



*Basingstoke  
and Deane*



## Examination of the Basingstoke and Deane Local Plan (2011 to 2029)

Basingstoke and Deane Borough Council  
Response to Inspectors Key Issues and  
Discussion Note

Issue 9: Transport

September 2015

19.1 *Has the capacity of the **transport infrastructure** been assessed, and is there a deliverable framework for improvements that are required, including in relation to the proposed major sites allocations?*

19.1.1 Yes, the capacity of the transport infrastructure has been assessed through a Transport Assessment (TA) prepared by consultants Parsons Brinckerhoff (PB) on behalf of the council (PS/02/32). This utilises a spreadsheet approach which follows WebTAG guidance, the principle of which was endorsed by Hampshire County Council prior to commissioning the TA. Further detail on the agreement reached with HCC as the local highways authority is described in the position statement between the two authorities (PS/02/29).

19.1.2 The TA estimates future traffic levels and establishes a deliverable framework for improvements, specifically mitigation schemes at key junctions necessary to accommodate the estimated future level of traffic, including the impact of development proposed in the Local Plan. HCC's implementation programme already includes nine junction schemes which will address current and expected traffic growth. This is in addition to the improvement works in progress at Black Dam, which are being delivered through Pinch Point funding. Over and above the TA and the package of improvement schemes, work is underway to explore the longer-term impacts of development on transport. This will inform a future transport strategy for the borough. Further detail on the approach taken to prepare the TA and additional longer-term work to inform a future transport strategy is set out below.

19.1.3 The TA has been used to inform decisions in relation each stage of the plan's preparation, to assist in the identification of sites for inclusion in the Local Plan and the infrastructure required to support the plan. A short summary of the TA is provided in the examination library (PS/02/14). This details the steps taken in preparing the TA and highlights key junctions on the town's highway network which are expected to operate above their maximum theoretical capacity, taking into account the impact of traffic from the Local Plan in 2029 over and above the reference case. For information, the 2029 reference case represents the total of the 2012 base demand, background growth to 2029, trips to / from neighbouring authority areas and committed development.

19.1.4 The identified mitigation schemes from the TA have been incorporated into the Infrastructure Delivery Plan (IDP), such that the required measures can be taken into account when:

- Bringing forward development sites in the borough;
- Undertaking work to inform the future introduction of a Community Infrastructure Levy (CIL); and
- Developing funding bids to secure investment in the borough's infrastructure.

19.1.5 The final point listed above is of particular importance given the requirement to secure external funding to deliver such improvements. In this respect, the Local Plan and the IDP have helped to inform bids for LEP Local Growth Funding and Pinch Points funding from the Department for Transport. Such funding bids have used HCC's more recently available North Hampshire Transport Model, to develop and assess the appropriateness of the measures proposed including the benefits that will occur. The North Hampshire Transport Model is fully WebTAG compliant and includes the capability to model demand, road traffic (SATURN), public transport (Cube Voyager) and local economic impacts (LEIM).

19.1.6 The model has been used to attract funds to make the improvements listed below. It should be noted that each of the submitted schemes has been subject to further scrutiny by transport consultants working on behalf of the LEP to ensure an independent audit of each business case.

Location	Summary of Proposal	Timing	Status
A340 Aldermaston Rd	<ul style="list-style-type: none"> <li>• Additional lanes / flares</li> <li>• Signalisation</li> <li>• Improved pedestrian / cycle facilities</li> </ul>	2015-16	Funding agreed
A33 / Ringway Jn	<ul style="list-style-type: none"> <li>• Additional lanes</li> </ul>	2015-16	Funding agreed
A33 / Popley Way	<ul style="list-style-type: none"> <li>• Additional lanes / flares</li> <li>• Improved pedestrian / cycle facilities</li> </ul>	2015-16	Funding agreed
A33 / Crockford Lane	<ul style="list-style-type: none"> <li>• Part signalisation</li> <li>• Additional lanes / flares</li> </ul>	2016-17	Funding agreed
A33 / Binfields roundabout	<ul style="list-style-type: none"> <li>• Part signalisation</li> <li>• Additional lanes / flares</li> </ul>	2017-18	Funding agreed
A33 / Gaiger Avenue	<ul style="list-style-type: none"> <li>• Additional flares</li> <li>• Improved pedestrian crossing facilities</li> <li>• Potential access to Redlands</li> </ul>	2017-18	Funding agreed
Winchester Rd roundabout	<ul style="list-style-type: none"> <li>• Partial signalisation</li> <li>• Additional lanes</li> </ul>	2016-17	Funding agreed
Thornycroft roundabout	<ul style="list-style-type: none"> <li>• Signalisation</li> <li>• Additional lanes / flares</li> </ul>	2017-18	Funding agreed
Brighton Hill roundabout	<ul style="list-style-type: none"> <li>• To be confirmed</li> </ul>	2018+	Provisional funding

19.1.7 Appendix 1 includes a plan to highlight key transport infrastructure in Basingstoke including the location of the above junctions. Appendix 2 provides a more detailed breakdown of the funding arrangements for each of the identified schemes, which also includes financial support from the council, HCC and developer contributions.

19.1.8 Additional work is currently underway with support from the Department of Communities and Local Government's (CLG) Large Site Infrastructure Fund to consider issues associated with further development in respect of transport, education, housing and finance. In terms of transport, this is focussing on the potential longer-term and large-scale development that may come forward to the west of Basingstoke over the next 40 years.

19.1.9 In addition to the above work and approach to funding, it should be noted that Statements of Common Ground have been agreed with individual landowners and the local highways authority in respect of key access issues associated with the allocated sites. It is expected that elements of this will form the basis of future planning applications, which will need to be accompanied by individual site based TA's to consider the impact of development and any required mitigation, in line with policy CN9. These will be assessed by the highways authority, along with relevant Travel Plans, to ensure that the impacts can be mitigated and that appropriate improvements are provided.

19.2 *Does CN9 provide a **strategic focus for transport schemes** in the borough?*

19.2.1 The purpose of policy CN9 is to establish specific development management requirements to ensure that:

- Proposals for development in the borough can be safely accommodated on the highway network,
- Safe and convenient access for all road users is provided; and
- Suitable parking is provided, in addition to detailed requirements in respect of design, layout and financial contributions / highway improvements.

19.2.2 This policy is supplemented by other requirements in the Local Plan, set out in the site specific policies, such as the need for a road connecting the A339 and the B3400 in policy SS3.10 and the proposed Chineham Station in policy SS10.

19.2.3 These policies sit within the strategic framework established in other key documents prepared by HCC including the Local Transport Plan (LTP3), the Borough Transport Statement, the Strategic Transport Infrastructure Plan and the Town Access Plan.

19.2.4 In terms of the LTP, this includes a series of detailed 'main priorities' and 'policy objectives' such as:

- The management of traffic to maximise efficiencies of existing networks, improved reliability and reduce emissions;
- Working with bus operators to increase patronage and reduce dependency on the private car;
- Working with the rail industry to deliver long-term investment, including improved station parking and access facilities;

- Reducing the need to travel through improved broadband;
- Investing in walking / cycling infrastructure to provide an alternative to the car for short journeys; and
- Implementing a long-term strategy to enable sustainable development in major growth areas.

19.2.5 The Borough Transport Statement builds upon the LTP to provide a more local perspective, with its purposes as outlined in paragraph 5.81 of the plan.

19.2.6 The Strategic Transport Infrastructure Plan seeks to:

- Provide a plan for improvements to the strategic transport of Basingstoke;
- Provide focus and guidance to the EM3 LEP;
- Inform the Infrastructure Delivery Plan;
- Ensure the provision of a phased delivery plan to facilitate a partnership approach to funding and delivery; and
- Meet the objectives of the LTP to reduce emissions and assist in transport choice

19.2.7 The Town Access Plan aims to improve accessibility by all modes, support the local economy, promote social inclusion and integrate transport proposals with land-use developments.

19.2.8 It is considered that these county-wide documents provide the appropriate strategic framework for transport schemes in the borough which, in combination with the Local Plan and the IDP, are able to attract resources and result in the implementation of the necessary improvements. It is therefore not necessary to repeat this at a local level.

19.3 *Is the **Infrastructure Delivery Plan (IDP)** sufficiently focused on the key transport requirements, including when, how and by whom they will be delivered?*

19.3.1 Yes. The IDP provides a detailed list of schemes which are required to address the key transport requirements and sets out indicative information on delivery timescales, costs and funding arrangements, where known. The Council considers that the IDP is sufficient to provide a framework within which to progress more detailed work to deliver schemes identified in the TA. Accordingly, in preparing funding bids to the LEP, HCC have used the IDP and the TA to identify specific junctions in need of improvement, and have designed schemes to meet the required demands to be placed upon them. As set out in 19.1.6 above, such an approach has been applied to funding bids to the LEP to secure investment in the borough's road network to meet the demands of new development.

19.3.2 Given that much of the development is focussed around the A30 and the A33 corridors, these two key links are the most significant in terms of future improvement works. Funding and a programme of works is in place to implement a series of improvements to the A33, whilst a similar approach is

also agreed for Thornycroft and Winchester Rd roundabouts associated with the A30 corridor, in addition to provisional funding for the works to Brighton Hill roundabout.

19.3.3 As the IDP reflects the infrastructure requirements at the point in time that it is drafted, it will continue to evolve, as new infrastructure is provided and new requirements emerge. In this respect, minor amendments are required to the IDP Schedule to reflect updated information on the delivery timescales for major highway schemes that HCC are undertaking. Subject to these minor amendments, it is considered that the IDP provides sufficient background information to establish what infrastructure is required and to assist in future funding bids to support development.

19.4 *Are **parking and access** issues in the town centre properly addressed in the Plan?*

19.4.1 Yes, policy CN9 of the Plan provides sufficient information and detail to provide a basis to continue to make the necessary provision for parking and improve access associated with the town centre in conjunction with other documents prepared by the Council and HCC. These are supplemented by a series of actions that are taking place outside of the Local Plan.

19.4.2 Access to Basingstoke, is generally good, with a comprehensive public transport network that converges on the town centre with good permeability on foot, by bicycle and by car, particularly when considered alongside other nearby centres. It is, however, noted that there are some issues of severance and issues around missing links in cycling infrastructure as identified in the Town Access Plan and which are to be addressed by the Cycling Strategy.

19.4.3 Parking in the town is available via a number of surface level and multi-storey car parks which cater for short and long-stay visitors and commuters. Around 5,400 spaces are provided in total by the council, Festival Place shopping centre and South West Trains.

19.4.4 Further guidance in respect of parking provision and accessibility to the town is provided in the Basingstoke Town Centre Programme (BDBC), and the Town Access Plan (HCC). In terms of the Town Centre Programme, this establishes a series of actions to improve the vibrancy of the area, with a focus on the Top of the Town, which includes:

- Improvements to connectivity through joint working with HCC;
- Improvements in signage and way-finding;
- Improved management of car parks; and
- An assessment of the re-introduction of two-way traffic along New Road.

Further work is also being undertaken to consider the scope to redevelop some of the surface level car parks for alternative uses, which will include a review of parking provision to ensure that sufficient spaces are provided and the viability of the town centre is maintained.

19.4.5 Other initiatives are being progressed outside of the Local Plan to improve accessibility generally, including those supported by the Local Sustainable Transport Fund (LSTF). Actions being taken include:

- The provision of new cycle routes;
- Promotion of cycling (training and bike repairs) and;
- 'My Journey', which provides travel planning advice and support to residents and businesses, as well as discounts for public transport and at local cycle stores.

19.4.6 In addition to the above, the Council is also in the process of preparing a Cycling Strategy, to address issues identified through extensive consultation on issues associated with the local network to date. This will provide a framework for improving cycling in the area, including the identification of key corridors for improvement to provide links from the development sites to the town centre and other key destinations.

19.5 *Should the Plan set **modal shift** targets to promote sustainable transport?*

19.5.1 No, although the council and the plan supports the promotion of sustainable transport, and is currently taking a number of actions to facilitate this, it is not considered that modal shift targets would be either robust or appropriate without the detailed work to assess the deliverability of such targets. However, modal shift targets is something that will be considered further in the Transport Strategy for the borough, which will be progressed once the CLG funded work is completed in early 2016.

19.5.2 As noted above, the Council is currently in the process of preparing a Cycling Strategy for the borough, with the assistance of Sustrans and with the support of local cycling groups. The strategy will set out the main actions required to improve the provision of cycling infrastructure in the borough, and achieve a modal shift, as well as the means of improving safety and providing training. The strategy will be accompanied by a proposed strategic route network map, to highlight where the key corridors for cycle infrastructure should be located, having undertaken a comprehensive consultation, which allowed cyclists to map their routes and highlight particular issues. This will also ensure that the locations of new development are connected into a network of routes that provide access to the town centre and other key destinations. The draft Cycling Strategy will be made available for consultation during October / November, with adoption in early 2016, and is expected to include a target of doubling the current level of cycling in the borough, in line with national guidance.

19.6 ***Public Transport Links:** Does the Plan provide a robust strategy for public transport links?*

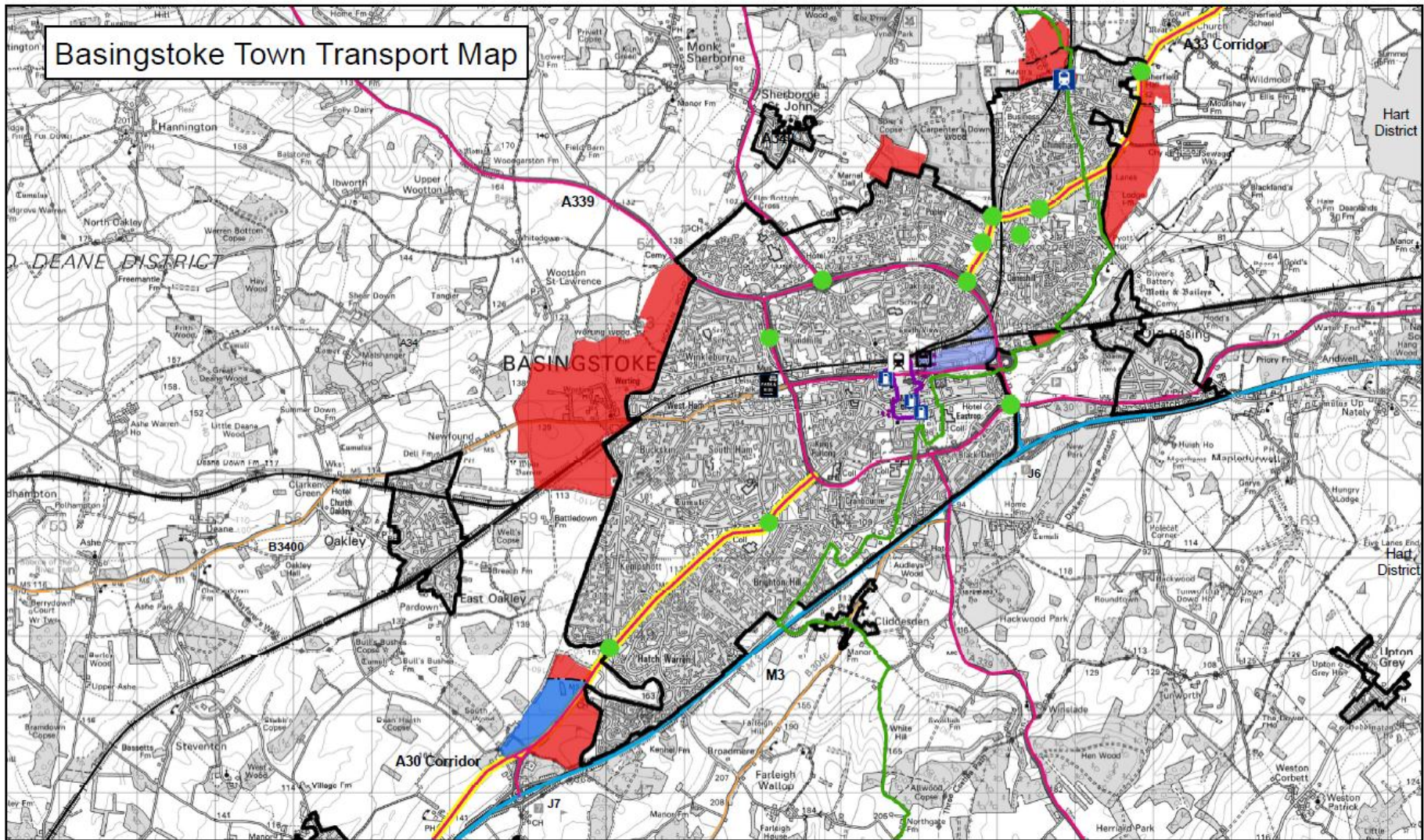
19.6.1 Yes. It is considered that the framework set out in the Local Plan provides sufficient guidance to improve public transport provision, including specific requirements in the site based policies to ensure they are served by public

transport, in addition to the requirements of policy CN9. These policies are supplemented by a series of actions and funding arrangements by the council to ensure good public transport provision across the borough.

- 19.6.2 Within the borough, public transport is primarily focussed on bus services, particularly within and to Basingstoke, where there is a comprehensive network of routes in the urban area, including the 'Centre Shuttle' Park and Ride service. Connections to the other main settlements in the borough are also well provided for, with regular services to Kingsclere, Oakley, Overton, Tadley and Whitchurch, with onward connections to Andover, Alton, Newbury and Winchester. Appendix 4 highlights the key transport connections.
- 19.6.3 Commercially operated services generally provide good coverage during the daytime, with HCC and BDBC providing subsidised services over the weekend and during the evenings, with the council providing over £700,000 per annum of funding to support these. This includes both services in the rural area, taxi shares, the Centre Shuttle and Dial-a-Ride services.
- 19.6.4 In terms of rail travel, the town is well served, with connections to London Waterloo, Reading, the Midlands and the North, the South Coast and South West. In addition to Basingstoke, there are stations at Bramley, Overton and Whitchurch, with proposals for a new station at Chineham on the Basingstoke to Reading line. This section of line is set to benefit from electrification and the introduction of new trains by late 2018, with the potential for direct services to London Paddington, also serving Heathrow Airport.
- 19.6.5 In common with HCC and the LEP, the Council seeks opportunities to lobby and promote the need for improvements in rail services with Network Rail and the train operating companies. This includes highlighting the need for increased capacity and frequencies, better connectivity, including access to the airports and improved access to stations more generally, in addition to the provision of a new station at Chineham.
- 19.6.6 Given work currently being undertaken through the CLG funds, it is anticipated that improvements in public transport provision will be identified and that further work will be required to deliver these, in tandem with the proposed Transport Strategy, referred to in para 19.5.1. In light of this and other actions being undertaken, it is considered that the plan provides a robust strategy for public transport links.
- 19.7 ***New rail stations: Do policies SS10 and SS11 strike the right balance between aspiration and effectiveness?***
- 19.7.1 It is considered that the approach taken in the plan in respect of a new station at Chineham (policy SS10) and Whitchurch station car park (SS11) is appropriate given the need to provide certainty to relevant landowners, the rail industry, HCC and the LEP.

- 19.7.2 In respect of Chineham Station, this is a long-standing proposal to serve the residential area and business parks of Chineham by regular train services between Basingstoke and Reading. The site of the proposed station has been secured through a s106 agreement, associated with Taylors Farm (Sherfield Park) and is now in the control of HCC. Previously consented schemes for the station include the provision of a car parking, to accommodate up to 120 cars, in addition to a bus stop, taxi dropping-off point, cycle parking and waiting facilities.
- 19.7.4 Recent discussions have taken place with Network Rail, First Great Western, HCC and the LEP, who are supportive of the principle of the proposal, as set out in letters from these organisations in Appendix 3.
- 19.7.5 Given the need to secure funding for the station, which is estimated to cost around £7.7m, it is fundamental to retain the site allocation, in order to provide certainty to:
- Partners in the rail industry, demonstrating the Council's commitment to the station; and
  - Funding bodies, such as the LEP, who will want assurances that funding that may be allocated will be used to support schemes that are likely to be implemented.
- 19.7.6 In this respect, it is understood that there will be a further round of funding available through the Department for Transport's New Station Fund, to which it is likely that a bid will be made to secure funding for a new station at Chineham, in partnership with the organisations listed in para 19.7.4.
- 19.7.7 In terms of Whitchurch station car park, this allocation has been carried forward from the saved policies of the Adopted Local Plan 1996-2011, and was originally allocated to respond to the demand for car parking spaces and mitigate parking issues on nearby roads. The existing station car park, operated by South West Trains, provides 56 spaces, which is supplemented by a small, temporary car park on the site of the former Railway Inn pub.
- 19.7.8 In light of the limited opportunities to provide a station car park on alternative sites elsewhere in Whitchurch, it is considered to be necessary to retain the allocation in the plan, in order to provide a basis for on-going negotiation with the landowner, who has indicated support for the proposal through consultations on the plan to date. Support has also been expressed by Network Rail in relation to this policy.
- 19.7.9 In light of the broad agreement to the provision of the car park by the landowner and Network Rail, it is considered that the policy strikes the right balance in terms of aspiration and effectiveness.

# Basingstoke Town Transport Map



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## Key

- |   |                                 |                                     |                                     |                              |
|---|---------------------------------|-------------------------------------|-------------------------------------|------------------------------|
| Major Junction Improvement Schemes        | Electric Vehicle Charging Point | NCN 23                              | Proposed additional site allocation | B Road                       |
| Existing Railway Station                  | Proposed Railway Station        | Existing town centre boundary       | Site allocation                     | Corridor Improvement Schemes |
| Park and Ride Scheme                      | Bus Station                     | Basing View Regeneration Site       | A Road                              | Rail Network                 |
| Proposed revision to Town Centre Boundary | Site Boundary                   | Existing Settlement Policy Boundary | Motorway                            |                              |

## Appendix 2 - Breakdown of funding for major schemes in Basingstoke

<b>Scheme</b>	<b>Cost</b>
Black Dam roundabout	<b>Approx £10m total</b> S106 - £574k BDBC - £500k HCC - £400k Approx Pinch points - £8.5m
A33 corridor	<b>£8.2m total</b> LEP - £6.56m S106 - £840,000 BDBC £700,000 HCC - £100,000
A340 Aldermaston Rd	<b>£4m total</b> LEP - £3.34m S106 - £0.66m
Brighton Hill roundabout	<b>£4m - total</b> LEP - £3.5m Other sources - £0.5m
Thornycroft and Winchester Rd roundabouts	<b>£8.5m – total</b> LEP – £7.3m S106 - £300,000 BDBC - £900,000

## Appendix 3 – Letters of support in relation to Chineham Station



Mark Lambert  
Planning Policy and Implementation Team  
Basingstoke and Deane Borough Council  
Civic Offices,  
London Rd,  
Basingstoke  
RG21 4AH

19 August 2015

Dear Mark,

I am writing to you in relation to your proposal for a new station at Chineham on the line between Reading and Basingstoke. This line forms part of an important north/ south route for both passenger and freight services and as such careful consideration must be given to any proposed changes or enhancements.

As you are aware Network Rail has, over the last two years, been developing several Route Studies. The Route Studies detail the strategy for the network in relation to capacity and connectivity. The line between Reading and Basingstoke is impacted upon by the strategy set out in both the Wessex and Western Route Studies.

In terms of the line between Reading and Basingstoke the following interventions have been proposed:

- Overhead (AC) electrification of the line as part of the Great Western Electrification Programme (GWEP)
- Basingstoke Flyover
- An increase in CrossCountry services using the line
- An increase in freight services using the line
- Capacity enhancements to the north of Southcote Junction
- Direct services from Basingstoke/ Southampton Central to Heathrow Airport with the potential to be extended to the proposed new station at Old Oak Common for connection to HS2 as well as onwards to London Paddington

It should be noted that these proposals are suggested in the Route Studies as 'Choices for Funders' and not as recommendations. The next step in the Long Term Planning Process (LTPP) is to develop the choices suggested for Control Period 6 (CP6) to decide if they should be included in the Initial Industry Plan (IIP) in September 2016.

As noted above electrification of the line between Reading and Basingstoke forms part of GWEP. As you are no doubt aware a review is currently underway to see what can and can't be delivered within Control Period 5 (CP5) and what may need to be re-phased into CP6. Until the review has been completed I cannot confirm when electrification will be delivered but it should continue to form part of the strategy for the line and be accounted for in all decisions.

In terms of rolling stock I have been advised by First Great Western that once the line has been electrified it is assumed that Class 387s will be operated on the line to replace the rolling stock currently used for the Reading to Basingstoke shuttle services. From December 2019 it is expected that Class 365s will then be used on the line, replacing the Class 387s.

Electrification and the type of rolling stock are both key considerations when deciding if a new station at Chineham is feasible. Another key consideration, in this case, is the proposal for a new station at Reading Green Park, which is currently under development.

At this time it is still unclear how electrification, rolling stock type, proposed new services, and Reading Green Park will impact upon train operation on the line and how the timetable will need to change. It is therefore unclear how any changes could affect the proposal for a new station at Chineham.

For this reason Network Rail can see no reason not to be supportive in principle at this stage to the new station proposal at Chineham, subject to the undertaking of further detailed work to understand all the variables that affect the Reading to Basingstoke line. Network Rail is happy to continue to work with Basingstoke & Deane Borough Council to understand these issues and work towards a joint decision on the future of a new station at Chineham.

Yours sincerely,

A handwritten signature in black ink, appearing to read "Jaime Rockhill".

Jaime Rockhill  
Strategic Planner [Wessex]

7th September 2015

Mark Lambert  
Planning Policy and Implementation Team  
Basingstoke and Deane Borough Council  
Civic Offices  
Basingstoke  
Hampshire RG21 1AH

Dear Mark,

### **Chineham Station**

Chineham Station is included in the LEPs Strategic Economic Plan, where we highlighted that a new station at Chineham would significantly help reduce congestion and encourage inward investment, as well as serving the large existing population in this area of town. The LEP is therefore fully in support of Chineham Station and for it to be able to go successfully forward, we believe that four elements will all need to be achieved.

- Developments contributions to the project need to be committed
- The LEP identifies a contribution to the scheme from the funding available to it; most likely the Local Growth Fund
- Network Rail agree for a new station to be constructed and possibly make a funding contribution
- A Train Operating Company agrees to serve the new station

The LEP will continue to lobby Government, Network Rail and Train Operating Companies to invest in major network capacity enhancements as well as service frequency and capacity enhancements. We highlighted the importance of Chineham Station within our responses to both the draft Great Western and Wessex Route Studies and urged them to include possible provision of the new railway station within their future plans. On publication of the final reports we have again highlighted the need for this investment to be brought forward as soon as possible.


Enterprise M3 is also fully signed up to the Hampshire and Isle of Wight Devolution Prospectus, which includes as one of its key asks is closer working with Network Rail together with local devolution of their funding, as part of a 10-year Infrastructure Guarantee to help bring forward rail improvements such as this.

There may also be some potential for the LEP to invest funding through the Local Growth Deal into complementary infrastructure improvements. Within our pipeline of

LGF funding we presented to Government earlier in the year, the LEP included a sum identified for a package of rail infrastructure improvements. Although this was not funded as part of the Growth Deal 2 announcement, we will continue to look to take this forward in future rounds. We will also work closely with the rail industry and local authority to investigate is bids for funding through initiatives such as the New Stations Fund can be submitted.

It is also important that the local Council is able to demonstrate a good contribution from the private sector and our understanding is that there are a number of potential sources available.

Yours sincerely

A handwritten signature in black ink that reads "Kevin Travers". The signature is written in a cursive style with a long, sweeping underline for the name "Travers".

Kevin Travers  
Transport Project Manager Enterprise M3



**Hampshire**  
County Council

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Mr M. Lambert  
Planning Policy and Implementation Team  
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Enquiries to	John Sorrell	My reference
Direct Line		Your reference
Date	26 August 2015	Email <a href="mailto:John.sorrell@hants.gov.uk">John.sorrell@hants.gov.uk</a>

Dear Mark,

### **Chineham Station**

It has been a long standing ambition of Hampshire County Council (HCC) to provide a new railway station at Chineham on the line between Basingstoke and Reading. The site for the proposed station was transferred to the County Council, through a section 106 agreement linked to the Taylors Farm development, in February 2012.

The agreement requires the station to be delivered within ten years of the transfer. HCC therefore supports the bid in principle and recognises the economic benefits it would bring.

The Basingstoke & Deane draft local plan includes significant planned housing growth up to 2029 and is expected to increase the demand for travel by rail. Support for a new station at Chineham formed part of the County Council response to the DfT Consultation on the specification for enhancements within the Great Western rail franchise area over the period 2015-2020. The response recognised the economic importance of both Reading and Basingstoke as centres for employment and engines of economic growth and the crucial role that proposals for a new station at Reading Green Park (supported by Thames Valley Berkshire LEP) and at Chineham (supported by Basingstoke & Deane Borough Council and included in the Enterprise M3 LEP Strategic Economic Plan) could play. In tandem with possible increases to train service frequencies from the current 2 trains per hour to 3, the station proposal will assist in reducing end to end journey times for stopping services and help improve connectivity between the two towns and reduce congestion on the parallel A33 road corridor.

*Director of Economy, Transport and Environment*  
**Stuart Jarvis BSc DipTP FCIHT MRTPI**

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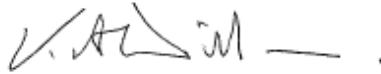
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A new station at Chineham therefore has the potential to significantly reduce congestion on the A33 and also help to support investment in the town, improve access and unlock barriers to growth.

This ambition is supported by various studies that have concluded that the proposal appears technically feasible. However, this now requires more detailed operational investigations by Network Rail before the future viability of a possible station at Chineham can be established. .

Hampshire County Council will work in partnership with Basingstoke & Deane BC and other organisations to help attract funding and progress the station proposal.

Yours sincerely

A handwritten signature in black ink, appearing to read 'K. Willcox', followed by a horizontal line.

Keith Willcox  
Interim Assistant Director – Strategic Transport



Mark Lambert  
Planning Policy and Implementation Team  
Basingstoke and Deane Borough Council  
Civic Offices  
London Road  
Basingstoke  
Hampshire RG21 4AH

14<sup>th</sup> September 2015

Dear Mark,

Following our recent discussions, I write to support the principle of a new station at Chineham on the Basingstoke to Reading line. The proposal presents the opportunity to increase access to the rail network and increase the attractiveness of public transport for existing Chineham residents as well as unlock the substantial residential development proposed for the area.

The current First Great Western franchise runs until 20th September 2015 and we have recently been awarded a new Direct Award franchise by the Department for Transport, to run until at least 31st March 2019. The new franchise will see the introduction of electric trains on the line, following electrification by Network Rail, which are both faster and have additional capacity than the current fleet of Class 150 trains used on the line.

During the new franchise, FGW will continue to work in partnership with local authorities to develop and deliver local priorities that are in line with industry objectives. In addition to working with Basingstoke and Deane Borough Council on proposals for Chineham, FGW is working with Reading Borough Council on the development of a new station at Reading Green Park and improvements to Reading West station.

Regarding the Chineham proposals specifically, there are rolling stock and timetable challenges to overcome and the possible service pattern is intrinsically linked to electrification of the line. Electrification is currently due to be completed by Network Rail in time for the December 2018 timetable changes. Whilst we would initially envisage that the service continues to operate as a shuttle between Reading and Basingstoke, there may be future opportunities to extend service beyond Reading, which we can explore with you during the development of the scheme.

In conclusion, FGW is supportive of the principle of a new station at Chineham and look forward to working with you, Hampshire County Council, the Enterprise M3 LEP and Network Rail to progress this exciting proposal.

Best wishes



Tom Pierpoint  
Regional Development Manager  
First Great Western

## Appendix 4 – Strategic Location of the Borough

