

# Whitehill & Bordon

## Exhibition for the Highways Integration Project

### July 2018

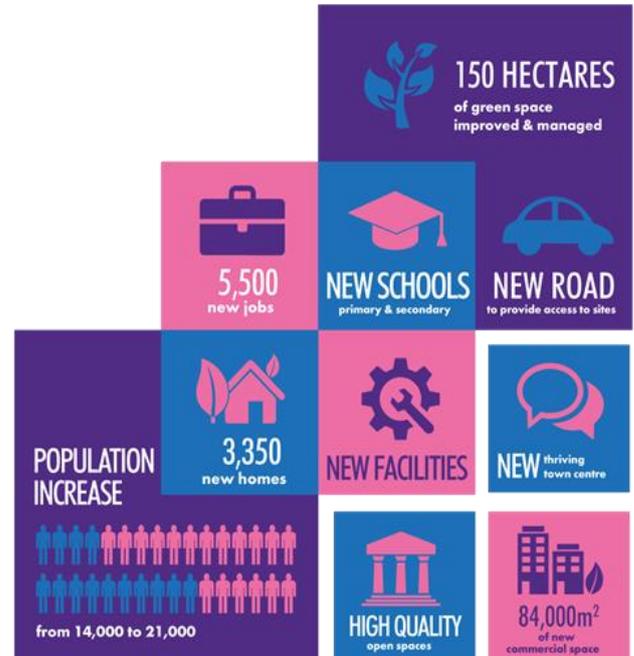
### Background

When the Army left Bordon in December 2015 over 100 hectares of land were freed up for redevelopment, presenting a unique ‘once in a generation’ opportunity to transform the town.

Agreement on how the town should be developed began with the 2012 Masterplan, produced in collaboration with East Hants District Council, Hampshire County Council and other key stakeholder groups.

The Masterplan principles aim to create a ‘sustainable town’, and underpin all subsequent plans, including the Urban Design Strategy for the current A325, the Relief Road, and other supporting transport strategies. These have all been previously consulted on and agreed, and form the basis of the highways proposals we are showing you now.

(Graphic courtesy of East Hants District Council)



### What are we trying to achieve?



The old approach to town and transport planning, was to build for separate groups, either vehicles or pedestrians. This created barriers within towns, and areas which were often left empty outside of peak times. This old approach ignores how people want to live, and the need to integrate all types of travel and behaviour.

We now have the opportunity to rethink how travel around the town should operate, and how it can be made to work better. If we do this right we can build a thriving and sustainable community, as shown in the diagram to the left.

To support the development of a thriving, inclusive and sustainable community, the objectives of the Integration Project are to:

1. Knit together the existing and new areas of town
2. Reduce traffic levels in the town to accommodate planned growth in housing and jobs
3. Make the town an attractive place to live
4. Support better health
5. Enable sustainable growth

This exhibition focusses on the changes we can make on the **highway**, to reduce the dominance of vehicle traffic, and how we can make it safer and more attractive to cycle or walk to around the town. Further elements of the Integration Project like the Sustainable Transport Package (including buses) are under development, and details will be provided as soon as possible.

### **Why do we need to make changes?**

The A325 is a key north-south link between the A31 and A3, which currently carries between 13-15,000 vehicles per day through Whitehill & Bordon. It serves an important function as an 'A' road. It also acts as a barrier to local movement. With the redevelopment planned for the town, the current A325 could become even more of a barrier, cutting off existing residential areas from the new facilities.

Budds Lane will become a key route to access schools, the new town centre, and a range of leisure and community facilities. The road currently has high vehicle speeds, wide junctions and narrow pavements. This makes it an unattractive route for walking and cycling.

As the development progresses, other areas of the town, like Station Road, Hogmoor Road and Chalet Hill, will also undergo a change in character, and may require further changes to traffic management, and improvements to pedestrian and walking links.

### **How can we do this?**

When fully open (winter 2018), the relief road will become the new route of the A325, carrying through-traffic, and providing access to the town, including new development sites at Prince Philip Park and Louisburg. The removal of through-traffic from the town creates an opportunity to:

- reconnect the two sides of town / link up the existing and the new;
- improve the look and feel of the town centre;
- make the town more walking and cycling friendly; and,
- enable sustainable development and growth in the town.



Photo from Bordon Herald

The opening of the relief road alone will not achieve this change. To encourage use of the new relief road it is necessary to change the character of the current A325, so that drivers recognise it as a local, town access road, and not a major 'A' road.

To increase choice and accessibility we also need to make it easier, safer, and more attractive to walk and cycle around the town. To achieve this, the following package of measures is proposed:

- narrowing sections of the current A325 to 6m, to slow vehicle speeds;
- installing new pedestrian and cycle crossings, which will mainly be zebra/tiger crossings, to give greatest priority to pedestrians and cyclists;
- providing more facilities for cyclists, including a continuous shared-use path on the western side of the current A325, and the northern side of Budds Lane;
- improving footpaths;
- removing off-carriageway bus laybys, to:
  - slow vehicle speeds and improve bus journey times (as easier for buses to re-join the traffic);
  - install raised kerbs to assist people getting on/off buses;
  - creates additional space for pedestrian/cycle paths;
- reducing the size of Station Road crossroads to match future traffic levels, to:
  - improve pedestrian/cycling facilities and crossings;
  - reduce dominance of north-south traffic flow;
  - encourage through traffic to use relief road;
- changing Budds Lane/Chalet Hill junctions to mini roundabouts, to:
  - slow traffic approaching key pedestrian areas;
  - reduce dominance of north-south traffic flow;
  - give priority to pedestrians, rather than vehicles;
- reducing size of other junctions, to make it easier for pedestrians to cross, and to reflect reduced speeds and volumes of traffic;
- narrowing Budds Lane to 5.5m, between the new town centre and Mill Chase Academy;
- make Budds Lane even narrower at certain points, with additional pinch points at either end of the section between the new town centre and new Mill Chase Academy, and in front of the Infant and Junior schools;
- more tree planting and landscaping, particularly in Budds Lane, where we want to change the character of the road to a park-type environment.



### Shared-Use Footpath/Cyclepath

We would like to improve pedestrian and cycling facilities throughout the town, starting with the current A325 and Budds Lane. However, there is not space along these roads to provide separate paths along their whole length, so a separate cycle path would stop and start, or keep switching from a separate path to a shared pedestrian/cycle path. This would be confusing for all road users, could cause safety issues, and is unlikely to encourage greater levels of cycling, particularly amongst those who are less confident.

We can provide a continuous path for pedestrians and cyclists along the western side of the current A325 and the northern side of Budds Lane, but this would need to be a shared-use path, used by both pedestrians and cyclists. **We need to know if you support this proposal.**

## When Will This Happen?

The first phase of highways works, will begin early 2019, on Budds Lane and Arrival Square. This is to ensure the road is safe to use, in time for the new Mill Chase Academy opening, and that there are safe crossings on the current A325. We also want to ensure the Arrival Square is complete in time for the new town centre opening.

The second phase of highways work will focus on the northern and southern gateways, to encourage use of the relief road by through traffic, and reinforce the change of character of the current A325.

In later phases we will review areas such as Station Road, Hogmoor Road, Chalet Hill and the remaining sections of the current A325.

We are developing the public transport proposals, and will consult on these as soon as possible. Delivery of public transport improvements will be phased, in line with delivery of new housing and town centre.

We will continue to monitor traffic levels in the villages surrounding Whitehill & Bordon, and will develop suitable traffic management schemes should traffic levels increase as a result of the development.

## Summary

To make the most of the current redevelopment opportunities, there is a need to provide good transport provision, linking people to jobs, school, health, leisure etc. There is also a need for people to adapt, and change the way they currently travel.

The highways proposals we have shown you in the exhibition will help to create a new urban environment, which recognises:

- that each street, each place, is subject to numerous demands – commuters, shoppers, leisure use, school run, etc.;
- the need to achieve the right balance between different, and often competing demands;
- that not all users will get **all** they want, but the dominance of one group over another is removed;
- the opportunity to create a vibrant, dynamic, mixed-use town, which reflects how people really live.

With the combined measures set out in this exhibition, and future phases of the Integration Project, local people will be able to access the new developments and facilities by all modes of transport, and the town will be fully connected as it grows.

With the scale of development planned over the next few years there will inevitably be disruption to roads and services. We will aim to keep any disruption to a minimum, and to ensure that works are well communicated.