

What is being proposed?

The design of the transport infrastructure for Manydown will be crucial to ensure that the new communities that are created are accessible and well connected with each other, the rest of Basingstoke town and with the borough.

With a development of 3,200 homes, Manydown requires an approach that covers all forms of transport, including public transport, cycling and walking. Basingstoke currently relies heavily on car usage. However, enabling alternative and more sustainable ways to move around, such as cycling and walking, is also very important to maintain local air quality and improve health and wellbeing.

The main street

The outline planning application includes a main street forming the main route through the site, connecting Worting Road (B3400) in the south to a junction with Kingsclere Road (A339) in the north.

The main street seeks to achieve a number of different aims:

- a main street that is a pleasant place to walk and cycle along;
- locating activities and homes, shops and businesses along the street to encourage walking and cycling and create a distinctive place;
- connecting the A339 and the B3400, providing linkages to the existing key corridors and balancing the needs of different types of transport; and
- creating a vibrant central street and road network that considers existing residents and neighbours and their needs, which is not dominated by cars.

The application proposes a corridor for the main street which varies in width, allowing it to be tailored as specific development proposals come forward in future detailed planning applications.

This will provide flexibility and allow it to develop over time to support the flow of traffic, including vehicles,

pedestrians and cyclists, as well as other activities. It is proposed that buildings, trees and planting will be used on either side of the main street to change its character so that it can accommodate a mix of uses such as on-street parking, servicing shops and businesses, bus stops and crossing points.

The design of the main street has been based on traffic modelling, which is computerised testing, and the landscape of the site. The amount of traffic on the main street is expected to gradually reduce along the road from north to south in four broad sections with different characteristics and traffic volumes.

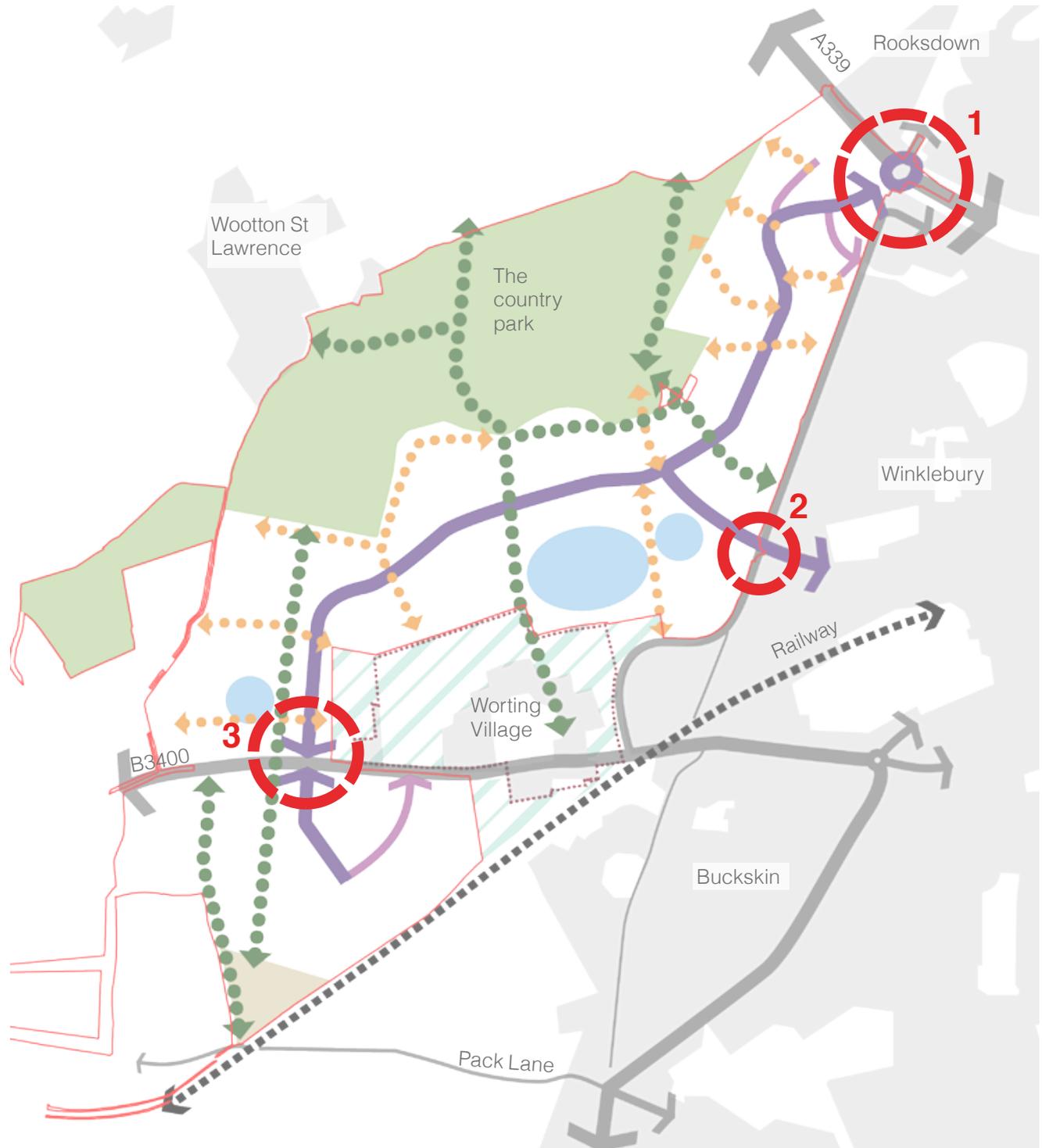
At the northern end of the main street, the road will allow for a high volume of traffic as it feeds into a major new junction with Kingsclere Road (A339), replacing the existing Kingsclere Road / Roman Road roundabout. While vehicle movements will be greater and take priority, careful consideration will be given to ensure adequate pedestrian and cycle links, enabling safe trips between the site and Rooksdown.

Get in touch

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Access junctions

The outline planning application includes access points to the site from Kingsclere Road (A339), Worting Road (B3400) and Winklebury Way. The proposed Kingsclere Road (A339) junction is important not just for Manydown but also for the future growth plans of the borough and the design responds to the existing safety issues at the top of Roman Road. The B3400/Worting Road crossroads is designed to provide a good entrance to Manydown, while the Winklebury Way junction is designed to provide good accessibility to Winklebury, including by bus.



Proposals for the road network include a combination of on-site and off-site highway improvements

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Kingsclere Road (A339) junction – 1

A reconfigured signalised roundabout is proposed for the Kingsclere Road (A339) / Roman Road junction to the north of the site.

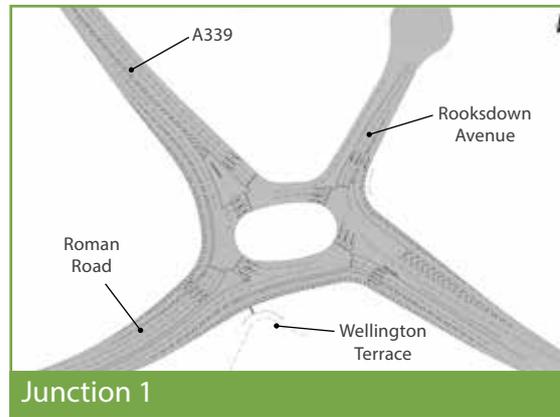
It is proposed that Roman Road will have a link in to the main street and traffic will be diverted through the site which means that Roman Road will not directly access Kingsclere Road (A339). Although this would mean a slight detour for some residents, it would improve traffic flows as well as dealing with a pre-existing safety issue at Wellington Terrace. The modelling undertaken to support the outline planning application suggests that around one third of the existing traffic on Roman Road could be diverted to the main street on Manydown which will have greater capacity to cope with those flows, helping to ease the flow of traffic on Roman Road.

Winklebury Way junction – 2

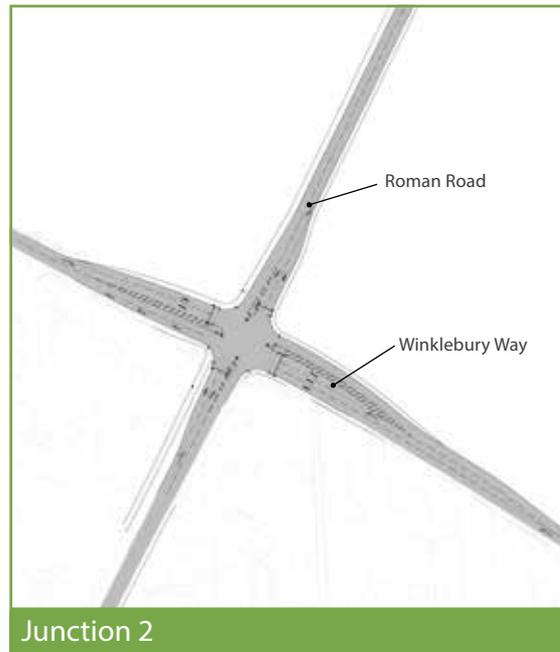
A traffic light controlled crossroads is proposed for the Winklebury Way road junction to the east of the site. Due to the desire to connect new and existing facilities, pedestrian crossing points would be included on each arm of the junction. The capacity of the junction has been designed to accommodate future bus services and balanced with pedestrian safety in order to encourage the use of walking and cycling routes to the town centre, in line with feedback from the community.

Worting Road (B3400) junction – 3

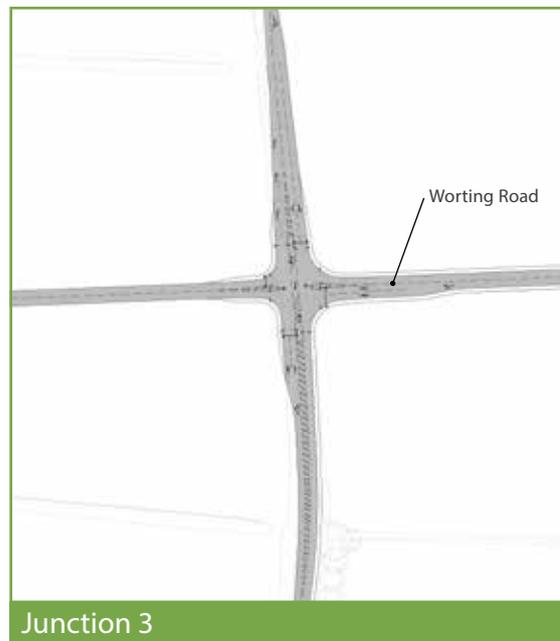
A traffic light controlled crossroads is proposed for the Worting Road (B3400) junction to the south of the site and is designed to provide a good entrance to Manydown. Pedestrian crossings have been included on each arm of the junction with the aim of encouraging walking and cycling.



Junction 1



Junction 2



Junction 3

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Off-site improvements

Comprehensive traffic surveys undertaken in May 2016 have enabled the councils to understand how Manydown can connect with the rest of Basingstoke town and borough. Testing using a traffic modelling system called the North Hampshire Transport Model will enable the councils to agree with Hampshire County Council, as the highways authority, which off-site junctions need to be improved because of the Manydown development. This is expected to include proportionate financial contributions towards junction improvements at Fiveways in Kempshott and the A339 / Ringway roundabout, subject to further negotiations with Hampshire County Council.

Walking and cycling

A network of footpaths will provide a choice of routes, ensuring as many homes as possible are within walking distance of local facilities. A large number of key walking links are proposed to ensure as many residents as possible living on the site, as well as residents in the surrounding area, have access to facilities such as the schools, local centres and country park by foot. In addition, key cycle routes will be signposted and the main street will include cycle paths on both sides of the road.

Work is being undertaken with Basingstoke and Deane Borough Council and Hampshire County Council to explore how Manydown could support wider improvements being made to create a high quality environment for cyclists across Basingstoke.

Public transport

With such a wide mix of housing and different levels of affordability, good quality bus services will be crucial to ensuring that the new communities are accessible and well-connected. We have taken this into account through our design concept, our approach to the local centres and also through our on-site road infrastructure, for example Winklebury Way.

Good frequent bus services from Manydown to the rail station and town centre will be an important part of accessibility and connectivity not only for Manydown but also other existing communities located in western Basingstoke.

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Why have we adopted this approach?

The approach responds to the needs of the Manydown development and also the way that Manydown should integrate with the communities on the western side of Basingstoke, the rest of Basingstoke town and the borough.

The main street

Basingstoke and Deane Borough Council's Local Plan requires a central spine road or main street to form the primary route through Manydown, connecting Worting Road (B3400) in the south to a junction with Kingsclere Road (A339) in the north.

The land allocated at Manydown by the Basingstoke and Deane Local Plan includes a number of other sites not owned by the councils. To coordinate the developments and the planning of the infrastructure needed to support them, the borough council adopted a Manydown Development Brief under its responsibility for planning.

This Manydown Development Brief states that 'the design must provide a safe and comfortable environment for all road users, including pedestrians and cyclists.' It also states:

- the design and character of the road needs to reflect the changing character of the development, so that it relates appropriately to the adjoining buildings, whether they are homes, shops or business;
- the scale and design of the link road should not make it difficult for people to cross through the site. Pedestrian crossings should be provided at suitable points along the route, balancing the need to ensure that traffic can flow;
- the design of the road should be carefully considered to manage the speed of vehicles;
- the design of the road should minimise the impact of noise and air pollution; and
- there should be provision for buses and routes for cyclists and pedestrians.

Consultation responses backed that up and confirmed the need for an integrated approach. The majority of people agreed that the proposed main street should encourage walking and cycling while still allowing vehicular traffic to flow. A majority of respondents requested cycle lanes on both sides of the street, reflecting the view that providing safe walking and cycle routes would encourage sustainable modes of travel. A number of people raised concerns over parking on the main street, particularly if there were shops or businesses on it and others specifically stated that there should be no shops on the main street, believing it might restrict the flow of traffic. Residents expressed a desire for adequate cycle and foot paths.

Access junctions

The northern junction was the most technically challenging, with two options considered: a new traffic light controlled T-junction or a reconfigured roundabout at the junction of the A339 / Roman Road.

During the consultation access arrangements attracted the highest number of responses. A number of people raised concerns over the proposals to close the top of Roman Road, some respondents questioned whether the proposed solution could accommodate the volume of traffic expected to access the site, while some suggested alternative options. Of the two options shown for the northern junction, more people expressed a preference for the reconfigured roundabout than for the T-junction.

Walking and cycling

From the outset of the project, the concept of a 'walkable neighbourhood' has been a strong focus. The masterplan has been led by an ambition to ensure that residents can walk around Manydown easily and access local facilities by foot, while understanding that a lot of people will still use their cars. As well as pedestrian trips, the transport strategy sought to increase the number of cycle journeys to and from the site.

Feedback from consultation showed the majority of respondents supported the proposals for a walkable neighbourhood, good cycle routes and public transport. A number of respondents commented generally on public transport in Basingstoke, suggesting it needed improving, whilst some suggested that cycle routes would be more beneficial if they linked into a wider network across Basingstoke.

Where can you access further information?

See the following outline planning documents below on Basingstoke and Deane Borough Council's website at www.basingstoke.gov.uk/manydownplanning

- The Design and Access Statement
- The Transport Assessment

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