

HAMPSHIRE COUNTY COUNCIL

Decision Report

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| Decision Maker: | Executive Member for Economy, Transport and Environment |
| Date: | 7 October 2013 |
| Title: | Basingstoke - Strategic Transport Infrastructure Plan |
| Reference: | 5176 |
| Report From: | Director of Economy Transport and Environment |

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1. Executive Summary

1.1. The purpose of this report is obtain endorsement for a draft Strategic Transport Infrastructure Plan that will support continued economic development and growth in Basingstoke over the next 20-30 years.

1.2. This paper seeks to:

- set out the context for this plan;
- highlight the key points of the plan;
- consider the finance and budget issues in relation to the development and implementation of the plan;
- set out the proposed further engagement on the draft plan; and
- briefly considers the future direction of the project (next steps).

2. Contextual information

2.1. It is recognised that Basingstoke is a key centre for jobs and housing growth in Hampshire. Gross Value Added (GVA) per head of the population is £21,000 for Basingstoke, compared to £17,000 as an average for the South East and England. In fitting with this, much of the employment is of high value, with 31.5% of businesses in the Borough classed as 'knowledge based,' and it also ranks in the top 10% of authorities in the UK Competitiveness Index (Enterprise M3 - An assessment of the current economic conditions, 2012 and www.destinationbasingstoke.co.uk). Within Basingstoke, there has also been a significant number of dwellings built in the town over the last few years, and further plans for up to 748 dwellings to be delivered at strategic sites up to 2029.

2.2. The role of Basingstoke as a growth area has been recognised in existing transport and planning policy documents, including the Hampshire Local

Transport Plan (2011-2013), the Basingstoke and Deane Transport Statements, and the emerging Basingstoke and Deane Local Plan. These documents also set out the need to plan for and deliver strategic transport improvements to support this growth over the next few years.

- 2.3. In recognition of the need to support economic development and growth within the Enterprise M3 Local Enterprise Partnership (LEP) area of Hampshire through appropriate infrastructure investment, study work was carried out in late 2012 to help prioritise potential major transport schemes. This work resulted in identification of a prioritised 'development pool' of potential major transport schemes across the North Hampshire area, with several potential schemes identified for Basingstoke. A report on 'Developing Major Transport Schemes in Hampshire' was subsequently reported to the Executive Member for Transport and Environment on 5 March 2013, with the following recommendation endorsed:

That, in the context of the Hampshire Local Transport Plan (2011), the list of potential major transport schemes for Hampshire (Appendix 1) be approved as a 'development pool' of schemes for which further work will be undertaken to ensure readiness to maximise future funding opportunities.

- 2.4. Since March, proposed plans for development in Basingstoke over the next few years have become clearer with the publication of the pre-submission Basingstoke and Deane Local Plan. Local Transport Bodies have been set up to allow for prioritisation of major schemes, and there has also been an increasing role established for LEPs. In particular, elements of existing funding streams including Integrated Transport grant funding, the Local Sustainable Transport Fund and Local Authority Transport Major schemes will come under the strategic direction of LEPs through the Single Local Growth Fund together with European structural and investments funds. LEPs are currently developing Strategic Economic Plans which will determine priorities in their areas for spend against these funding sources. The Basingstoke Strategic Transport Infrastructure Plan allows for the updating of infrastructure investment priorities in light of these changes in policy and funding.

3. Draft Strategic Transport Infrastructure Plan

- 3.1. The draft Strategic Transport Infrastructure Plan is set out in Appendix 1. In summary, the plan:

- sets out relevant strategy and policy relating to strategic transport infrastructure investment in Basingstoke over the next 20-30 years;
- sets out relevant priorities for strategic transport investment in light of this context; and
- sets an outline delivery plan for development and delivery of strategic transport schemes within Basingstoke.

4. Finance

4.1. The proposed engagement of the draft plan with interested parties will be undertaken using existing internal Hampshire County Council resources.

4.2. Development and delivery of the proposed schemes outlined in the draft plan will necessitate significant investment over the next 10-15 years and beyond, both by the County Council and others. Several of the highway proposals are either programmed or have funding secured, but it is recognised that the proposed improvements outlined in the plan will necessitate funding from a variety of sources including:

- funds direct from Central Government, such as funds from the Highways Agency and/or its successor and/or for rail investment.
- funds from the Enterprise M3 LEP, in particular via the Single Local Growth Fund and the associated Local Transport Body prioritisation process, but also other relevant monies such as European Structural and Investment Funds, or the Growing Enterprise Fund.
- funds available at a local level, including Developer Contributions (Section 106) and Section 278 agreements, Community Infrastructure Levy, New Homes Bonus.

4.3. Funding sources identified for particular schemes are set out in more detail in the draft Strategic Transport Infrastructure Statement delivery plan in Appendix 1.

5. Planned engagement with interested parties

5.1. The draft plan to date has had input from Basingstoke & Deane Borough Council officers, Hampshire County Council departments, and Enterprise M3 LEP officers. It is proposed that formal comments are now sought from the following key interested parties:

- Local County Members;
- Enterprise M3 Local Enterprise Partnership; and
- Basingstoke and Deane Borough Council.

5.2. It is planned that all comments will be collated to inform any further amendments to this plan.

6. Future direction

6.1. It is anticipated that the Basingstoke Strategic Transport Infrastructure Plan will be used to inform the County Council comment and input to key policy and strategy development, and in particular the Enterprise M3 LEP Strategic Economic Plan and the Basingstoke and Deane Local Plan. It will also give

guidance for identification and prioritisation of funding for the planned improvements.

7. Recommendation

- 7.1. That the draft Basingstoke Strategic Transport Infrastructure Plan at Appendix 1 be endorsed as the current position of Hampshire County Council for further review with interested parties as proposed in paras 5.1 & 5.2 of this report

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

| | |
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| 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

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| Links to previous Member decisions: | | |
| <u>Title</u> Developing Major Transport Schemes in Hampshire | <u>Reference</u> 4488 | <u>Date</u> 5 th March, 2013 |
| Direct links to specific legislation or Government Directives | | |
| <u>Title</u> | <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.)

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| <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 Developing 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. It is considered that the proposals outlined in this report will have a neutral impact on crime and disorder.

3. Climate Change:

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

The construction of any strategic transport infrastructure will have some impact on the carbon footprint and energy consumption in the County, and this will be carefully considered in the more detailed planning for this infrastructure over the next few years. However, there are also likely to be improvements to the effectiveness of the transport network resulting in greater energy efficiencies. Again, these will be better quantified through the further planning and business case development for new transport schemes.

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

In taking forward any Highway or other strategic transport improvements, there will be a need to consider environmental impacts and potential mitigation measures through the engineering and design process.