

**Appendix 7: Highways Study for Basingstoke Golf Club and Hounscome Fields,
provided by iTransport and Stuart Michael Associates, August 2015)**

TECHNICAL NOTE

Project No: ITB11069
Project Title: Golf Course and Hounsme Fields, Basingstoke
Title: Agreed Transport Statement
Ref: JCB/JDW/AH/ITB11069-002A TN
Date: 21 August 2015

SECTION 1 INTRODUCTION

1.1 Introduction

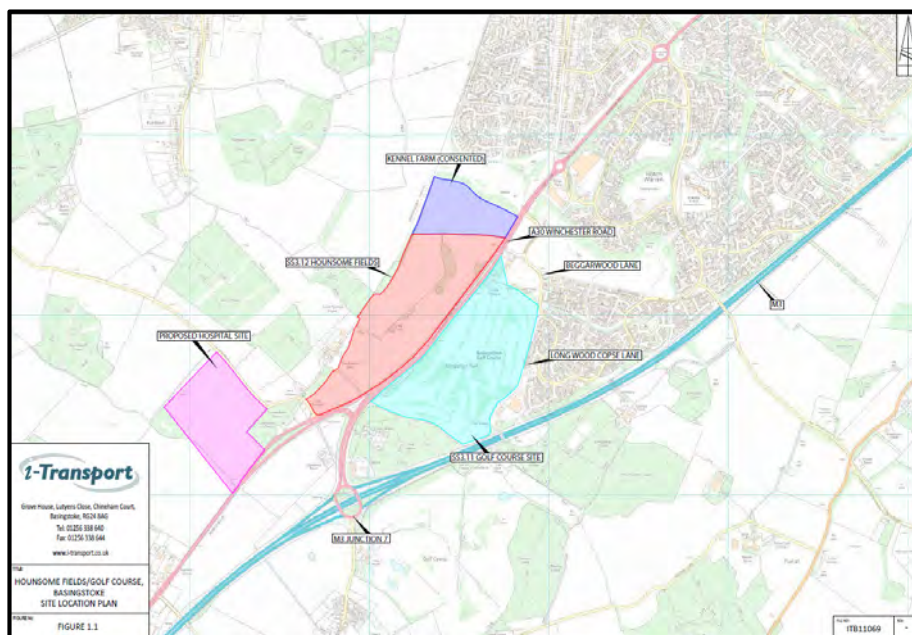
1.1.1 This Agreed Transport Statement (ATS) has been prepared by:

- i-Transport LLP on behalf of Wates Developments (promoters of the Hounsme Fields site); and
- Stuart Michael Associates on behalf of Basingstoke Golf Course.

1.1.2 The ATS has been prepared in close consultation with Basingstoke and Deane Borough Council (BDBC) as local planning authority, and Hampshire County Council (HCC) as local highway authority. The ATS sets a proposed outline vehicular and sustainable access strategy for the following proposed allocation in the 'Proposed Main Modifications to the Submission Local Plan':

- Basingstoke Golf Course – 1,000 dwellings and a community centre with local shopping facilities (*ref: Policy SS3.11*); and
- Hounsme Fields – 750 dwellings plus a primary school and a local centre (*ref: Policy SS3.12*).

Figure 1.1: Site Location Plan



Note: Reproduced in Full at end of report

1.2 Policy Tests

1.2.1 In particular this ATS provides an appraisal of the proposed allocations against the three key transport tests set out in paragraph 32 of the National Planning Policy Framework (NPPF):

- **Can the opportunities for sustainable travel be taken up in a reasonable and realistic way?** Section 2 of the ATS sets out the provision of facilities and services in the local area, which will be enhanced by development of the two sites, as well as the existing good level of provision for walking, cycling and public transport use. Section 3 of the ATS provides an outline sustainable transport strategy to illustrate how the opportunities for sustainable travel can be realistically taken up.
- **Will safe and suitable access be achieved for all people?** The proposed pedestrian, cyclist and public transport strategy for the two sites is set out in Section 3 of the ATS. Section 3 also includes the proposed vehicular access arrangements to comprehensively serve the two proposed allocations.

- **Will the residual impact be severe?** Section 4 of the ATS provides a capacity appraisal of the proposed site access arrangements, including identifying how the arrangements will be able to provide for future flexibility in the event that a new 'Western Link Road' is provided between the A339, B3400 and A30 in the next local plan period. Section 4 also provides an overview of how the wider traffic impact of the proposal can be mitigated.

1.3 Committed and planned developments

1.3.1 The analysis within the ATS takes account of committed and planned developments nearby:

- **Kennel Farm** – Planning consent was granted for up to 310 new homes on land to the north of the A30, immediately northeast of the Hounsme Fields site. Access is to be taken from the A30 via a new signalised junction, creating a staggered junction with Beggarwood Lane (*application reference: BDB/77382/FUL*);
- **Kempshott Park** – A development of some 57 dwellings located on land previously known as Kempshott Industrial Park, at the end of Long Wood Copse Lane, due east of the Golf Course (*application reference: 13/00155*);
- **Site N** – A permitted scheme for the erection of 96 dwellings on land west of Beggarwood Lane and north of the Golf Course site with access taken from Beggarwood Lane (*application reference: 14/02752/FUL*); and
- **Critical Treatment Hospital** - An application is currently under consideration (*application reference: 15/01225/OUT*) for a new hospital on land on the northern side of the A30 Roman Road and adjacent to the Oakley Road, adjacent to the existing garden centre. This scheme includes a new roundabout access onto the A30, with a secondary access vehicular access from the Oakley Road.

ACCESSIBILITY

2.1 Introduction

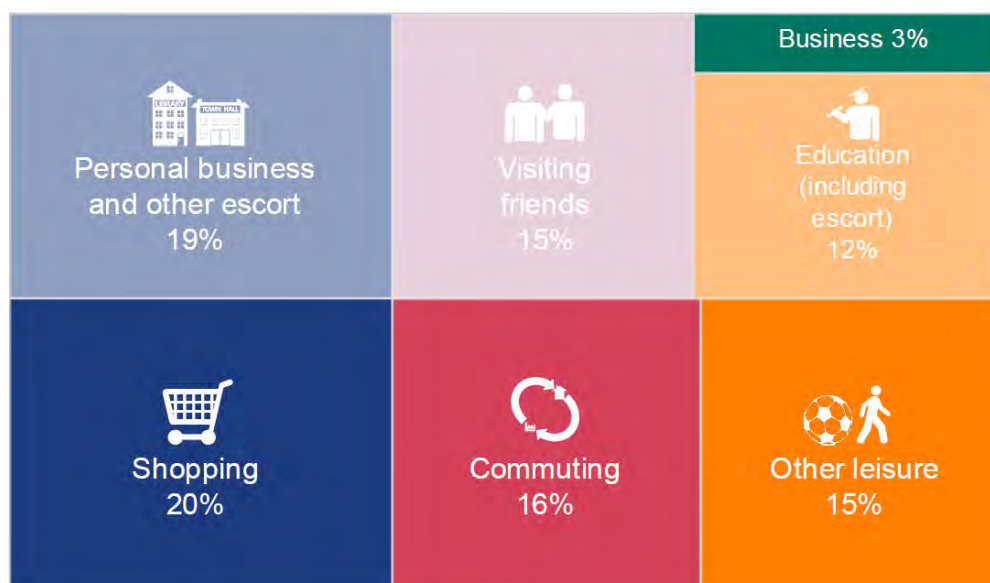
2.1.1 This section of the note demonstrates that the sites are in an acceptably sustainable location in transport terms, and identifies how the opportunities to use sustainable mods of travel can be realistically ‘taken up’.

2.1.2 The principle of residential development in this area has been established through the Kennel Farm, Area N and Kempshott Park schemes, including Kennel Farm which was considered by an inspector and found to be acceptable at appeal. It is also noted that development of Hounsme Fields and the Golf Course will bring forward their own local centres and a new school, which will enhance the transport sustainability of the area.

2.2 Key Local Destinations

2.2.1 The National Travel Survey identifies the main reasons for making a journey:

Table 2.1: Proportion of Trips per Year by Journey Purpose



(Source: Table NTS0401 of Transport Statistics Great Britain – 2013 Edition)

2.3 Walking and Cycling Catchments

Walking

2.3.1 Paragraph 4.4.1 of the Manual for Streets states:

“Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes’ (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPG13¹ states that walking offers the greatest potential to replace short car trips, particularly those under 2km. MfS encourages a reduction in the need to travel by car through the creation of mixed-use neighbourhoods with interconnected street patterns, where daily needs are within walking distance of most residents.”

2.3.2 On this basis, 800m is considered to be a ‘comfortable’ walk distance, but this is by no means an upper limit. A walking distance of 2km offers the greatest potential to replace cars trips and therefore this is consider to be a ‘reasonable’ walking distance. It is important to note that 2km is not a maximum walking distance - paragraph 2.3 of the Design Manual for Roads and Bridges TD91/05 “Provision for Non-Motorised Users” states:

“Walking is used to access a wide variety of destinations including educational facilities, shops, and places of work, normally within a range of up to 2 miles. Walking and rambling can also be undertaken as a leisure activity, often over longer distances”.

2.3.3 On this basis, it is reasonable to consider 2 mile/3.2km as a ‘maximum’ walking distance for most day-to-day journeys.

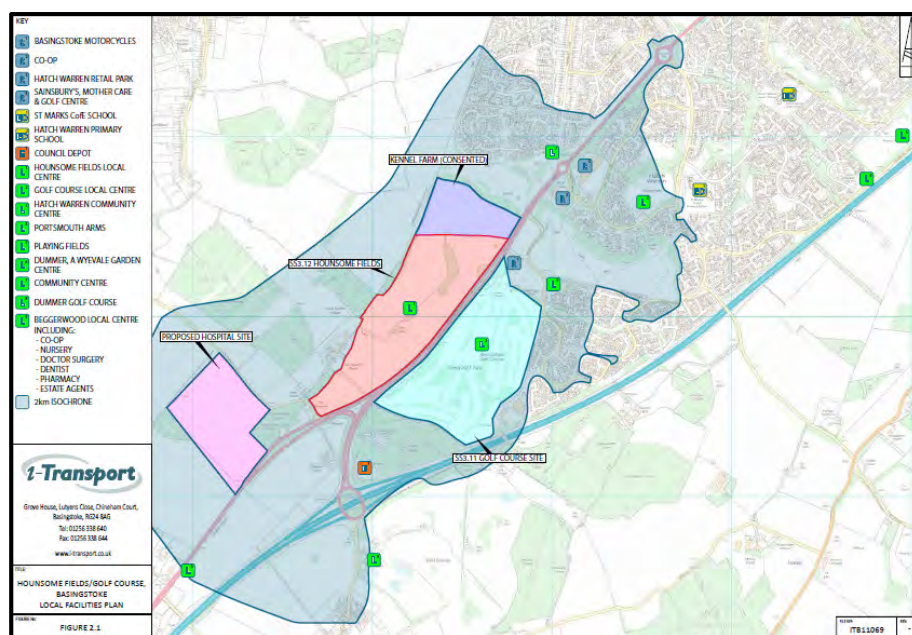
2.3.4 Against this background, the following distances are considered to be useful for assessing the likelihood of walking journeys to and from the south west sites:

- 800m – comfortable walking distance;
- 2km – reasonable walking distance; and
- 3.2km – maximum walking distance.

¹ Whilst PPG13 has been superseded by the NPPF, the NPPF does not include any reference to walking distances. Given that the most recent version of PPG13 was published in January 2011 it is reasonable to assume that the guidance regarding the 2km distance remains valid, i.e. we are not aware of anything that would have changed people’s propensity to walk since then.

2.3.5 Figure 2.1 illustrates the facilities and services that are within a comfortable and reasonable walk journey from the south west Basingstoke sites.

Figure 2.1: Local Facilities Plan



Note: Reproduced in Full at end of report

Cycling

2.3.6 In terms of cycling journeys, the National Travel Survey sets out that the average journey distance by bike is some 4.4km, with the current average length of an employment and leisure cycle trips some 5.2km (*ref: Table NTS0306 of the National Travel Survey 2012*). Local Transport Note 02/08 'Cycle Infrastructure Design' (*Department for Transport, 2008*) (*ref: CD5.9*) sets out typical cycle trip distances at paragraph 1.5.1:

“Urban networks are primarily for local journeys. In common with other modes, many utility cycle journeys are under three miles (ECF, 1998), although, for commuter journeys, a trip distance of over five miles is not uncommon. Novice and occasional leisure cyclists will cycle longer distances where the cycle ride is the primary purpose of their journey. A round trip on a way-marked leisure route could easily involve distances of 20 to 30 miles. Experienced cyclists will often be prepared to cycle longer distances for whatever journey purpose.”

2.3.7 Therefore, whilst the average 'commuter' trip is circa 5.2km, cycling distances for such journeys of more than 5 miles (circa 8km) is not uncommon.

- 2.3.8 From the primary access point to the two sites onto the A30 Winchester Road: Basingstoke rail station is some 6.6km away; the 'edge of the town centre is some 5.9km away; the Brighton Hill retail park is 4km away; and Hatch Warren Retail Park is 1km away. A good range of further facilities and services are therefore within a reasonable cycle distance of the sites.
- 2.3.9 The draft policy proposes that Hounsme Fields will include a primary school and a local centre (e.g. day to day facilities including a convenience store); and the Golf Course site will also provide an additional local centre. The provision of on-site facilities will help reduce external traffic generation and traffic impacts on the local highway network.
- 2.3.10 Local amenities located within a reasonable walking and/or cycling distance of the sites are listed in Table 2.1 below and illustrated in Figure 2.1.

Table 2.1: Local Services and Facilities

Journey Purpose	Destination	Distance (m)	Walking Time (minutes)	Cycling Time (minutes)
Education	St Mark's Primary School	2,310	28	9
	Kempshott Junior and Infant School	2,890	34	11
	Hatch Warren Junior School	3,130	-	12
	Brighton Hill Community College	3,750	-	14
	Aldworth Science College	4,310	-	16
	Bishop Challenor Catholic Secondary School	4,630	-	17
	Cranbourne Business and Enterprise College	5,290	-	20
Employment	Kempshott Park Industrial Estate	2,000	24	8
	Viabes Industrial Estate	5,380	-	20
	Hatch Warren Industrial Estate	4,850	-	18
	Brighton Hill/South Ham Industrial Estate	5,020	-	19
Leisure	Basingstoke Golf Course	700	8	3
	Old Down and Beggarwood Wildlife Park	1,000	12	4
	Hatch Warren Community Centre	1,980	24	7
	Hatch Warren Football Pitches	3,750	-	14
	Stratton Park and Playing Fields	3,560	-	13
	Beechdown Health and Fitness Club	3,180	-	12
Retail	Co-op/Boots	1,330	16	5
	Sainsbury's	1,560	19	6
	Hatch Warren Retail Park	1,420	17	5

Journey Purpose	Destination	Distance (m)	Walking Time (minutes)	Cycling Time (minutes)
	Tesco Express	2,430	29	9
Health	The Beggarwood Surgery	1,380	16	5
	Gillies Health Centre, Brighton Hill	3,810	-	14

Source: Consultants Estimates

Note: Walk journey time assume a walk speed of 1.4m/s (Guidelines for Providing for Journeys on Foot, IHT). Cycle journey time assumes an average cycling speed of 16km/h (MfS 2). Journey times are approximate and measured via the shortest practicable route from the centre of the site

2.3.11 The sites are located within close proximity to a good range of local services and facilities. With the addition of further on-site facilities, future residents will have genuine opportunities to make local journeys for the main reasons for travelling.

2.4 Provision for Walking and Cycling

2.4.1 The primary desire lines for pedestrians and cyclists from the sites will be to the north and north-east; i.e. towards the local facilities and services and the town centre. The sites are well located to take advantage of the existing, committed and proposed walking and cycling infrastructure, including:

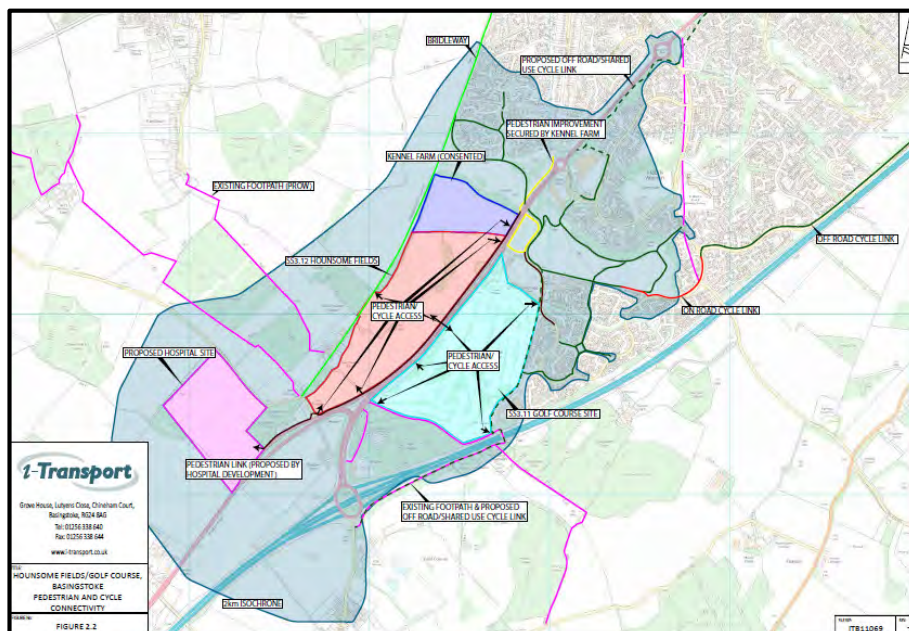
- A new 3m footway/cycleway along the A30 between the proposed Critical Treatment Hospital Site and the A30/Beggarwood Lane signal junction (which forms part of the proposals for the proposed Critical Treatment Hospital site);
- Improvements secured by the Kennel Farm permission, including:
 - I. A new footway/cycleway along the Winchester Road site frontage connecting with the existing Toucan crossing on the northern side of the Beggarwood Lane traffic signals, and the existing pedestrian/cycle route across Old Down Woodland Park;
 - II. A Toucan crossing of Winchester Road to the south of the proposed Kennel Farm site access;
 - III. Improvements to the existing A30 Toucan crossing to bring it in line with current design guidance; and
 - IV. New footway provision along the south eastern side of the A30 between Short Wood Copse and Beggarwood Lane.

- The footpath through the Old Down Woodland Park which provides access to Kempshott Lane and northwards to the Roman Road providing a link eastwards to Kempshott;
- A shared pedestrian/cycleway that leads along the eastern side of Beggarwood Lane to Beggarwood (a residential area with retail facilities);
- A pedestrian/cycleway leading across Beggarwood Park towards Sainsbury's; and
- The Roman Road Public Right of Way along the western boundary of Hounsome Fields.

2.4.2 The pedestrian and cycle infrastructure in Beggarwood and through Old Down Woodland Park form part of a wider network of pedestrian/cycleways leading to destinations in Kempshott, Hatch Warren and onwards to Brighton Hill and the centre of Basingstoke.

2.4.3 Local walking and cycling routes are shown on Figure 2.2, while the Basingstoke cycle map in Appendix A identifies current and proposed cycle routes across Basingstoke.

Figure 2.2: Local Walking and Cycling Routes



Note: Reproduced in Full at end of report

2.5 Provision for Public Transport

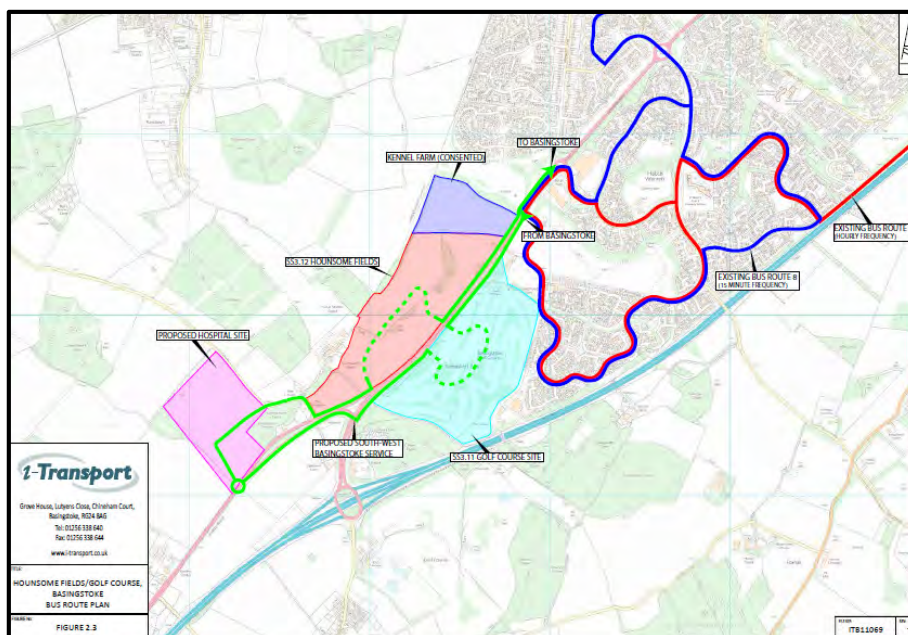
- 2.5.1 Currently the closest bus stops to the site are the Shortwood Copse Lane bus stops located on Beggarwood Lane. These bus stops are well served by buses Service 8 and Service 12, respectively providing a 15 minute and an hourly frequency service from Beggarwood to the town centre, typically with a 22 to 25 minute journey time.
- 2.5.2 Details of local bus services are provided in Table 2.2 below and a plan of these routes is shown in Figure 2.3.

Table 2.2: Bus Services and Frequencies

Service	Route	Typical Daytime Frequency		
		Mon-Fri	Sat	Sun
8 (loop service)	Basingstoke – Hatch Warren – Kempshott Park - Hatch Warren – Kempshott – Basingstoke	Every 15 minutes (first depart 0528, last return 2255)	Every 15 minutes (first depart 0645, last return 2255)	Hourly (first depart 0905, last return 2040)
12	Hatch Warren – Kempshott - Basingstoke	Hourly (first depart 0654, last return 1915)	Hourly (first depart 0735, last return 1915)	No Service

Source: Traveline South East

Figure 2.3: Local Bus Services



Note: Reproduced in Full at end of report

2.5.3 The planning application for the proposed Critical Treatment Hospital includes proposals to improve Service 8 with a planned diversion of the route to run along the A30 Winchester Road and serve a new bus stop at the hospital. This provides an opportunity to serve the sites (see Section 3), as well as the opportunity for additional patronage to assist with financial viability to secure the service in the long term and/or enable increased service frequency.

2.5.4 Basingstoke Railway Station is located some 6.6km south of the sites, adjacent to the town centre. The station provides frequent rail services to destinations including London Waterloo, Reading, Salisbury and Southampton. Table 2.3 provides a summary of the key destinations served and the typical frequency and journey times of services:

Table 2.3: Rail Services – Basingstoke Station

Destination	Typical Frequency (weekdays)	Typical Journey Time (approx.)
Winchester	6 services per hour	15 minutes
Fleet/Farnborough	4 services per hour	10-20 minutes
Woking	4 services per hour	20-30 minutes
Reading	4 services per hour	17-30 minutes
London Waterloo	6 services per hour	40 minutes
Salisbury	2 service per hour	40 minutes
Southampton Central	4 services per hour	42 minutes

Source: South West Trains and Cross Country

2.5.5 Bus Services 8 and 12 serve the station, which is also within an acceptable cycle distance from the sites.

2.6 Summary

2.6.1 The sites are well located to existing facilities and services, and will improve the provision in the local area through two new local centres and a new primary school. It is noted that the acceptability of residential development in this area is well established by recent planning permissions including Kennel Farm, which was considered acceptable by an inspector.

- 2.6.2 There is an existing good quality network of footway and cycle routes in the adjacent urban area. These will be extended and improved by the recently permitted schemes, as well as the proposal for a new Critical Treatment Hospital to the south west. The hospital scheme proposes a continuous footway/cycleway along the A30 past the sites on the Hounsome Fields frontage.
- 2.6.3 Frequent existing bus services are also available within the local area and these are also proposed to be improved/extended past the sites by the new hospital scheme.
- 2.6.4 Against this background, the sites are well located to 'take up' the opportunity for travel by sustainable modes. The outline sustainable transport strategy is set out in Section 3 of this note.

SECTION 3 ACCESS STRATEGY

3.1 Introduction

3.1.1 This section of the note considers whether safe and suitable access can be provided to the sites for all people. The access strategy, which has been formulated so as to facilitate movement between the two sites and its local environment is discussed in detail below, and is summarised as follows:

- A four arm junction on the A30 providing access to both sites – three options have been considered at this stage: a roundabout, a staggered signal junction arrangement and a signalised crossroads;
- A left-in/left-out access to the Golf Course to the southwest of the signal junction;
- A vehicular access to Hounsome Fields from the southern end of the site, with scope for this to be either bus only or provide restricted / limited access within the site;
- Pedestrian/cyclists connections:
 - The chosen junction option will include controlled at-grade pedestrian crossing facilities of the A30 to allow movement between the two sites;
 - Pedestrian and cyclist access from the Golf Club to Beggarwood Lane;
 - Connections from Hounsome Fields to the new footway/cycleway on the A30 at several points including the north-western corner of the site; and
 - Connections from Hounsome Fields to the public bridleway along its western boundary.

3.2 Sustainable Access Strategy

Opportunity

- 3.2.1 As set out in Section 2, the sites are well located to take up the opportunity for sustainable travel in a reasonable and realistic way. The main objectives of the sustainable access strategy for the sites will be to a) seek to minimise the number of external trips; and b) to maximise walking, cycling and public transport use for these trips that cannot be contained on site.
- 3.2.2 The provision of on-site facilities and services (including a primary school) will help to minimise off-site journeys. It is however accepted that many journeys will be made off-site and it will be important to encourage and facilitate walking, cycling and public transport use.

Walking/Cycling

- 3.2.3 In terms of walking and cycling, new links will be provided to connect with the good level of existing provision in the adjacent urban area, as well as the new facilities provided by committed development. These facilities may include a new footway/cycleway along the A30 provided by the proposed Critical Health Hospital. Development of the two sites provides the opportunity to deliver that link in the event that the hospital does not come forward.
- 3.2.4 An audit of pedestrian and cycle routes to key destinations, including the Town Centre will be undertaken to identify any missing links and crossing facilities. Improvements can then be made to strengthen these routes to allow a greater take up of walking and cycling trips for future and existing residents.
- 3.2.5 The proposed walking/cycling strategy is illustrated in Figure 2.2.

Public Transport

- 3.2.6 At this stage, two options to serve the sites have been discussed with Stagecoach and have merit:
- The extension of services 8 and/or 12 to serve the sites – as noted in Section 2, the Critical Treatment Hospital proposes an extension of the number 8 service and making a small diversion to serve both sites will improve financial viability and/or provide the opportunity to increase frequency; or

- A dedicated service between the town centre/rail station and the south west sites (and potentially the Critical Treatment Hospital).

3.2.7 The provision of an all moves junction serving both Hounsme Fields and the Golf Course, along with secondary connections on to the A30, will allow buses to loop through both sites. The aim will be to provide a 15 to 20 minute frequency service within at least 400m of all residents, with a travel time to central Basingstoke and the rail station of some 20 to 25 minutes.

3.2.8 The proposed bus strategy is illustrated on Figure 2.3.

Travel Plan

3.2.9 A robust travel plan will also be implemented for the two sites. This will encourage and facilitate travel by walking, cycling and public transport use through a range of measures. In particular, this will include provision of travel vouchers to new residents, which can be used for purchasing season tickets; as well as Personal Travel Planning (PTP).

3.2.10 PTP is a well-established method that encourages people to make more informed sustainable travel choices. It seeks to overcome the habitual use of the car, enabling more journeys to be made on foot, bike, bus, train or in shared cars. Modal shift is achieved through a package of measures including, providing information, incentives and motivation to individuals to identify where travel behaviour changes can be made so that they can voluntarily make more informed travel choices.

3.2.11 PTP forms an important part of UK national and local transport policy, contributing to the suite of tools promoted under the general heading of Smarter Choices, and is currently being implemented across six towns in Hampshire including Basingstoke, via the 'My Journey Campaign' supported through the Local Sustainable Transport Fund.

3.2.12 PTP is often offered through residential travel plans to help inform new residents of the proposed development of the travel choices available to them. Area wide PTP is typically delivered across large residential areas, to inform existing residents of their travel choices to ensure that they are aware of local walking and cycling routes the quality, service patterns and frequency of bus services and other sustainable travel options such as car sharing. Each person within the target population is encouraged to think about how they currently travel for each of the trips they make, and to consider how they might make those trips in more sustainable ways. This is backed up with incentives, such as vouchers for free bus travel.

3.2.13 Within the UK, PTP has been reported to typically reduce car driver trips by 11% (among the targeted population) and reduce the distance travelled by car by 12%.

3.2.14 As a result of (and in addition to) reduced car use, successful PTP projects can also deliver:

- A shift in attitude towards sustainable modes;
- Increased walking and cycling, with associated health benefits;
- Increased public transport use, making services more feasible and profitable;
- Increased viability of local shops and businesses;
- More sociable and 'liveable' neighbourhoods; and
- Improved local air quality and reductions in carbon emissions.

3.2.15 By applying PTP to a large number of households, the cumulative reductions in traffic from households participating in PTP could help off-set the additional traffic generation of the local plan sites on the highway network.

3.2.16 The My Journey programme has already undertaken some personalised travel planning visits in Hatch Warren and Brighton Hill, on the basis that these locations ***'offer good existing walking and cycling networks and links; they are well served by frequent high-quality bus routes connecting into the town centre; and many key workplace, school, retail and leisure destinations are all within easy walking and cycling distance.'*** Ref <http://myjourneyhampshire.com/personal-travel-planning-hampshire>

3.3 Vehicular Access Strategy

3.3.1 Three options for the main site access have been considered, with due regard to the existing topography of the A30; the need to comply with the design standards set-out in the Design Manual for Road and Bridges (DMRB); the need to provide adequate capacity; and seeking to minimise the impact on existing trees. These options are included in Appendix B and are as follows:

- A four arm roundabout junction, with an associated pedestrian / cycle crossing point;
- A staggered signal arrangement, which provides the best arrangement in terms of capacity whilst accommodating pedestrian movements internally; and
- A signalised crossroad arrangement with pedestrian / cycle facilities which minimises the footprint of the junction.

3.3.2 Both of the signalised junctions can be built as a standalone signalised junction, i.e. the site can be delivered comprehensively or independently.

3.3.3 In addition to the primary access point, a secondary left-in/left-out vehicular access to the Golf Course from the A30 is proposed.

3.3.4 A copy of the proposed junction arrangements are reproduced below:

Figure 3.1: Site Access Option – 4 Arm Roundabout

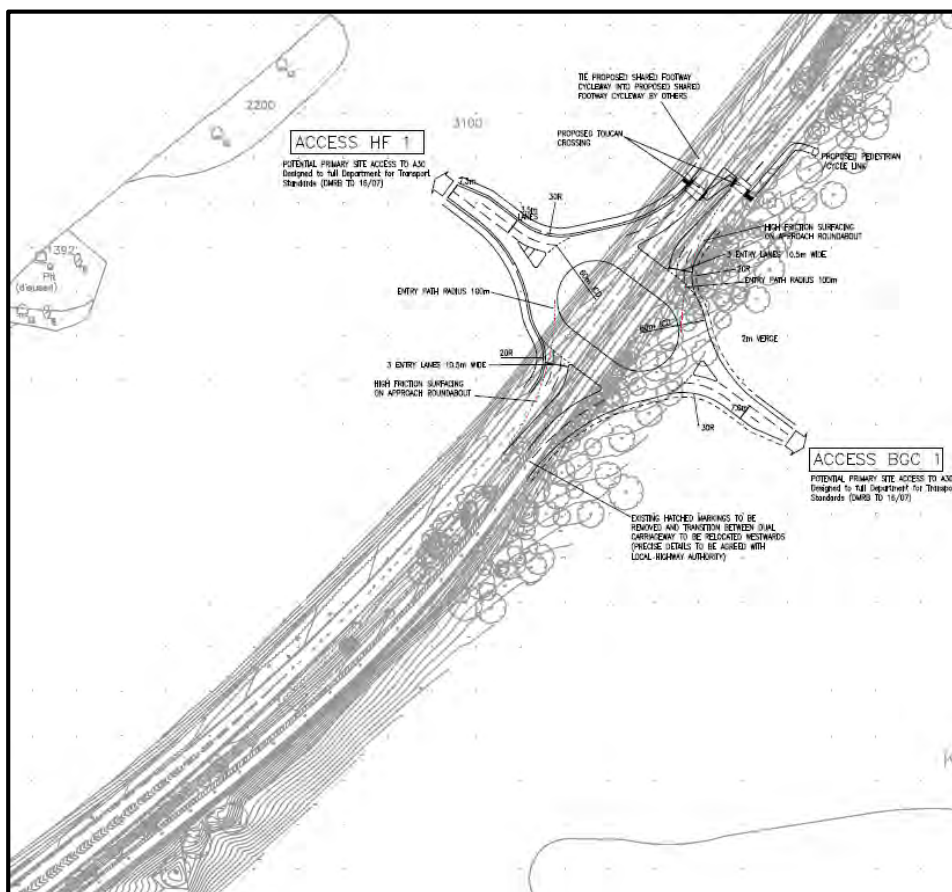
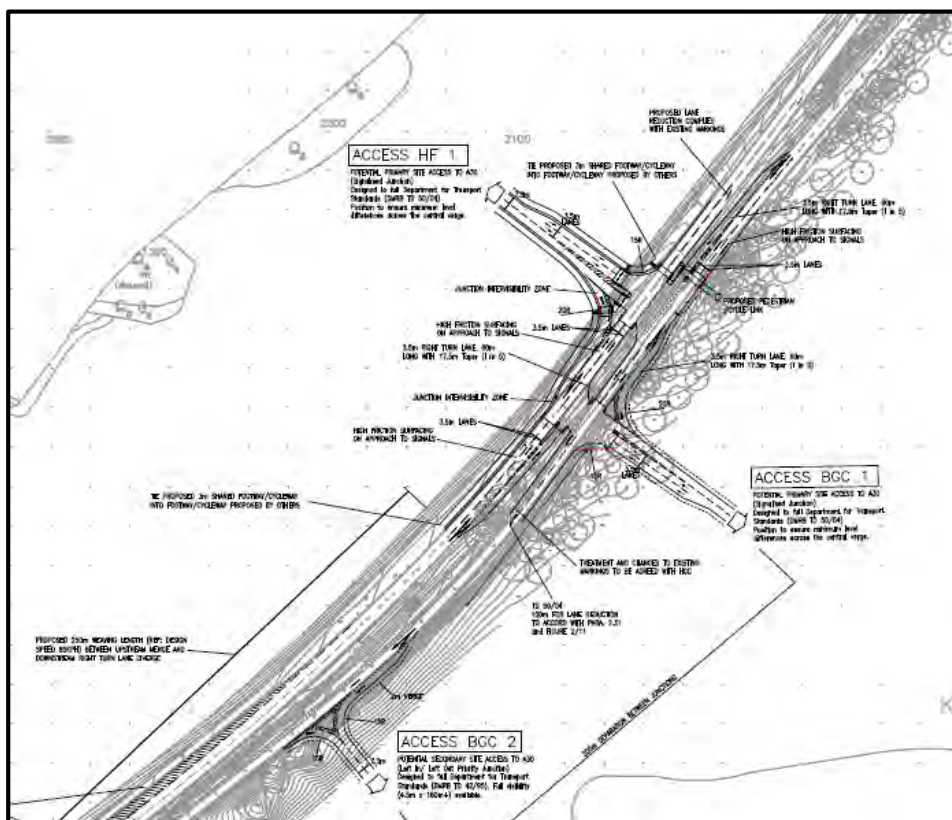
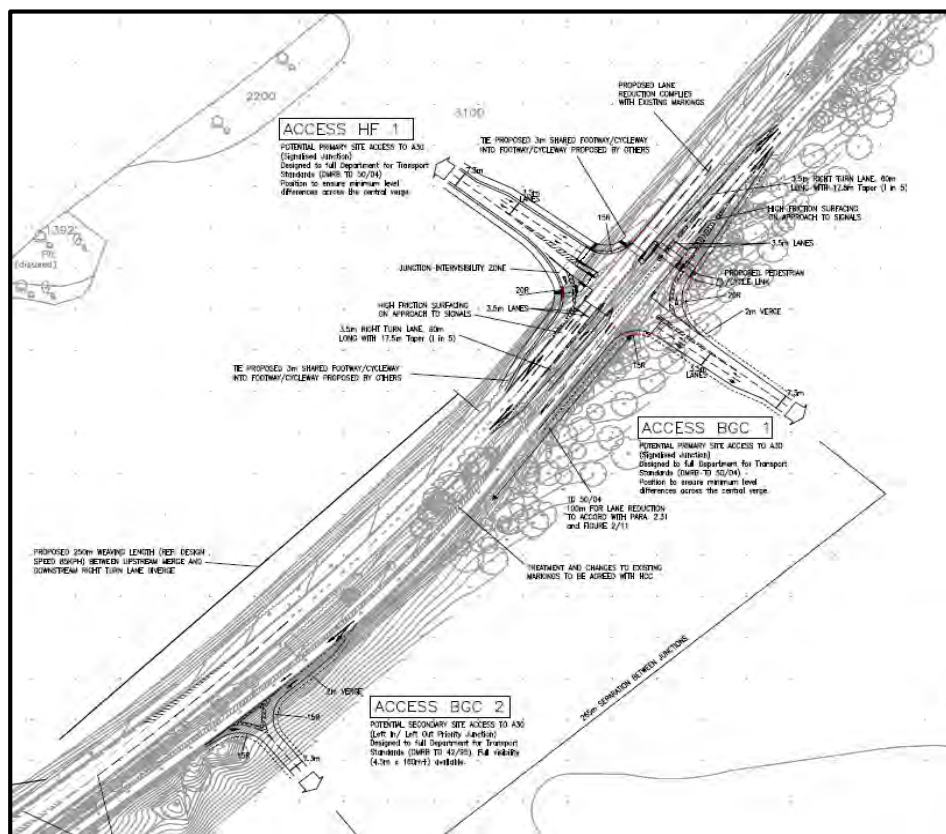


Figure 3.2: Site Access Option – Staggered Signal Junction



Golf Course and Hounsme Fields, Basingstoke Agreed Transport Statement



SECTION 4 TRAFFIC IMPACT

4.1 Background

4.1.1 This section of the note provides initial traffic impact analyses. It assesses the adequacy of the site access options; consider the future robustness of that junction in the event that a western link road comes forward; and also considers traffic impact issues on the main A30 corridor into the centre of Basingstoke.

4.2 Traffic Flows

4.2.1 In order to undertake a thorough and robust assessment of the operation of the site accesses, the following has been undertaken

- Baseline traffic flows for 2024 are consistent with those recently used to assess the Critical Treatment Hospital;
- These 2024 baseline flows include planned local plan growth (derived from the TEMPRO database) and have been factored to allow for traffic growth to 2029, i.e. the end of the emerging Local Plan period, without any discounting to allow for the proposed sites;
- Locally committed development (including Kennel Farm and the Long Wood Copse Lane scheme) plus traffic generated by the Critical Treatment Hospital have been separately allowed for;
- Traffic generation from Hounsme Fields and the Golf Course has been derived from appropriate survey data from the TRICS trip generation database, and verified against rates used and agreed for the recently permitted Kennel Farm site; and
- Development trips have then been assigned to the network using the same distribution methodology used for the approved Kennel Farm scheme

4.2.2 This future year 2029 assessment are considered robust because:

- The TEMPRO traffic growth rates have not been discounted to take account of the permitted and planned housing – i.e. there is double counting of the Golf Course and Kennel Farm traffic flows;

- It uses trip generation rates and distribution analysis previously, scrutinised and agreed for Kennel Farm;
- The trip rates are for private housing and make no allowance for affordable housing provision, which generally has lower peak hour trip generation rates;
- These trip generation rates make no allowance for the impacts of any travel plan;
- The identified trip rates are higher than those used within the Basingstoke Transport Assessment; and
- No allowance has been made for sustainable travel interventions such as Personalised Travel Planning on the western side of Basingstoke which is currently being implemented through the 'My Journey' programme.

Operational Assessment

4.2.3 The site access options have been assessed using the computer programmes Arcady and LINSIG. The assessment results are summarised in Table 4.1, 4.2 and 4.3 below.

Table 4.1: 4 Arm Roundabout

	Morning Peak (8:00 – 9:00)		Evening Peak (17:00 – 18:00)	
	Max RFC	Queue Length	Max RFC	Queue Length
2029 'With Development'				
A30 (East)	0.68	2	0.65	<1
Golf Course	0.42	<1	0.22	<1
A30 (West)	0.40	<1	0.66	<1
Hounsme Fields	0.34	<1	0.31	<1

Source: ARCADY

Table 4.2: Staggered Arrangement

Arm	2029 ‘With Development’			
	Morning Peak Hour		Evening Peak Hour	
	Degree of Saturation	Mean Max. Queue Length	Degree of Saturation	Mean Max. Queue Length
A30 (W) – Ahead	46%	8	72.6%	16
A30 (W) – Ahead + RT	49.3%	9	76.8%	18
Hounsorne Fields - LT	83.9%	8	76.6%	5
Hounsorne Fields - RT				
A30 (E) - Ahead	85.1%	23	74.4%	17
A30 (E) – Ahead + RT	80.6%	21	76.5%	15
Golf Course – LT + RT	67.6%	6	63.8%	4
Golf Course –RT				
Cycle Time	90		90	
Practical Reserve Capacity	5.8%		17.2%	

Source: LINSIG

Table 4.3: Crossroads Arrangement

Arm	2029 'With Development'			
	Morning Peak Hour		Morning Peak Hour	
	Degree of Saturation	Degree of Saturation	Degree of Saturation	Degree of Saturation
Golf Course – LT	90.2%	13	80.1%	6
Golf Course – Ahead + RT				
A30 (W) – Ahead + LT	53.5%	12	81.5%	19
A30 (W) – Ahead + RT	55.3%	13	83%	20
Hounsborne Fields - LT	90.5%	11	78.3%	5
Hounsborne Fields - Ahead + LT				
A30 (E) – Ahead + LT	89.8%	29	82%	18
A30 (E) – Ahead + RT	90.5%	31	81.9%	12
Cycle Time	120		90	
PRC	-0.6%		8.4%	

Source: LINSIG

4.3 Sensitivity test – Western Link Road

- 4.3.1 It is understood that there is a long term aspiration for a Western Link Road to be provided between the A30 and the A339 Newbury Road. This would serve an enlarged 'Manydown' site and would only come forward post 2029; i.e. in the next period local plan.
- 4.3.2 BDBC has advised that the Western Link Road is likely to be a high order residential street/local distributor single carriageway road. It would be designed to accommodate future year traffic volumes, whilst taking on board the guidance set-out in the Manual for Streets.
- 4.3.3 A sensitivity test of the proposed site access has been undertaken to understand how the proposed junction may operate in this post plan period the additional land that can be safeguarded to accommodate future traffic movements.
- 4.3.4 The assessment utilises the traffic forecasts identified above, but also includes additional traffic related to the Western Link road.
- 4.3.5 Data has been obtained from both the Basingstoke Transport Assessment model and the North Hants Transport Model (NHTM) to identify a future year flow on the Western Link Road. For robustness the data from the Hampshire Model has been used as this represents the worse case scenario.
- 4.3.6 HCC have confirmed that:
- The NHTM model year is 2031;
 - The 2031 model run currently includes the golf course, Kennel Farm and 7,900 dwellings at Manydown (3,400 for the first phase and 4,500 for the second phase in the next local plan period), but currently does not take account of Hounsme Fields.
 - The indicative flows from the model for the Western Link Road suggest that the flow will be circa 2,000 two way movements for both the morning and evening peak hours. The split for this is circa 60% or 1,200 vehicles heading south (i.e. onto the A30) and 40% or 800 vehicles heading north (i.e. from the A30) in the morning peak and a reverse of this in the evening peak.

- 4.3.7 The Western Link Road flows identified above have been added to the 2029 flows sets and a junction assessment run to determine what additional infrastructure may be required.

Operational Assessment

- 4.3.8 The analysis shows that the following amendments are likely to be needed to accommodate the additional traffic in the event that a Western Link Road comes forward.

Roundabout junction

- A two lane approach on the Western Link Road with a Flare.

Signal junction

- Providing a double right turn lane from the golf course, with the ahead movement from nearside lane; and/or
- Extending the right turn lane on the A30 east; and/or
- Providing extended and additional lanes at the Hounsme Fields entrance to allow double turning lanes for both left and right turns; and/or
- Increasing the signal cycle time.

- 4.3.9 The masterplan for the Hounsme Fields site will take account of the land required to deliver these amendments. This land can be secured as highway land, to allow the junction to be upgraded at such time as additional capacity may be required.

- 4.3.10 By way of an example, a plan showing the enlarged envelope of the roundabout and signal arrangement is included in Appendix B.

4.4 A30 Corridor

- 4.4.1 The Borough Council strategic level Transport Assessment (TA) has been produced to inform and guide both the draft Local Plan and the supporting Infrastructure Delivery Plan (IDP).

- 4.4.2 The Findings from the Basingstoke Transport Assessment Ninth Edition (February 2015) include both Hounsme Fields and the Golf Course and these findings have been endorsed by Hampshire County Council as the Local Highway Authority, as set out in the Position Statement on the Transport Assessment to Support the Draft Basingstoke and Deane Local Plan 2011 – 2029, which states that:

“Both the Borough Council and HCC recognise that the spreadsheet model can only represent a high level approach to assessing future traffic flows, and that this approach has its limitations. Nevertheless, the approach has been endorsed by HCC and was the best methodology available at the time. “

- 4.4.3 And that:

“... the authorities are content that this strategic model is sufficiently robust to assess the impact of development....”

- 4.4.4 The Basingstoke TA therefore includes a robust study of the local highway network and particularly the A30 corridor. The position statement goes on to set out that:

“The TA sets out a proposed package of measures, which is reflected in the Local Plan and IDP, to mitigate the impact of the additional traffic generated. The package concentrates on a number of key junctions in and around Basingstoke, where the Local Plan traffic levels are 10% above the reference case. Junctions which are already scheduled for improvement (including the A33 and A340 corridors and Black Dam, Brighton Hill, Thornycroft and Winchester Road roundabouts) were excluded on the basis that these schemes will provide adequate capacity for growth in the plan period. These junction/corridor improvements are jointly funded by the Enterprise M3 Local Enterprise Partnership (LEP), developer contributions and the Borough and County Councils. These major schemes are planned for phased implementation over the next five years.”

- 4.4.5 The position statement goes on to state that:

“This joint statement recognises, notwithstanding some specific concerns over elements of the methodology, that both local authorities consider that overall the TA is fit for purpose as a strategic assessment of the traffic impacts of the proposed Local Plan development. Both parties are broadly content with the findings and agree that the level and location of development proposed in the draft Local Plan can be accommodated at the strategic level with the required package of mitigation and that the development scenario is unlikely to result in severe cumulative impacts on traffic congestion on key routes.”

- 4.4.6 The Brighton Hill, Winchester Road and Thornycroft roundabouts are key junctions on the A30 corridor between the site and the Town centre, and as identified above improvement schemes which will provide adequate capacity for growth in the plan period have been identified and funding secured.
- 4.4.7 The TA also identifies mitigation measures to accommodate planned growth and Hounsme Fields and the Golf Course at the following A30 junctions:
- A30 / Wallop Drive Roundabout and
 - The A30 Kempshott Roundabout
- 4.4.8 With mitigation, both of these junctions are shown to have sufficient and even spare capacity in the future year 2029 assessment.
- 4.4.9 Table 4.3 summarises mitigation proposals which could be implemented along the A30 corridor, and which the proposed sites could contribute towards as part of their off site mitigation package.

Table 4.3: Mitigation of Impacts on the A30 Corridor

Location	Issues and Impact of Local Plan	Proposed Mitigation
A30 / Wallop Drive Roundabout	Operates well in the 2012 and 2029 Base scenarios. With the addition of Local Plan development traffic the A30 northbound and southbound arms are forecasted to be over capacity in the AM and PM peaks respectively.	Convert roundabout to a signalised Junction; Add or lengthen flares on all entries
A30 Kempshott roundabout approach		Widen 750m of A30 southbound carriageway up to Kempshott roundabout
A30 / Kempshott Roundabout	A30 northbound and southbound arms predicted to be over capacity in 2029 Reference Case scenario. The addition of Local Plan development causes further rise in the RFC for A30 northbound and southbound.	Signalise the roundabout Add or lengthen flares on all entries Widen the circulatory
Brighton Hill Roundabout	Significantly over-capacity in the 2029 Reference case. Without any improvements the roundabout cannot accommodate the demand in the Local Plan scenarios.	Amendments based on a signalised 'Hamburger' design provided by BDBC
Winchester Road Roundabout	The Winchester Road westbound approach operates over capacity in the 2029 reference case scenario. With the addition of the 2029 Local Plan traffic all arms operate over capacity in either the AM or PM peaks.	HCC Widening and Signalisation Scheme

Source: BDBC TA V9 and Hantsweb

4.4.10 In respect to M3 Junction 7, the Basingstoke TA(at Para 3.7.9) concludes that:

“The junction is shown to have sufficient reserve capacity to cope with the worst case scenario where all A30 traffic reroutes onto the M3. Therefore, it is not necessary for any mitigation measures to be proposed in this transport assessment for Junction 7.” (para 3.4.9)

SECTION 5 SUMMARY AND CONCLUSIONS

5.1 Summary

- 5.1.1 This note has been produced jointly by Stuart Michael Associates (on behalf of the Golf Course site) and i-Transport LLP (on behalf of Hounsme Fields) to provide a high level transport appraisal of the proposed residential-led development of both sites. The note demonstrates how both sites can come forward with a comprehensive and complementary transport strategy. The note also assesses the sites against the key transport tests set out in paragraph 32 of the NPPF.

Can the opportunities for sustainable travel be taken up in a reasonable and realistic way?

- 5.1.2 The simple answer to this is yes. The in-principle acceptability of residential development in this area is well established, and the sites are well located to existing facilities and services and will bring forward additional facilities – two local centres and a new primary school – that will improve the transport sustainability of the local area.
- 5.1.3 There is a good network of pedestrian and cycle routes in the existing urban area, and these will be improved by committed and proposed development. For example, the proposed Critical Treatment Hospital scheme will provide a new footway/cycleway along the A30 past the sites (noting that this can be delivered by development of the sites if the hospital does not come forward).
- 5.1.4 The walking and cycling strategy for the sites will appropriately ‘take up’ the opportunities. The sites will be connected to the walking/cycling network to facilitate sustainable local journeys. They will also be connected with each other – the design of the proposed site access has considered the need to provide at-grade pedestrian/cycle crossing facilities to allow walking and cycling between the two sites, especially to provide sustainable connections from the Golf Course to the primary school on the Hounsme Fields site.

5.1.5 There is a very good level of bus service in the existing urban area – a near ‘turn up and go’ level of frequency. The new hospital proposes to extend frequent buses along the A30 corridor past the sites. Either in conjunction or independently of this proposal, the access strategy for the sites will allow buses to make a short diversion to loop through the sites. The aim will be for new residents to be located within 400m for the bus services and for these serves to operate on a circa 15- to 20-minute headway.

5.1.6 In addition, comprehensive travel plans will be implemented and there is the opportunity for Personalised Travel Planning, which demonstrably reduces the amount of traffic generated by new housing. It is noted that the combined scale of development (1,750 dwellings) provides significant ‘economies of scale’ in Travel Planning terms.

Will safe and suitable access be achieved for all people?

5.1.7 The provision for walking, cycling and public transport connectivity is set out above – safe and suitable access will be achieved for those modes.

5.1.8 In terms of the principal vehicular access to the sites, both include very long frontages with the A30 and therefore there are numerous options to achieve safe and suitable vehicular access. At this stage, three options have been designed allowing for local constraints and in compliance with the relevant design guidance:

- A four arm roundabout;
- A staggered signalised arrangement incorporating at-grade pedestrian/cyclist crossings; and
- A crossroads arrangement, again incorporating at-grade pedestrian/cyclist crossings.

5.1.9 All options have been robustly tested and will provide an acceptable level of operation at the end of the local plan period.

5.1.10 On this basis, safe and acceptable vehicular access can also be realistically achieved.

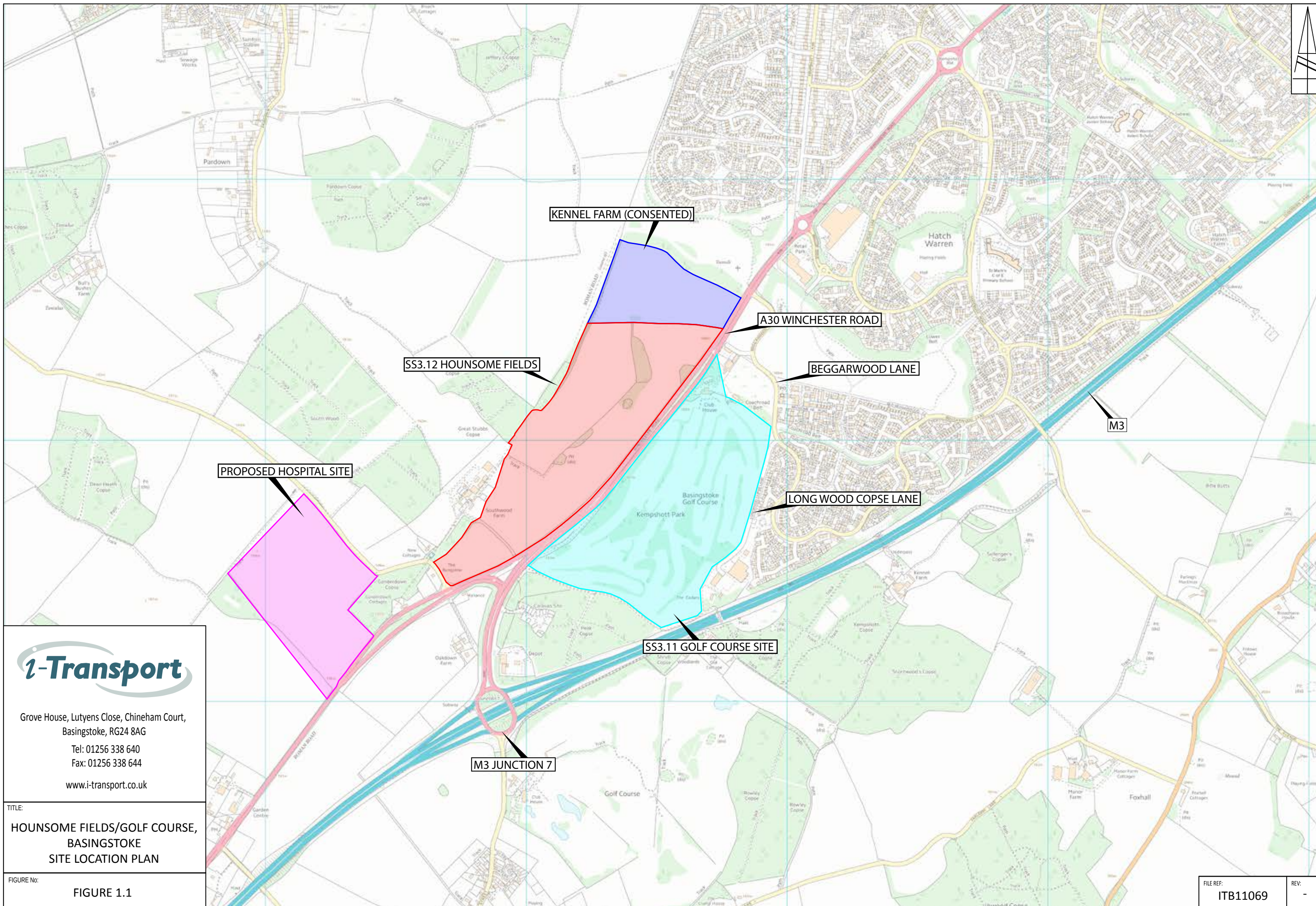
Will the residual impact be severe?

- 5.1.11 In terms of the site access arrangements, adequate capacity will be achieved at the site accesses. In addition, land can be safeguarded around the junction to allow for upgrading to cope with increased traffic demands resulting from the potential delivery of a Western Link Road connecting the A339 with the A30 via the Hounsome Fields site in the next local plan period.
- 5.1.12 In terms of wider traffic impacts, the strategic Transport Assessment produced by Parsons Brinkerhoff identifies a series of interventions along the A30 corridor between M3 Junction 7 and the town centre. These set out how additional traffic demands of the local plan allocations can be mitigated. In addition, a comprehensive mitigation scheme has been identified by HCC and funding secured at the Brighton Hill roundabout, which is the main capacity constraint on the A30 corridor. Whilst it is accepted that further design and associated modelling work is needed – this is inevitable with a strategic level Transport Assessment – it is clear that suitable interventions are a) achievable and b) deliverable. Development of the sites provides the opportunity for the junction improvements on the A30 corridor to be realised.

5.2 **Conclusion**

- 5.2.1 Against this background, the Golf Course and Hounsome Fields sites a) provide reasonable and realistic opportunities for sustainable travel to be taken up; b) can achieve safe and suitable access for all people; and c) will not have a severe residual impact.

FIGURES





Grove House, Lutyens Close, Chineham Court,
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www.i-transport.co.uk

TITLE:

HOUNSBORNE FIELDS/GOLF COURSE,
BASINGSTOKE
SITE LOCATION PLAN

FIGURE No:

FIGURE 1.1

KEY

R¹

BASINGSTOKE MOTORCYCLES

R²

CO-OP

R³

HATCH WARREN RETAIL PARK

R⁴

SAINSBURY'S, MOTHER CARE & GOLF CENTRE

ED

ST MARKS CoFe SCHOOL

ED²

HATCH WARREN PRIMARY SCHOOL

E

COUNCIL DEPOT

L¹

HOUNSOME FIELDS LOCAL CENTRE

L²

GOLF COURSE LOCAL CENTRE

L³

HATCH WARREN COMMUNITY CENTRE

L⁴

PORTSMOUTH ARMS

L⁵

PLAYING FIELDS

L⁶

DUMMER, A WYEVALE GARDEN CENTRE

L⁷

COMMUNITY CENTRE

L⁸

DUMMER GOLF COURSE

L⁹

BEGGERWOOD LOCAL CENTRE INCLUDING:
- CO-OP
- NURSERY
- DOCTOR SURGERY
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TITLE:

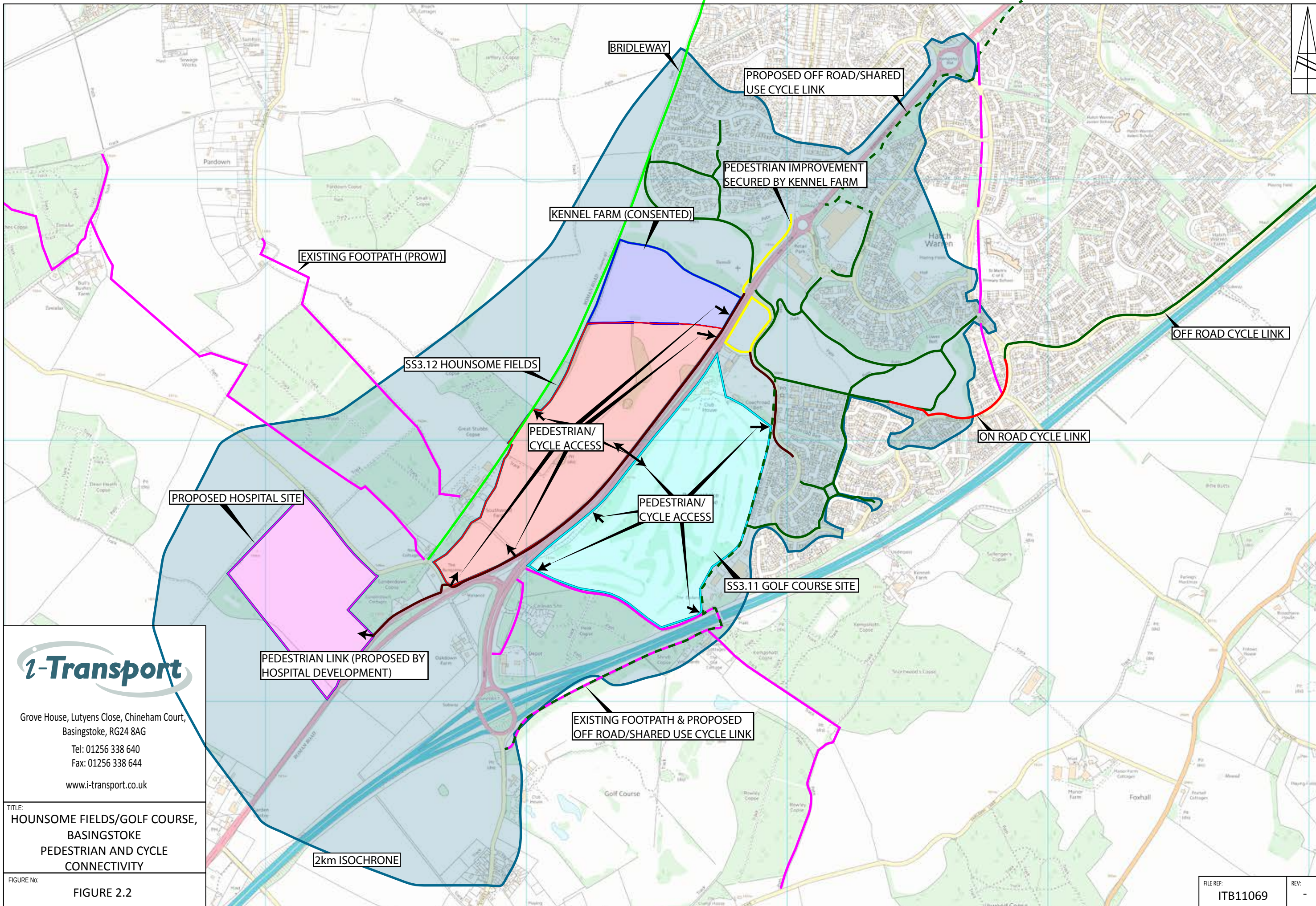
HOUNSOME FIELDS/GOLF COURSE,
BASINGSTOKE
LOCAL FACILITIES PLAN

FIGURE No:

FIGURE 2.1

The map displays the Basingstoke area, highlighting two primary sites: the 'PROPOSED HOSPITAL SITE' (pink area) and the 'SS3.11 GOLF COURSE SITE' (light blue area). A large blue-shaded region represents the '2km ISOCHRONE' around these sites. Various local facilities are marked with icons: 'R' for retail (Basingstoke Motorcycles, Co-op, Hatch Warren Retail Park, Sainsbury's/Mothercare/Golf Centre), 'ED' for education (St Marks C of E School, Hatch Warren Primary School), 'E' for council depot, and 'L' for local centres (Hounsomes Fields, Golf Course, Hatch Warren, Portsmouth Arms, Dummer/Wyevale Garden, Beggerwood). A 'KENNEL FARM (CONSENTED)' site is also indicated. The map includes a north arrow in the top right corner.

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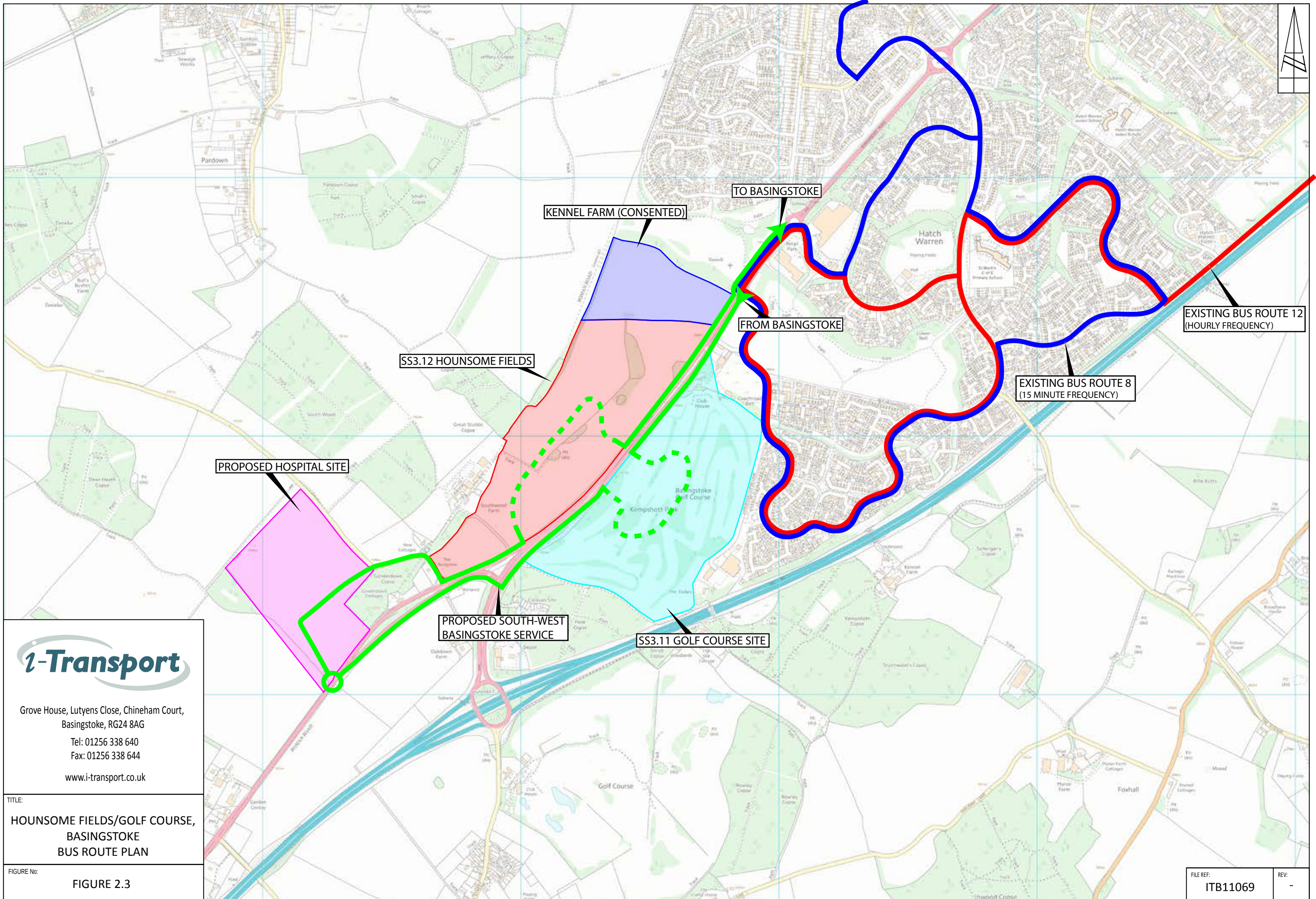




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TITLE:
HOUNSBORNE FIELDS/GOLF COURSE,
BASINGSTOKE
PEDESTRIAN AND CYCLE
CONNECTIVITY

FIGURE No:
FIGURE 2.2



i-Transport

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TITLE:
HOUNSOME FIELDS/GOLF COURSE,
BASINGSTOKE
BUS ROUTE PLAN

FIGURE No:
FIGURE 2.3

APPENDIX A

Basingstoke Cycle Map

BASINGSTOKE CYCLE NETWORK



key

- Off Road/Shared Use
- Quiet/Traffic Calmed Links
- On Road
- - - Proposed Off Road / Shared Use
- - - Proposed Quiet/Traffic Calmed Links
- - - Proposed On Road
- C CONTROLLED CROSSING
- ★ CYCLE PARKING
- L LEISURE DESTINATION

APPENDIX B

Site Access Options