

HAMPSHIRE COUNTY COUNCIL

Executive Decision Record

Decision Maker:	Executive Lead Member for Transport and Environment Strategy
Date:	3 October 2022
Title:	Basingstoke Transport Update
Report From:	Director of Economy, Transport and Environment

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1. The decision:

- 1.1 That the Executive Lead Member for Transport and Environment Strategy approves the policy statements included in the supporting report, delegating authority to the Director of Economy, Transport and Environment to make any minor amendments in consultation with the Executive Member and Head of Legal.
- 1.2 That the Executive Lead Member for Transport and Environment Strategy confirms support in principle for the access strategy related to the emerging Town Centre Masterplan developed by Basingstoke and Deane Borough Council, subject to the traffic redistribution impacts on the ringway and its junctions being acceptable or mitigated, as outlined in the supporting report.
- 1.3 That the Executive Member for Transport and Environment Strategy delegates authority to the Director of Economy, Transport and Environment to:
 - commence a public engagement exercise on the Mass Rapid Transport (MRT) strategy later in 2022/23;
 - undertake design and optioneering work for the Mass Rapid Transport (MRT) and, without prejudice, conduct engagement with landowners that may be impacted by the options under development; and
 - make representations to Basingstoke and Deane Borough Council for Hampshire County Council's desire to progress this scheme and safeguard land where possible.

2. Reason for the decision:

- 2.1. Basingstoke is one of the largest urban areas of north Hampshire and is a focus of multiple large development proposals. The Local Planning Authority has also recognised the potential for development in Basingstoke and Deane in its 'Vision for land north of M3 J7'. This report provides an update to the Executive Lead Member for Transport and Environment Strategy about the progress of potential developments and their implications on the implementation of the

Transport Strategy for Basingstoke. In turn the decisions sought through this report will inform Hampshire County Council's position as Highway Authority.

3. Other options considered and rejected:

3.1. Consideration has been given to not engaging in the long-term planning of Basingstoke's future and only commenting on development in the current local plan period. This would be significantly less demanding of resources, but in light of the scale of potential change this is not considered to be in the best interests of the residents of Hampshire. The scale requires a long-term plan to be developed to ensure that the opportunities to integrate transport and land use planning are captured. This includes, for example, securing development contributions or external funding to secure critical infrastructure such as the A30 and Southwood Corner improvements as set out in the supporting report.

4. Conflicts of interest:

4.1. Conflicts of interest declared by the decision-maker:

4.2. Conflicts of interest declared by other Executive Members consulted:

5. Dispensation granted by the Conduct Advisory Panel: none.

6. Reason(s) for the matter being dealt with if urgent: not applicable.

7. Statement from the Decision Maker:

I thank Councillor Stephen Reid and Councillor Kim Taylor for attending to speak at my Decision Day today, along with correspondence I have had from other County Councillors regarding the proposals.

I note the update to Policy 8 to allow more flexibility regarding the type of crossing, and to now read "...*need for a development link road is fully triggered it will require a crossing of the rail line*".

As the work progresses, I look forward to continuing to engage with local Members on any proposals from National Highways with regard to the motorway and trunk road network locally, and any new County Council proposals which emerge all of which will be consulted upon locally.

Approved by:

Date:

3 October 2022

**Executive Lead Member for Transport and
Environment Strategy
Councillor Edward Heron**