

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	11 July 2014
Title:	Basingstoke Strategic Transport Infrastructure Plan
Reference:	5938
Report From:	Director of Economy, Transport and Environment

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1. Executive Summary

- 1.1 On 7 October 2013, the Executive Member endorsed a process of formal engagement on a draft Basingstoke Strategic Transport Infrastructure Plan (BSTIP) with three key groups of interested parties. These were local County Council Members, the Enterprise M3 Local Enterprise Partnership, and Basingstoke and Deane Borough Council Members and Officers.
- 1.2 This process of engagement was carried out between November 2013 and February 2014. This paper summarises the results of this engagement process and sets out the main changes that have been made to the BSTIP in light of feedback and discussions with these interested parties. Formal Executive Member approval of the revised BSTIP is now sought.

2. Contextual information

- 2.1. On 7 October 2013, the Executive Member endorsed a formal process of engagement on the 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, this engagement was carried out with the interested parties listed in Paragraph 1.1 and following discussions with the LEP, additionally with Hampshire Chamber of Commerce and other business

contacts. The feedback received has been taken into account in finalising the Plan. The changes that have been made to the Plan are summarised in more detail in Section 3 of this report.

- 2.3. The BSTIP has been informed by the pre-submission draft 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 undertook some changes to proposed site allocations. This was followed by 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.

3. Summary of Engagement carried out

- 3.1. As a result of formal engagement carried out with the EM3 LEP, local businesses, County Councillors and Basingstoke and Deane Borough Council, a series of revisions have been made to the BSTIP. A revised and updated BSTIP 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. On 27 November 2013, the Enterprise M3 LEP Transport Action Group (TAG) were informed of the draft BSTIP and its' purpose. The TAG provides advice to the LEP on transport infrastructure and major schemes. Represented on the TAG are the LEP Director and Infrastructure Project Manager, the Chamber of Commerce, the Highways Agency, Network Rail, main bus and rail operators. The TAG noted that views were to be sought on the BSTIP from Hampshire Chamber of Commerce and contacts at Chineham Park and Hampshire International Business Park, to better understand business priorities for transport infrastructure. This further engagement was carried out in January 2014. In January 2014, the major schemes proposed for the Basingstoke area in the BSTIP were presented at a LEP Transport Seminar attended by a range of key interested parties.
- 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 the same month, 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.
- 3.5. 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.
- 3.6. On 17 December 2014, Basingstoke and Deane Borough Council Members were presented with an overview of the BSTIP. Following this, various comments have been received. 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.
- 3.7. 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.
- 3.8. 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.
- 3.9. It is intended that for the majority of highway infrastructure major schemes, there will be complementary Intelligent Transport Systems (ITS) measures delivered alongside the schemes to maximise the additional capacity provided and ensure that the road network in Basingstoke operates efficiently. Additional detail has been added to the BSTIP to reflect this.

4. Influencing the Enterprise M3 LEP's decision making on transport infrastructure

- 4.1. The BSTIP has been informed by input from the LEP. In addition to this, the Enterprise M3 LEP has sought details of all transport infrastructure schemes that the County Council would like to deliver, using Local Growth Fund (LGF) funding, part of which is to be used to deliver major transport infrastructure

schemes (costing £2Million or more), alongside investment in skills and housing. In February 2014, the County Council submitted details on a number of proposed major schemes to the LEP, which has built on the information set out in the BSTIP. For each scheme, the estimated economic impacts have been quantified, including the number of new houses and jobs that would be unlocked and the net additional direct Gross Value Added (GVA) that would be created. This has enabled the LEP to prioritise a number of transport infrastructure improvements within its Strategic Economic Plan, which was submitted to Government in March 2014. The Strategic Economic Plan is seeking £235million worth of Local Growth Fund (LGF) funding from Government to enable the delivery of transport infrastructure improvements in the LEP area for the six year period 2015/16 to 2020/21.

- 4.2. LGF funding is necessary in order to enable work to commence on delivery of the first phases of a number of major schemes within Basingstoke in 2015/16 that are in the BSTIP. 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.

5. Recommendation

- 5.1. 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.