingstoke and Deane Borough Council Members were presented with an overview of the BSTIP. Following this, various comments have been received on the draft BSTIP. Whilst many of these related to local transport issues, rather than strategic ones, these have been reviewed and where appropriate, changes to the Plan have been made.
- 3.5. During the engagement process, both County Councillors and businesses raised the need for careful planning to ensure that the timing of construction works was co-ordinated with the Highways Agency's improvement work at Black Dam roundabout and other maintenance activities, to avoid clashes and thereby minimise delays on the strategic road network in Basingstoke.

- 3.6. In January 2014, joint correspondence was received from a number of businesses based at both Chineham Park and Hampshire International Business Parks accessed via Crockford Lane roundabout, which stated that capacity improvements are required along the A33 corridor including at Crockford Lane (the 'Red Man') roundabout, in order to reduce current evening peak delays and unlock development of further employment land within these business parks.
- 3.7. The County Council has engaged with the Enterprise M3 LEP to help provide information on the economic impacts of the proposed improvements set out in the draft BSTIP, including the number of houses and jobs that each would unlock and the net additional direct Gross Value Added (GVA) that would be created. This has enabled the LEP to prioritise improvements within its Strategic Economic Plan. The Strategic Economic Plan is seeking a level of Local Growth Fund funding from Government that would enable work to commence on delivering the first phases of a number of major schemes within Basingstoke in 2015/16. The delivery of these priority schemes will be dependent on decisions by the Government on the level of Local Growth Fund funding for the Enterprise M3 LEP for the 2015/16 financial year, which will be known by July 2014. Design work and work on the preparation of business cases for these major schemes has commenced to ensure that the elements proposed to be completed in 2015/16 can be delivered in a timely manner.
- 3.8. Since the draft BSTIP was published, an opportunity to develop and deliver a further strategic transport infrastructure scheme on the A340 has arisen. This entails the partial dualling of a section of the A340, to help improve access to planned development along this corridor on the northern edge of Basingstoke. Therefore a strong case was made for the inclusion of this scheme within the Enterprise M3 Strategic Economic Plan. This was accepted by the LEP, so this scheme has been added to the final BSTIP and the location of this scheme has been added to the map at the end of the Plan.

4. Recommendation

- 4.1. That the revised Basingstoke Strategic Transport Infrastructure Plan (BSTIP), (attached as Appendix 1) be approved.

CORPORATE OR LEGAL INFORMATION:**Links to the Corporate Strategy**

Hampshire safer and more secure for all:	yes
Corporate Improvement plan link number (if appropriate):	
Maximising well-being:	yes
Corporate Improvement plan link number (if appropriate):	
Enhancing our quality of place:	yes
Corporate Improvement plan link number (if appropriate):	

Other Significant Links

Links to previous Member decisions:		
<u>Title</u> Basingstoke - Strategic Transport Infrastructure Plan	<u>Reference</u> 5176	<u>Date</u> 2 October 2013
Direct links to specific legislation or Government Directives		
<u>Title</u> None	<u>Date</u>	

Section 100 D - Local Government Act 1972 - background documents

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

<u>Document</u>	<u>Location</u>
None	

IMPACT ASSESSMENTS:

1. Equalities Impact Assessment:

- 1.1 The proposals in this report have been developed with due regard to the requirements of the Equality Act 2010, including the Public Sector Equality Duty and the Council's equality objectives. The website contains a summary [assessment of the impacts](#) on 'Develop Hampshire's highway network and transport systems'.
- 1.2 It is considered that the issues covered by this report will not have impacts requiring further specific actions by the Council above those already established in its existing policies and working procedures.

2. Impact on Crime and Disorder:

- 2.1. The Basingstoke Strategic Transport Infrastructure Plan (BSTIP) will have a positive impact on crime and disorder. New transport infrastructure schemes will look to improve levels of personal security through good standards of design, for example new brighter street lighting and ensuring that bus stops / interchanges offer good levels of natural surveillance to reduce the risk of crime.

3. Climate Change:

- 3.1. How does what is being proposed impact on our carbon footprint / energy consumption?

The BSTIP contains a range of planned schemes to improve the road network in Basingstoke. Providing additional capacity at the most contested road junctions and roundabouts will help to improve the flow of traffic, helping to reduce carbon emissions from both buses and private cars.

These capacity improvements at the most congested junctions will improve the reliability of journey times by bus, by reducing congestion and queues at peak times at these locations. Improving the reliability of local bus services will help to make buses a more attractive form of travel within the town and should contribute towards an increased level of bus use over time.

- 3.2. How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

Schemes where practicable will incorporate sustainable urban drainage systems to help reduce risks associated with flooding.