

What was said during the initial planning consultation?

As part of the initial consultation on the outline planning application, Hampshire County Council, as the body responsible for highways, raised concerns about the safety and capacity of the proposed new access junctions and asked for more information about walking, cycling and public transport. More generally there was concern about the traffic impact of the development on existing roads and neighbourhoods.

How have we responded?

Our team of engineers has updated the designs for the main junctions to address safety and capacity concerns, in consultation with the county council. We have also supplied the requested information on walking, cycling and public transport. Detailed information can be found in the updated Transport Assessment.

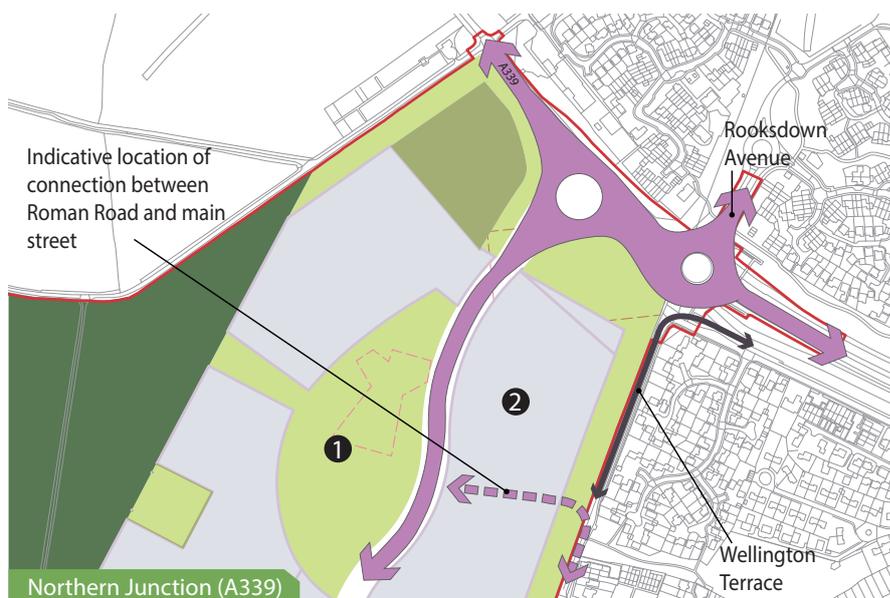
The capacity of the junctions takes account of all forecast traffic to and from Manydown, other development sites in the adopted Local Plan and likely general traffic growth in the borough to 2031.

Changes to the northern junction

The access from the A339 (Newbury Road) will change from one large roundabout to two medium-sized roundabouts, both with traffic lights.

This is designed to improve capacity to cope with rush hour traffic and encourage through traffic to use the A339 rather than cut through Rooksdown. It also allows for the creation of a neighbourhood park as a gateway to the site.

The existing pedestrian bridge would be replaced in broadly the same location. Concerns were raised, as part of the initial consultation, about the large roundabout potentially leading to the removal of hedges and trees at Rooksdown. This has been considered as part of the revised design of the junction at Rooksdown which largely replicates the existing roundabout with some changes to improve capacity and access. This will lead to the loss of some low quality trees and shrubs on the eastern corner of the roundabout but will allow more of the higher quality trees to the north of the A339 to be kept, in response to the comments received.



- 1 The new A339 junction design means that the northern neighbourhood park is no longer separated by the main street. This allows for the creation of an attractive park as a gateway to the site, set back from the A339 and well connected to the country park. There will be space for large parkland trees to line the edge of the park along the main street, allowing open views into and across large areas of grassland with space for a kickabout area and children's play equipment.
- 2 As previously stated, it is proposed to close the access from Roman Road on to the Kingsclere Road (A339) roundabout. Roman Road will have a link into the main street at the northern end of the proposed development and traffic will be diverted through the site, rather than Roman Road directly accessing Kingsclere Road (A339). This would mean a slight detour for some residents, but aims to improve overall traffic flows and safety for Wellington Terrace. Approximately one third of existing traffic is predicted to be diverted to the main street, easing the flow of traffic on Roman Road.

Get in touch

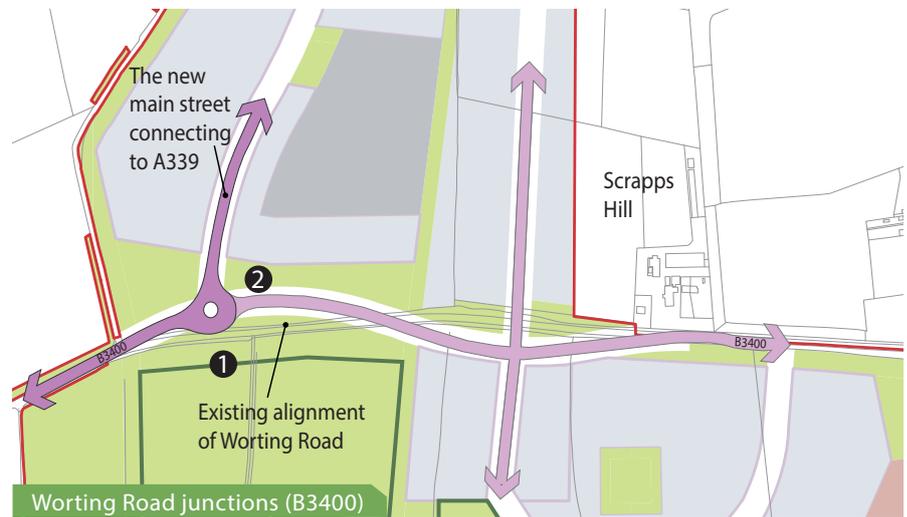
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Changes to the southern junction

On the B3400 (Worting Road), in response to capacity and safety concerns, a revised crossroads junction will connect with the new main street at the south of the development.

The road alignment to the west of the crossroads junction would be changed so that it connects into a new roundabout at the western edge of the development. The new roundabout has been located as far east as possible to reduce potential landscape and visual impacts.

The proposal would allow for the speed limits on the B3400 to be reduced to 40mph, creating a safer transport corridor along the south of the development. The design of the junctions also allows for improved pedestrian and cycle connections from Worting and Oakley across the B3400 and into the new development at Manydown.



- 1 The new roundabout has been located as far east as possible in consideration of the potential landscape and visual impacts. Lighting around the junction would be reduced as far as possible so that it doesn't spread light pollution into the strategic gap and open countryside.
- 2 Ecology protection measures including the creation of new habitats will be revised around the new road layout.

Roman Road / Winklebury Way

At Roman Road / Winklebury Way, a crossroads junction with traffic lights is still proposed in the same location as before. Changes have been made to the vehicle lanes approaching the junction and pedestrian crossing points, to address capacity and safety standards.

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Local traffic calming

As part of the initial consultation, members of the public raised concerns that the transport proposals for Manydown could lead to 'rat running' through residential areas such as Winklebury and Rooksdown. Transport modelling, which evaluates current needs and predicts likely future effects and needs, has been used to assess the likely impact on main residential roads and examine how traffic would re-route in response to the new development at Manydown. The main junctions have been designed to minimise this impact and encourage traffic flow.

As a result, the package of transport improvements includes a commitment to monitor these issues and, if necessary, to investigate and subsequently fund measures to discourage 'rat running' through local areas. This may take the form of direct traffic calming, where this would not have a negative effect on local traffic, or improvements at other locations. As the project progresses, the team will continue to work with residents to understand the concerns raised and identify appropriate measures.

Off-site impacts

The comprehensive traffic surveys undertaken as part of the application process have enabled the project team to understand how Manydown can connect with the rest of Basingstoke and the borough as a whole. The modelling work has also helped to identify impacts on off-site junctions so that appropriate financial contributions towards junction improvements can be made to minimise the impact of the development. This includes at Thornycroft Roundabout, West Ham Roundabout, Winchester Roundabout, Fiveways, Rooksdown Lane/A339 and Old Kempshott Lane subject to further negotiations with Hampshire County Council, as local highway authority.

Walking and cycling

In response to feedback, proposals to promote walking and cycling have been further developed working with the local highway authority. The proposals outline a complete and clearly signed route between Manydown and Basingstoke town centre, suitable for pedestrians and cyclists and including new dedicated off-street routes, where this is feasible. Additional improvements to pedestrian and cycle connections have also been designed for the routes from Manydown into and through Winklebury, Rooksdown, and the Houndmills area, so that walking and cycling are easier for trips to these locations.

To read the full information see:

- Transport Assessment

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