

HAMPSHIRE COUNTY COUNCIL**Decision Report**

Decision Maker:	Executive Member for Environment and Transport
Date:	30 June 2016
Title:	Basingstoke Transport Update
Reference:	7539
Report From:	Director of Economy, Transport and Environment

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1. Executive Summary

- 1.1. The purpose of this paper is to update the Executive Member for Environment and Transport on work currently taking place considering the future of transport provision in Basingstoke, and to gain agreement to progressing further work.
- 1.2. The Local Plan for Basingstoke and Deane, which covers the period to 2029, was adopted on 26 May 2016 and provides the framework for new development and infrastructure up to 2029. It includes provision for 850 new dwellings per annum, one of the highest housing numbers in the south-east. Basingstoke and Deane Borough Council is keen to ensure that the growth as outlined in its Local Plan is supported by new high quality infrastructure. This ambition is aligned with Hampshire County Council's vision for economic growth and prosperity across the county. The evidence base for the Local Plan identified a need to provide new transport infrastructure in order for Basingstoke to achieve the growth ambitions to 2029. The scale of new infrastructure needed will require substantial investment and is unlikely to be raised through local sources only.
- 1.3. This report highlights three streams of work in which officers are currently engaged to address this infrastructure issue, and seeks Executive approval to progress this work in further detail. These work streams are:
 - Identification of long, medium and short term priorities for investment in transport infrastructure, jointly with Basingstoke and Deane Borough Council;
 - Development of a major scheme or schemes that would result in a "step change" in transport infrastructure provision, for example a rapid transit system;

- Supporting Basingstoke and Deane Borough Council in looking at future major development options for delivering growth.

2. Contextual information

Transport Vision and Strategy

- 2.1. The Local Transport Plan (LTP) 3 set an overarching transport strategy framework for Hampshire, but it does not go into detail or examine integrated land use and transport options for each settlement. In order to support the implementation of the Local Plan, taking account of more recent proposals, and looking at the longer term development options for the borough, it is proposed to develop a new transport and land use vision, strategy and action plan. This will build on work undertaken as part of the Department of Communities and Local Government (DCLG) feasibility studies for West Basingstoke and make use of the North Hampshire transport model, which was not available during the preparation of the Local Plan.
- 2.2. Basingstoke and Deane Borough Council's vision, as set out in its Council Plan (2016-2020) supports controlled and sustainable growth both during the current Local plan period up to 2029 and beyond. Essential to growth is laying the foundations for improvements in infrastructure to support new development.
- 2.3. Officers are currently developing a commissioning paper to prioritise options for delivering improvements in transport infrastructure which meet the long term economic, social and environmental needs of the Borough. This will require some assumptions to be made about the quantum and location of new development and will help inform a long term vision and transport strategy for the Borough, which will feed into other work streams, notably a future review of the Local Plan. If approved, the transport strategy will be prepared jointly between officers of Basingstoke and Deane Borough Council as Planning Authority and Hampshire County Council as the Highway Authority. The strategy will suggest some clear shared visions and desired outcomes, collect and analyse high level transport and land use information, and establish different policy interventions or their combinations, comparing them to the outcomes sought. It is intended that the outputs from that work will identify priorities for improvements in transport infrastructure and create the framework under which other streams of work will be guided.

Development of future major schemes

- 2.4. Basingstoke town is already seeing a significant investment in its highway capacity with many of the critical junctions being improved now or in the near future e.g. A33, A340. This investment allows Basingstoke to tackle the critical pinch points to be able to expand, but only to the point where this capacity also fills up. To enable further growth there is a need for a "step

change” investment in public transport which could help deliver a change in modal share through a potential rapid transit system.

- 2.5. The Department for Transport (DfT) recently announced a new transport fund called the Large Local Major Scheme fund. A sum of £480m has been announced nationally. Local Enterprise Partnerships (LEPs) are asked to submit their proposals for delivery or ideas for development to DfT by the 21st July 2016. The DfT have indicated that they would like expressions of interest for schemes that could be delivered, or for schemes which need further design work for which they will make funding available. The Enterprise M3 (EM3) LEP has been asked to submit bids for whole schemes rather than packages to the value of at least £73m per scheme. Other LEPs have had similar requests so competition will be high.
- 2.6. This is an opportunity that could potentially facilitate the “step change” in infrastructure necessary to meet the forecast growth ambitions of Basingstoke and Deane Borough Council and Hampshire County Council. The fact that there is already an evidence base through DCLG studies which confirms the need for a “step change” to accommodate growth means that such a proposal would have a good strategic fit with the bid criteria. To this end the EM3 LEP has confirmed that it would like a proposal to be worked up for Basingstoke. It is also seeking to lodge an interest in developing the concept for a possible north-south corridor improvement from Reading going southwards (A33). This is related to a recent study commissioned by four local LEPs, which has identified this corridor as one where improvements to capacity would potentially unlock significant economic growth. There is no detail on this proposal and it needs further development as a concept.

Supporting Basingstoke and Deane Borough Council in looking at future growth options

- 2.7. Basingstoke and Deane Borough Council, Hampshire County Council, and the EM3 LEP are working in partnership to look at how best to support planned future growth opportunities in Basingstoke. The remit of the partnership is to ensure that if growth is to happen that it is holistically planned in a manner that adheres to garden town principles with timely provision and funding of infrastructure so that future growth can be delivered in a well-planned and sustainable manner (ie. not piecemeal). The Department of Communities and Local Government (DCLG) has agreed to fund work to allow the partners to develop this through the Capacity fund. Hampshire County Council has been asked to support this work and is commissioning transport analysis and studies which are directly funded by the DCLG. Hampshire County Council is also working with Basingstoke and Deane Borough Council on the development of the transport work and engagement with the Department for Transport (DfT) and stakeholders such as public transport operators. The outputs will help inform the transport and land use planning going forward.

3. Finance

The approach to resourcing this work is to utilise the skills and capacity of officers within Hampshire County Council and Basingstoke and Deane Borough Council to develop the vision and strategy. This will include initial bid preparation for expressions of interest to the DfT as part of the Large Local Majors funding programme. Higher capacity requirements and detailed technical appraisal work will be delivered by joint teams of officers and specialist consultants. The Capacity funding provided by DCLG means that much of the technical work will be paid for externally. Therefore the additional demands on Hampshire County Council resources are expected to be minimal.

4. Recommendations

- 4.1. That the Executive Member for Environment and Transport gives approval for work on the Transport Strategy and Land Use Vision for Basingstoke as well as associated technical work funded by the Department for Communities and Local Government.
- 4.2. That the Executive Member for Environment and Transport gives approval for collaboration with the Enterprise M3 Local Enterprise Partnership in the development of a submission for Large Local Major Scheme funding in July 2016 for Basingstoke, as detailed in this report.

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):	

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.)

Document

Location

None

IMPACT ASSESSMENTS:

1. Equality Duty

1.1. The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act;
- Advance equality of opportunity between persons who share a relevant protected characteristic (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, gender and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

Due regard in this context involves having due regard in particular to:

- a) The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- b) Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- c) Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity which participation by such persons is disproportionately low.

1.2. Equalities Impact Assessment:

The proposals will have no or low impact upon groups with protected characteristics. The proposals are seeking further work to identify how to provide a more accessible and integrated town.

2. Impact on Crime and Disorder:

2.1. There is no Impact on Crime and Disorder.

3. Climate Change:

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

The proposal from this report has no direct impact on the County Council's carbon footprint or energy consumption.

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

Should further work, as a result of this report, identify a more sustainable travel system for Basingstoke then the impacts could have a positive impact on climate change, particularly levels of carbon emissions