

# Whitehill & Bordon Relief Road

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## Consultation

**Research & Intelligence**

**16 May 2014**

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## 1. Introduction and Background

The Whitehill & Bordon relief road is needed to support the planned regeneration of the town. The need for the relief road was identified as part of the 2012 master plan and Joint Core Strategy. Its aim is to ease congestion on the A325 and provide access to the town's new development. The construction of the road is critical to the delivery of the Whitehill & Bordon project because it:

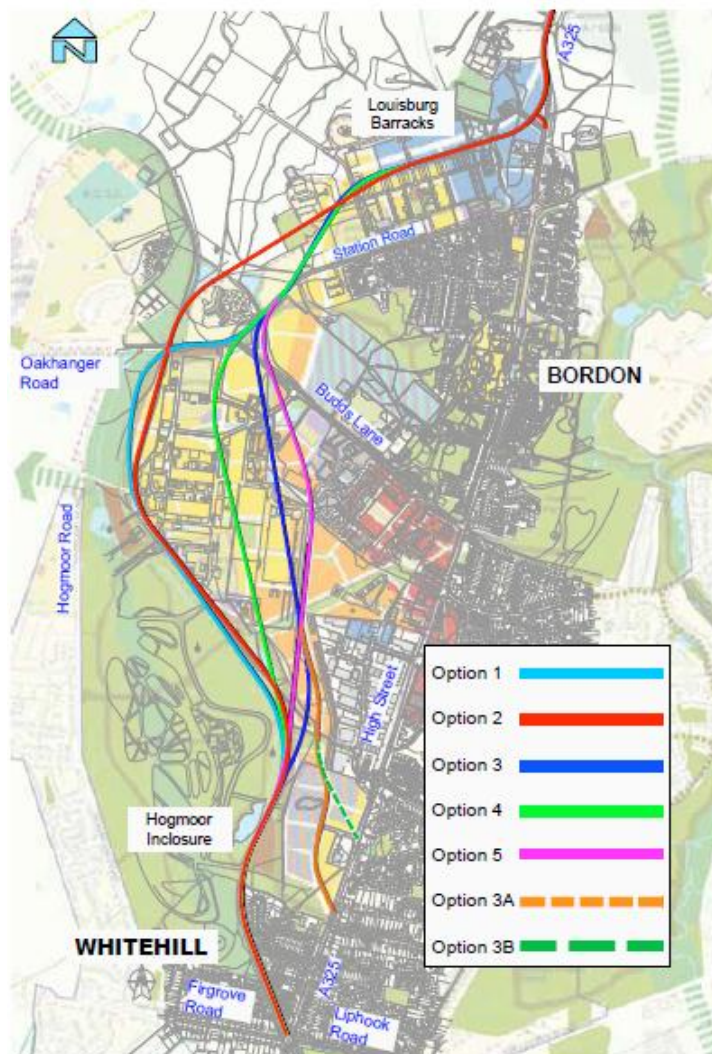
- Provides a key strategic link, enabling regeneration of the town.
- Serves the new development.
- Supports future growth.

The proposed relief road will be approximately four kilometres long. The route will start at the junction of the A325 with Liphook Road and Firgrove Road and will go north, between Hogmoor Inclosure and the Ministry of Defence Technical Training Area to Oakhanger Road. It will then pass north of the Officers' Mess and through Louisburg Barracks to join the A325 approximately 450 metres north of the Station Road traffic lights.

During 2013, Hampshire County Council carried out feasibility work to consider potential relief road alignment options. These possible routes were all reviewed against the objectives set out for the road and assessed against specific criteria which included:

- Engineering
- Environmental impact
- Construction costs
- How deliverable it is
- Route character

## Relief road options considered



Following assessments Option 2 proved the most effective relief road route for reducing congestion on the A325 and minimising environmental impact. It also runs on the edge of a planned development rather than through the centre so it stops the feeling of the town being divided by the road. Having selected the proposed route it was recommended that further design work<sup>1</sup> and consultation be carried out.

This report contains results of the consultation carried out between 17<sup>th</sup> February and 31<sup>st</sup> March 2014. These results will assist in ensuring the preferred routing is the best option when considered against national guidance and policy on transport scheme appraisal and will inform the on-going development and detail design for the preferred relief road option. The results will be reported to

<sup>1</sup> The full options review report is available at [www.hants.gov.uk/whitehill-bordon-relief-road](http://www.hants.gov.uk/whitehill-bordon-relief-road) which sets out in detail the considerations that led to Option 2 being identified as the preferred route.

the Executive Member for Environment and Transport in summer 2014 in order to obtain the required approvals for the continuation of the scheme development and to seek potential funding sources. The results will also inform the outline planning application.

## 2. Consultation Aim and Objectives

The aim of the consultation was to promote and raise awareness of the Whitehill & Bordon relief road as part of the overall development, presenting the alternative options and explaining the process in selecting the preferred route.

Specifically, it aimed to:

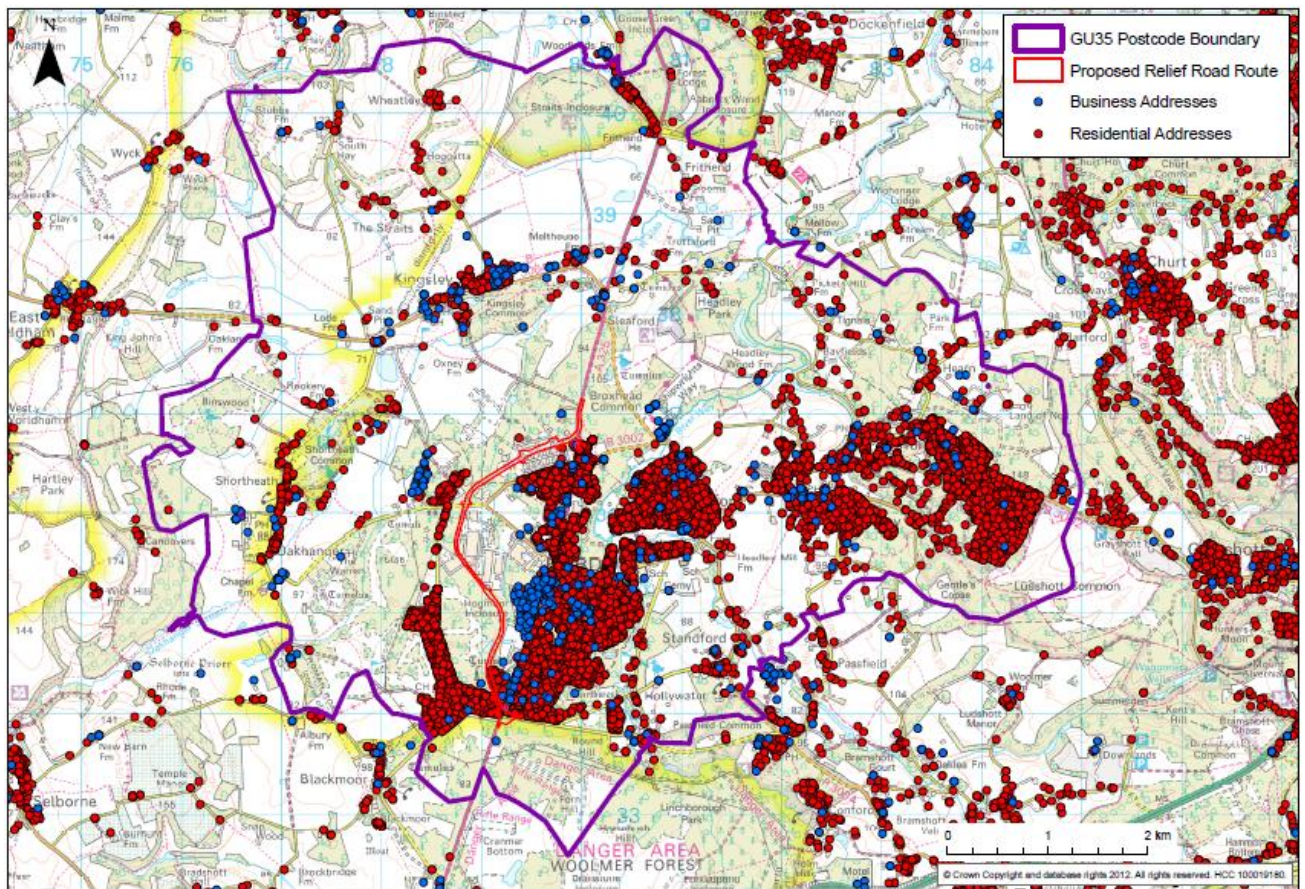
- Gauge public and political support for the preferred relief road.
- Consider stakeholder views on the preferred relief road alignment.
- Identify any specific local concerns in relation to the preferred relief road alignment.
- Understand whether Hampshire County Council has identified accurate and relevant potential impacts of the preferred relief road alignment.
- Understand whether the proposed mitigation measures are adequate to meet these impacts.

### 3. Methodology and Sample

#### Sampling frame

The population of interest for the consultation was deemed to be the whole of Whitehill & Bordon, including Blackmoor to the south; to include residential households and businesses as shown in the map below.

Map 1.



## Methodology

The consultation was delivered as an integrated project, co-ordinated by East Hants District Council, in order to present a comprehensive 'map' of various different consultations being conducted around the same time period. Cost sharing / saving was an additional benefit of joining the consultations.

The organisations involved were:

Organisation	Role
<b>East Hampshire District Council</b>	Local planning authority Landowner and joint applicant for the main development application Consultation co-ordinator
<b>Radian</b>	Applicant for Quebec Park
<b>Homes and Communities Agency</b>	Applicant for Louisburg Barracks
<b>Defence Infrastructure Organisation</b> (the property arm of the Ministry of Defence)	Landowner and major applicant for the main development application
<b>Hampshire County Council</b>	Highway and education authority Possible applicant for the relief road Landowner and joint applicant for the main development application

Two manned exhibitions were delivered in Whitehill and Bordon together with three static exhibitions. Feedback questionnaires and posting boxes were provided at all exhibitions.

In addition, a booklet<sup>2</sup> was delivered to 10,000 households in and around Whitehill and Bordon, containing detailed information on the relief road and a feedback questionnaire. This enabled residents who were unable to attend an exhibition to take part.

The questionnaire contained a statement inviting residents to complete the questionnaire online on a dedicated consultation web page: [www.hants.gov.uk/whitehill-bordon-relief-road](http://www.hants.gov.uk/whitehill-bordon-relief-road)

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<sup>2</sup> Appendix 1

## Consultation Activity and Timing

Activity	Timing
<b>10,000 information booklets and feedback questionnaires were distributed to Whitehill &amp; Bordon households</b>	Week commencing 17 February
<b>Booklet and feedback questionnaires were distributed to Bordon library</b>	
<b>Manned Exhibitions</b>	
<ul style="list-style-type: none"><li>• <b>Bordon Junior School</b></li></ul>	10am – 5pm Saturday, 1 March
<ul style="list-style-type: none"><li>• <b>Forest Community Centre</b></li></ul>	10am – 8.30pm Monday, 10 March
<b>Dedicated consultation web page</b> <a href="http://www3.hants.gov.uk/whitehill-bordon-relief-road">http://www3.hants.gov.uk/whitehill-bordon-relief-road</a>	17 February – 31 March
<b>Communications</b>	
<ul style="list-style-type: none"><li>• Local newspaper</li><li>• Radio</li><li>• Social media alerts</li><li>• Whitehill &amp; Bordon web page <a href="http://www.whitehillbordon.com/invest-in-whitehill-bordon/consultation/">http://www.whitehillbordon.com/invest-in-whitehill-bordon/consultation/</a></li></ul>	17 February – 31 March
<b>Consultation close</b>	31 March

## Sample achieved

A total of 274 responses were received<sup>3</sup>.

Table A

<b>Base</b>	274 100%
<b>Personal opinion as a member of the public, member or affiliate of organisation / authority</b>	254 93%
<b>Formally representing the views of organisation / authority</b>	5 2%
<b>Missing/No Reply</b>	15 5%

Figure B



<sup>3</sup>Fewer than 274 responses are shown in tables where some respondents gave no reply to the question. Tables showing missing/no replies can be found in the Technical Appendix.

Table C – Which of the following best describes you?

<b>Base</b>	271 100%
<b>Local resident</b>	252 93%
<b>Local employer / business</b>	6 2%
<b>Local Residents Association</b>	2 1%
<b>Charity / Non Government Organisation</b>	1 0%
<b>School / College</b>	1 0%
<b>Transport Consultant / Developer</b>	- -
<b>Elected Councillor / Member of Parliament</b>	3 1%
<b>Local Authority</b>	3 1%
<b>Community Action Group</b>	- -
<b>Emergency / Local Services</b>	- -
<b>Government Organisation</b>	- -
<b>Business Interest Group</b>	- -
<b>Transport Interest Group</b>	- -
<b>Mobility Interest Group</b>	- -
<b>Public Transport Operator</b>	- -
<b>Local Community / Environmental Interest Group</b>	- -
<b>Other</b>	3 1%

## 4. Results

### A note on the presentation of results

The results are shown as frequency data. This format provides figures for the number and percentage of respondents to each individual question, encompassing all response options. A count and percentage is given for each of *very satisfied*, *satisfied* and *dissatisfied*, *very dissatisfied* in the first table presented, followed by a table showing the results conflated thus: *very satisfied/satisfied* and *dissatisfied/very dissatisfied*.

It should be noted that the sum of the total responses throughout this report may not be exactly equal to 100% due to rounding.

The frequency data includes quantitative data only and not data from qualitative questions (free text questions).

Free text sub-set questions (i.e. questions which follow on from an initial question) relate to a smaller number of respondents and have been analysed by grouping under common themes and summarised in tabular form. Occurrences under these themes have been quantified and presented in charts which are analysis-order to show depth of engagement with each theme.

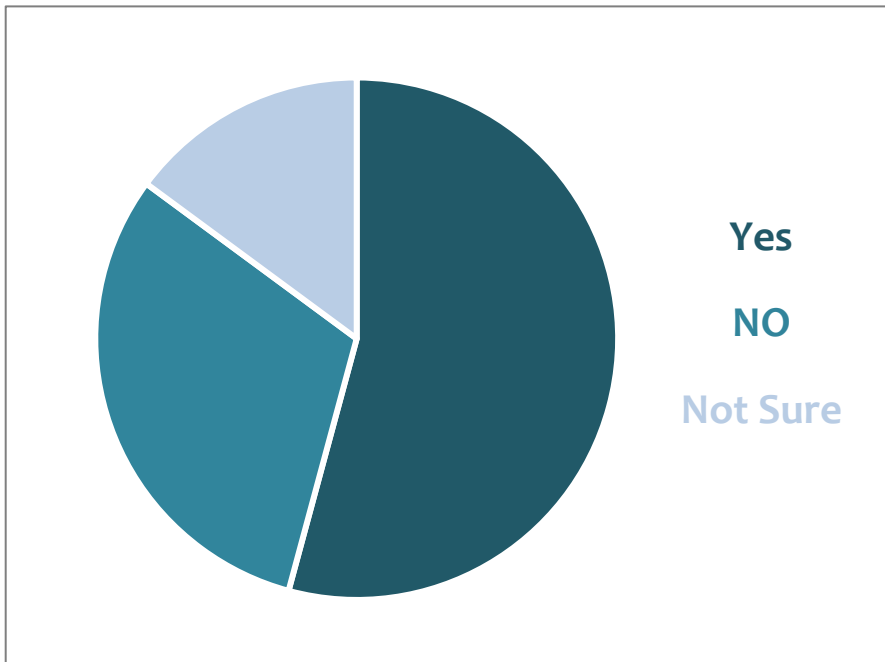
Tables and charts show responses only. Tables showing missing/no replies can be found in the Technical Appendix.

Q1. Do you support the proposed route for the Whitehill & Bordon relief road?

Table 1.1

<b>Base</b>	262 100%
<b>Yes</b>	142 54%
<b>No</b>	81 31%
<b>Not sure</b>	39 15%

Figure 1.2

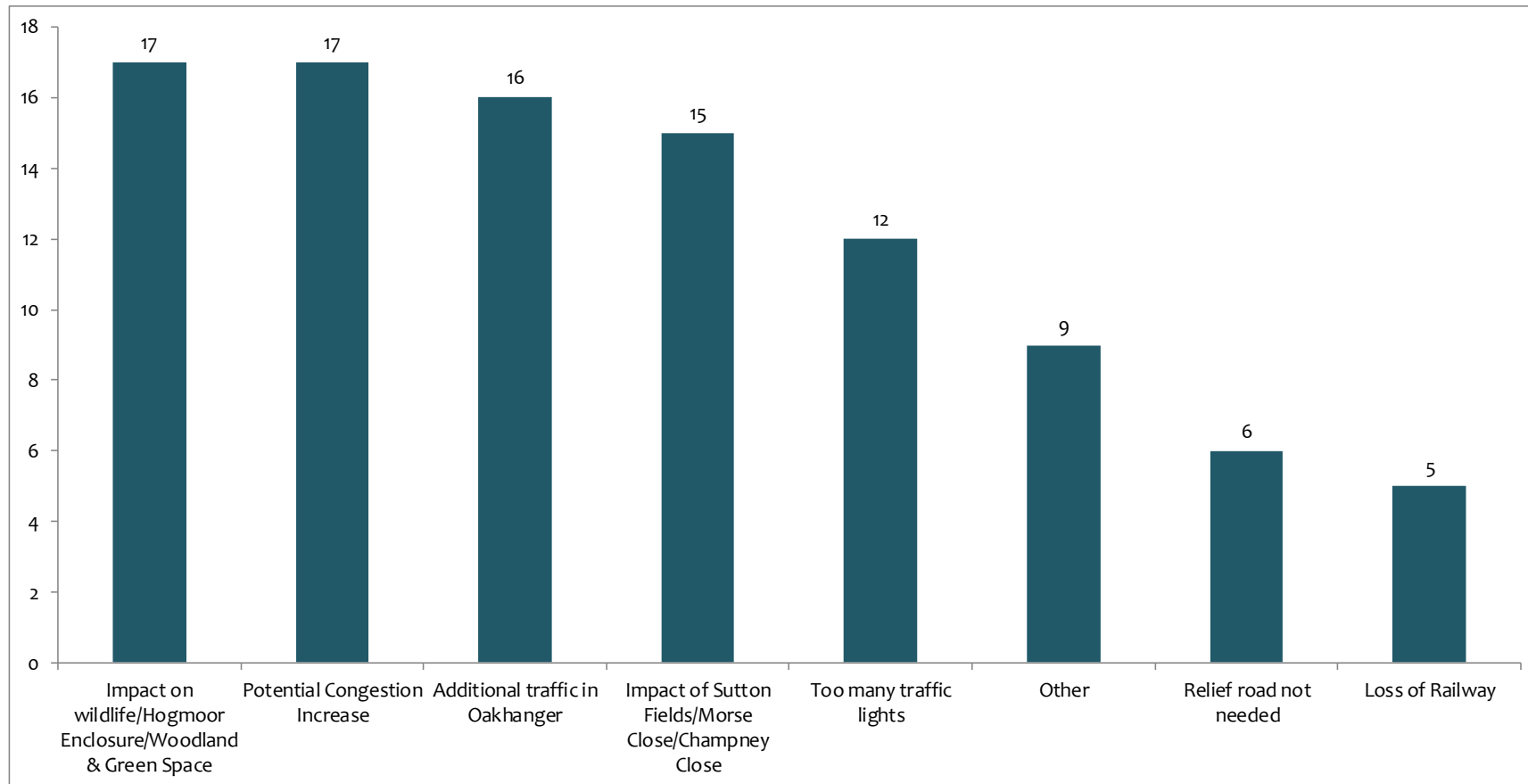


Q1. If NO...Please say why

Figure 1.3

Category	Typical Concerns / Responses
<b><i>Negative Impact on Wildlife, Hogmoor Enclosure, Woodland &amp; Green Space</i></b>	<ul style="list-style-type: none"> <li>Concerning frogs, toads, newts and birds (owls particularly) in the area, and the concerns of the RSPB were raised.</li> <li>Building a relief road ruins the concept of Whitehill and Bordon being an eco town.</li> <li>Will cause divisions for wild life</li> <li>Scheme would cut the town off from green space.</li> </ul>
<b><i>Potential Increase in Congestion</i></b>	<ul style="list-style-type: none"> <li>30mph road with traffic lights won't provide relief and the scheme doesn't address the congestion at either end of the town.</li> <li>Route could appear slower and longer than existing routes, so traffic will continue to build up on the A325 and use smaller roads as rat-runs.</li> <li>Residents currently struggling to join the roundabout from Figrove Road, and feared the scheme may worsen this.</li> </ul>
<b><i>Additional traffic in Oakhanger</i></b>	<ul style="list-style-type: none"> <li>Traffic could use Oakhanger Road as a 'more direct' route to Alton, as opposed to using the relief road.</li> <li>Perceived lack of measures to discourage through traffic using Oakhanger Road.</li> </ul>
<b><i>Impact on Sutton Fields / Morse Close / Champney Close</i></b>	<ul style="list-style-type: none"> <li>Pollution (air, sound and light) and effects on quality of life.</li> <li>Effect the road may have on property value, as it is very close to some existing properties (mainly jct. at Petersfield Road).</li> <li>Relief road would make new developments undesirable.</li> </ul>
<b><i>Too many traffic lights</i></b>	<ul style="list-style-type: none"> <li>The amount of traffic lights, combined with the low speed limit would hold traffic up, therefore continuing to congest the A325.</li> <li>Several respondents would prefer roundabouts as opposed to signals.</li> <li>Other respondents would like to see the road start further north.</li> </ul>
<b><i>Other</i></b>	<ul style="list-style-type: none"> <li>Impact on property value in the area (reducing house prices)</li> <li>Some preferred option 3A.</li> <li>Passing trade would be lost as a result of the relief road</li> <li>Speed limit proposed is too low</li> </ul>
<b><i>Relief road not needed</i></b>	<ul style="list-style-type: none"> <li>Some residents felt a relief road wasn't needed</li> <li>Wasn't enough development to warrant a relief road</li> <li>Relief road could be used for access to the town centre, and A325 used as main road.</li> </ul>
<b><i>Loss of Railway</i></b>	<ul style="list-style-type: none"> <li>Construction of the relief road on the old railway route would destroy any chance of re-opening a rail link.</li> <li>It could also destroy local history and heritage.</li> </ul>

Figure 1.4 – If No...Please say why



*“Development through green space. Impact of rat run potential through Oakhanger.”*

*“It will destroy the eco-life of the Hogmoor Inclosure and the Pond. Trees have already been cut down by the Whitehill Roundabout thus destroying the habitat of nesting owls.”*

Figure 1.5 - Location of Respondents who answered YES to Question 1

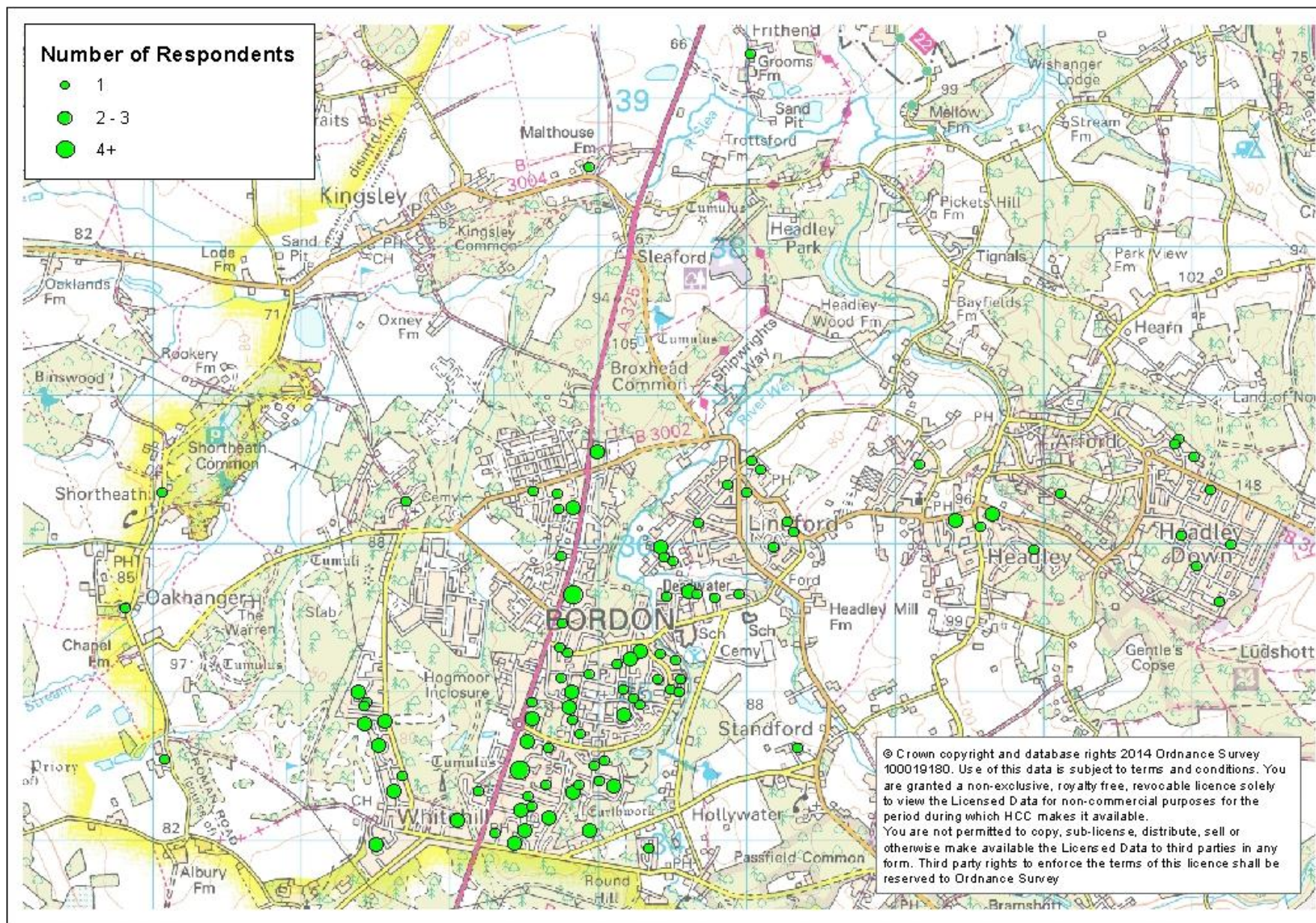


Figure 1.6 - Location of Respondents who answered NO to Question 1

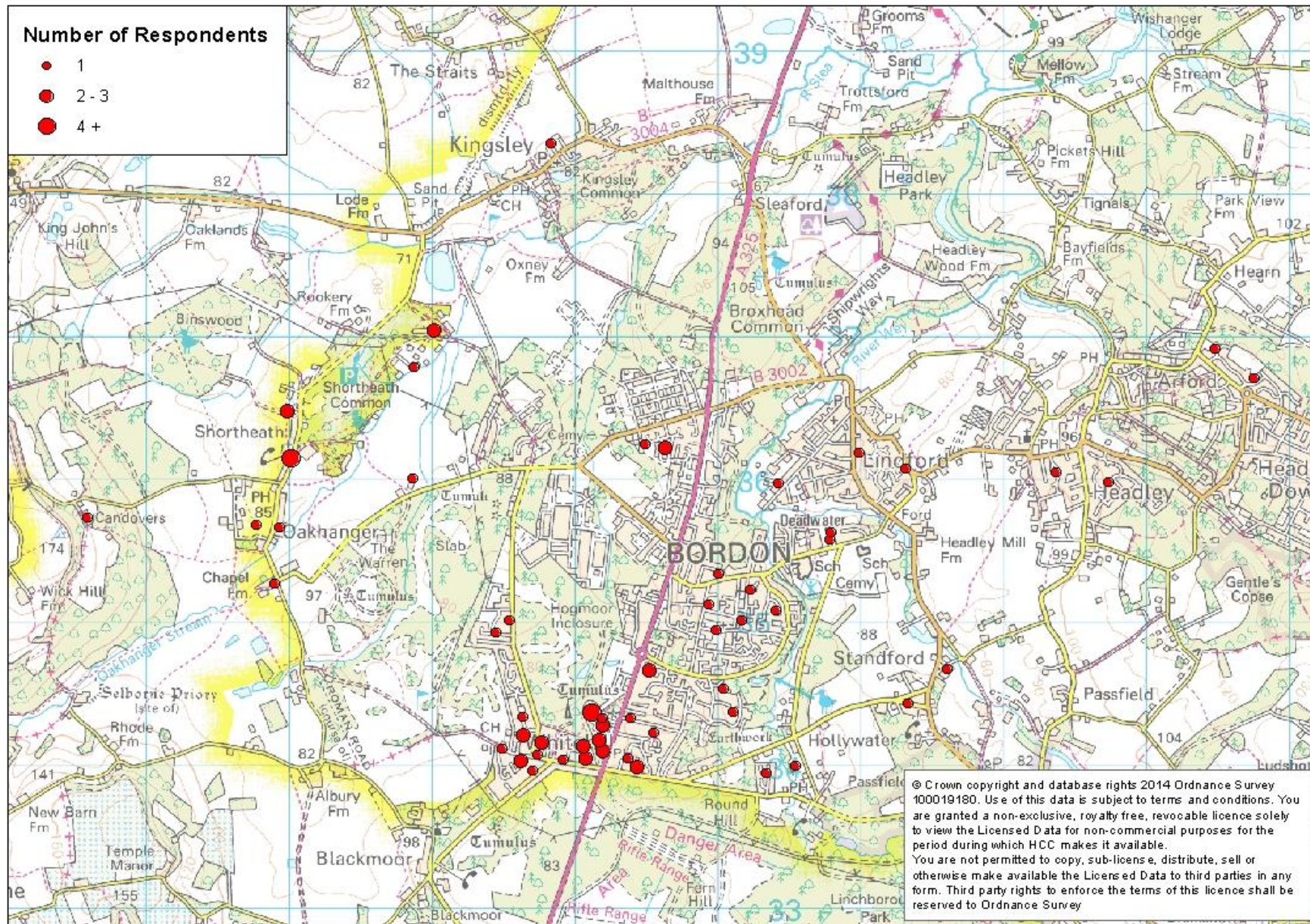
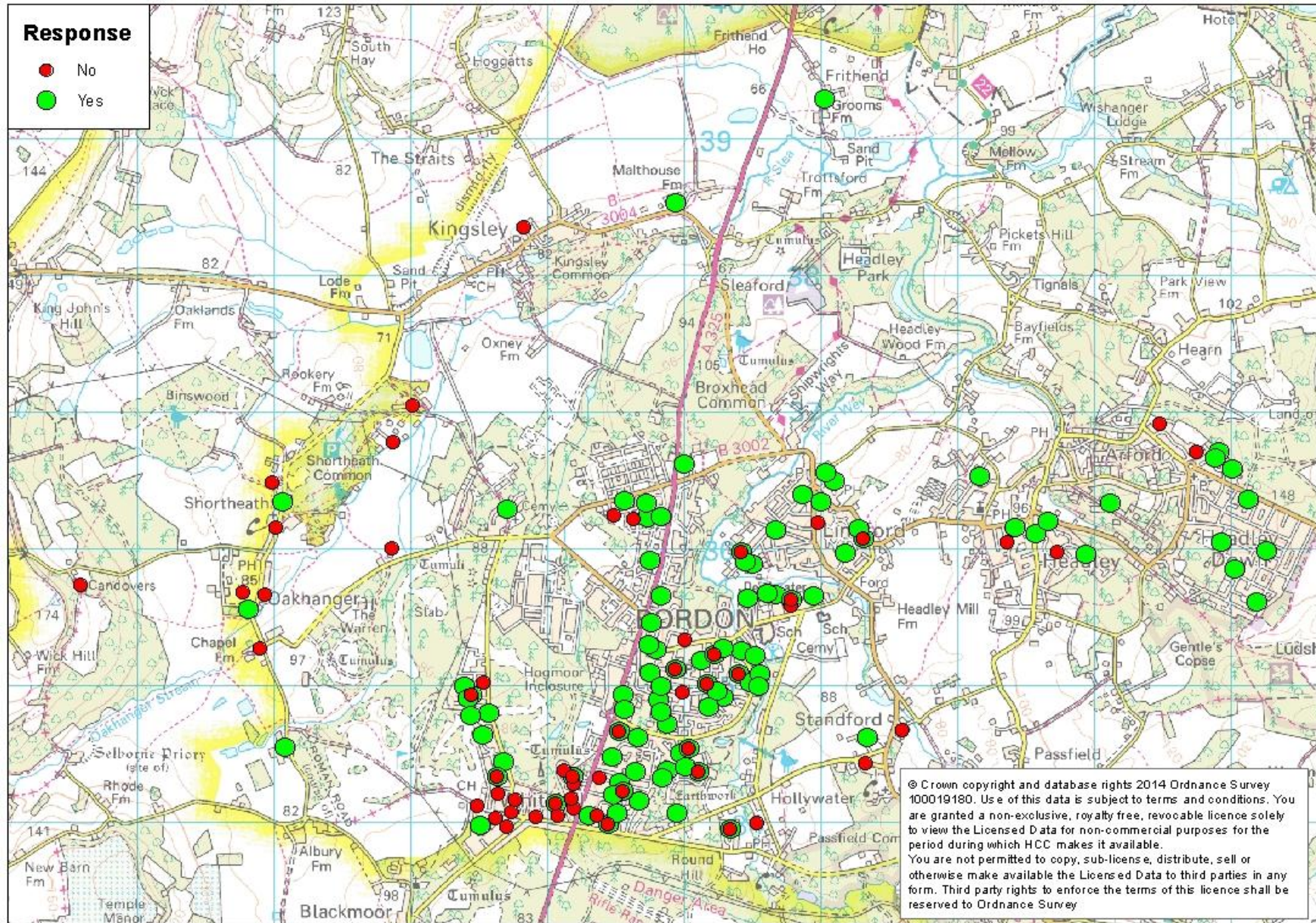


Figure 1.7 Location of Both Yes and No responses to Question 1



Postcodes omitted from this map as a result of being located outside of the immediate area of focus: GU31, BN1, SW20, GU8, GU9

Q2. How satisfied are you with the following design features?

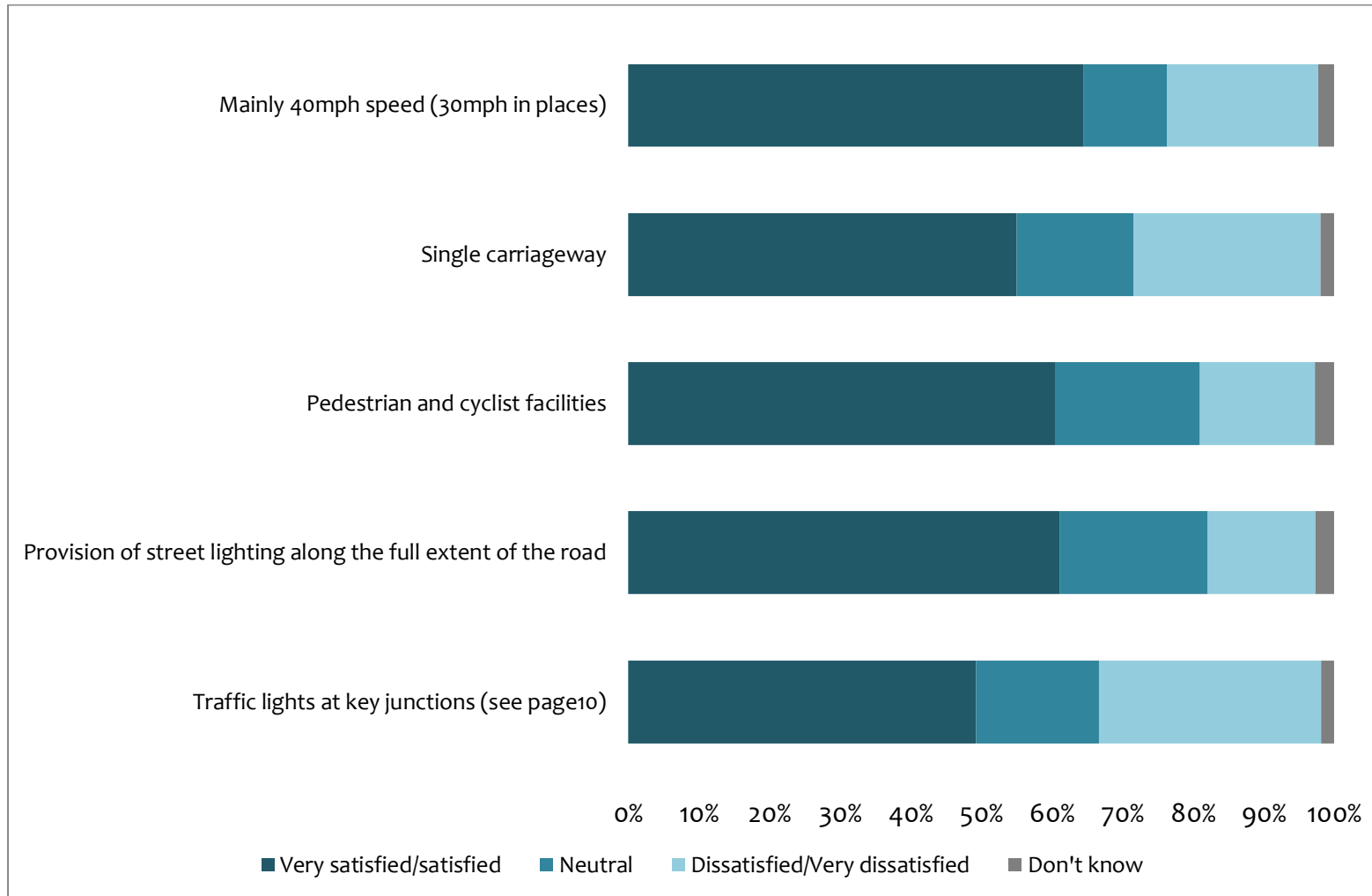
Table 2.1

	Total	Very satisfied	Satisfied	Neutral	Dissatisfied	Very dissatisfied	Don't know
<b>Base</b>	1306	288 22%	470 36%	228 17%	113 9%	177 14%	30 2%
<b>Mainly 40mph speed (30mph in places)</b>	262	66 25%	103 39%	31 12%	24 9%	32 12%	6 2%
<b>Single carriageway</b>	260	51 20%	92 35%	43 17%	30 12%	39 15%	5 2%
<b>Pedestrian and cyclist facilities</b>	258	58 22%	98 38%	53 21%	15 6%	27 10%	7 3%
<b>Provision of street lighting along the full extent of the road</b>	262	69 26%	91 35%	55 21%	14 5%	26 10%	7 3%
<b>Traffic lights at key junctions (see page10)</b>	264	44 17%	86 33%	46 17%	30 11%	53 20%	5 2%

Table 2.2

	Total	Very satisfied/satisfied	Neutral	Dissatisfied/Very dissatisfied	Don't know
<b>Base</b>	1306	758 58%	228 17%	290 23%	30 2%
<b>Mainly 40mph speed (30mph in places)</b>	262	169 64%	31 12%	56 21%	6 2%
<b>Single carriageway</b>	260	143 55%	43 17%	69 27%	5 2%
<b>Pedestrian and cyclist facilities</b>	258	156 60%	53 21%	42 16%	7 3%
<b>Provision of street lighting along the full extent of the road</b>	262	160 61%	55 21%	40 15%	7 3%
<b>Traffic lights at key junctions (see page10)</b>	264	130 50%	46 17%	83 31%	5 2%

Figure 2.3 – How satisfied are you with the following design features?



Q3. Potential impacts have been identified and investigated but we would like to understand the impact you think the road will have on your environment. How important is each of these concerns to you?

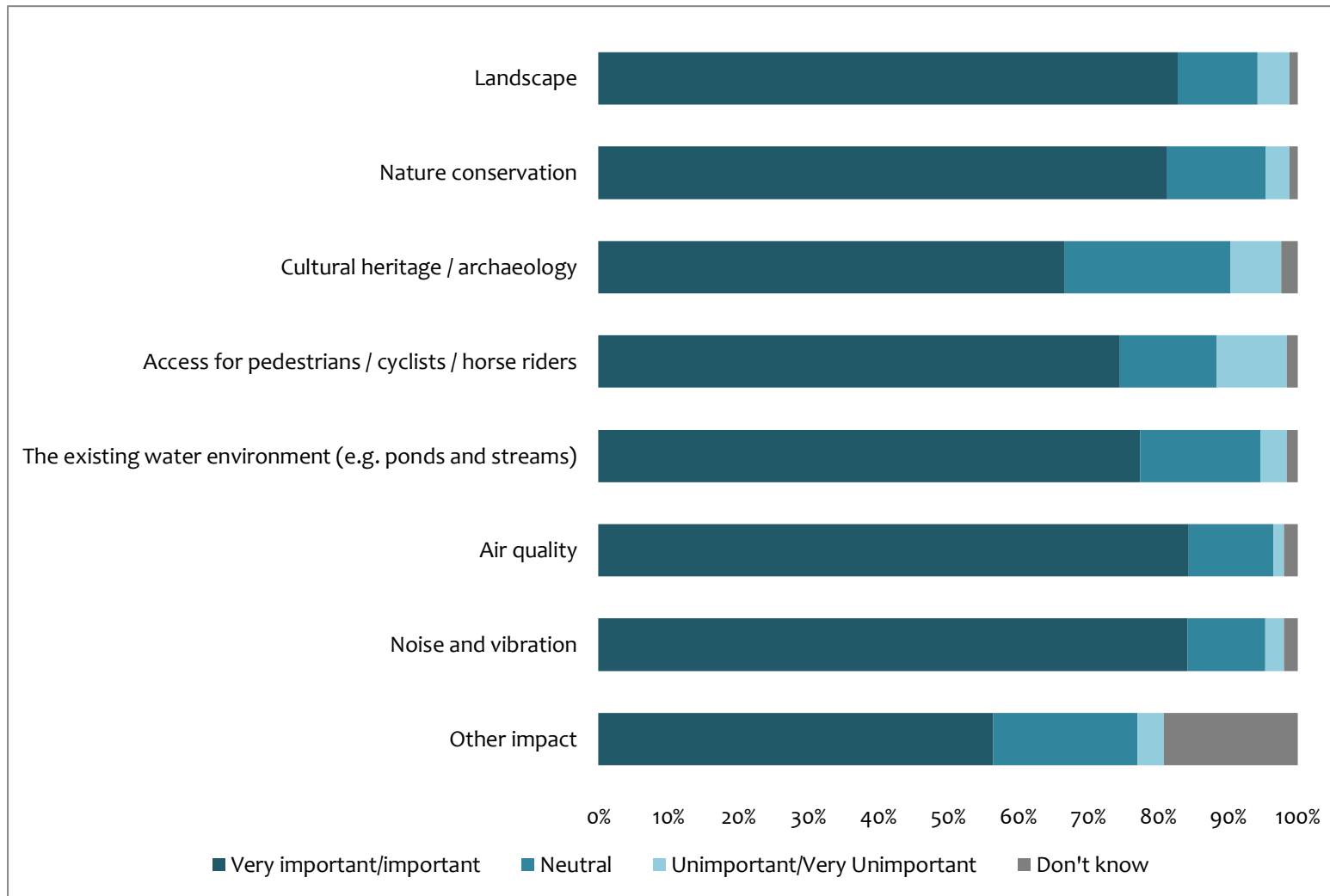
Table 3.1

	Total	Very Important	Important	Neutral	Unimportant	Very unimportant	Don't know
<b>Base</b>	1963	957 49%	561 29%	298 15%	59 3%	33 2%	55 3%
<b>Landscape</b>	262	124 47%	93 35%	30 11%	9 3%	3 1%	3 1%
<b>Nature conservation</b>	263	142 54%	72 27%	37 14%	5 2%	4 2%	3 1%
<b>Cultural heritage / archaeology</b>	261	95 36%	79 30%	62 24%	13 5%	6 2%	6 2%
<b>Access for pedestrians / cyclists / horse riders</b>	260	110 42%	84 32%	36 14%	17 7%	9 3%	4 2%
<b>The existing water environment (e.g. ponds and streams)</b>	262	121 46%	82 31%	45 17%	8 3%	2 1%	4 2%
<b>Air quality</b>	263	153 58%	69 26%	32 12%	2 1%	2 1%	5 2%
<b>Noise and vibration</b>	261	151 58%	69 26%	29 11%	5 2%	2 1%	5 2%
<b>Other impact</b>	131	61 47%	13 10%	27 21%	- -	5 4%	25 19%

Table 3.2

	Total	Very important/important	Neutral	Unimportant/Very Unimportant	Don't know
<b>Base</b>	1963	1518 78%	298 15%	92 5%	55 3%
<b>Landscape</b>	262	217 82%	30 11%	12 4%	3 1%
<b>Nature conservation</b>	263	214 81%	37 14%	9 4%	3 1%
<b>Cultural heritage / archaeology</b>	261	174 66%	62 24%	19 7%	6 2%
<b>Access for pedestrians / cyclists / horse riders</b>	260	194 74%	36 14%	26 10%	4 2%
<b>The existing water environment (e.g. ponds and streams)</b>	262	203 77%	45 17%	10 4%	4 2%
<b>Air quality</b>	263	222 84%	32 12%	4 2%	5 2%
<b>Noise and vibration</b>	261	220 84%	29 11%	7 3%	5 2%
<b>Other impact</b>	131	74 57%	27 21%	5 4%	25 19%

Figure 3.3 – Potential impacts have been identified and investigated but we would like to understand the impact you think the road will have on your environment. How important is each of these concerns to you?

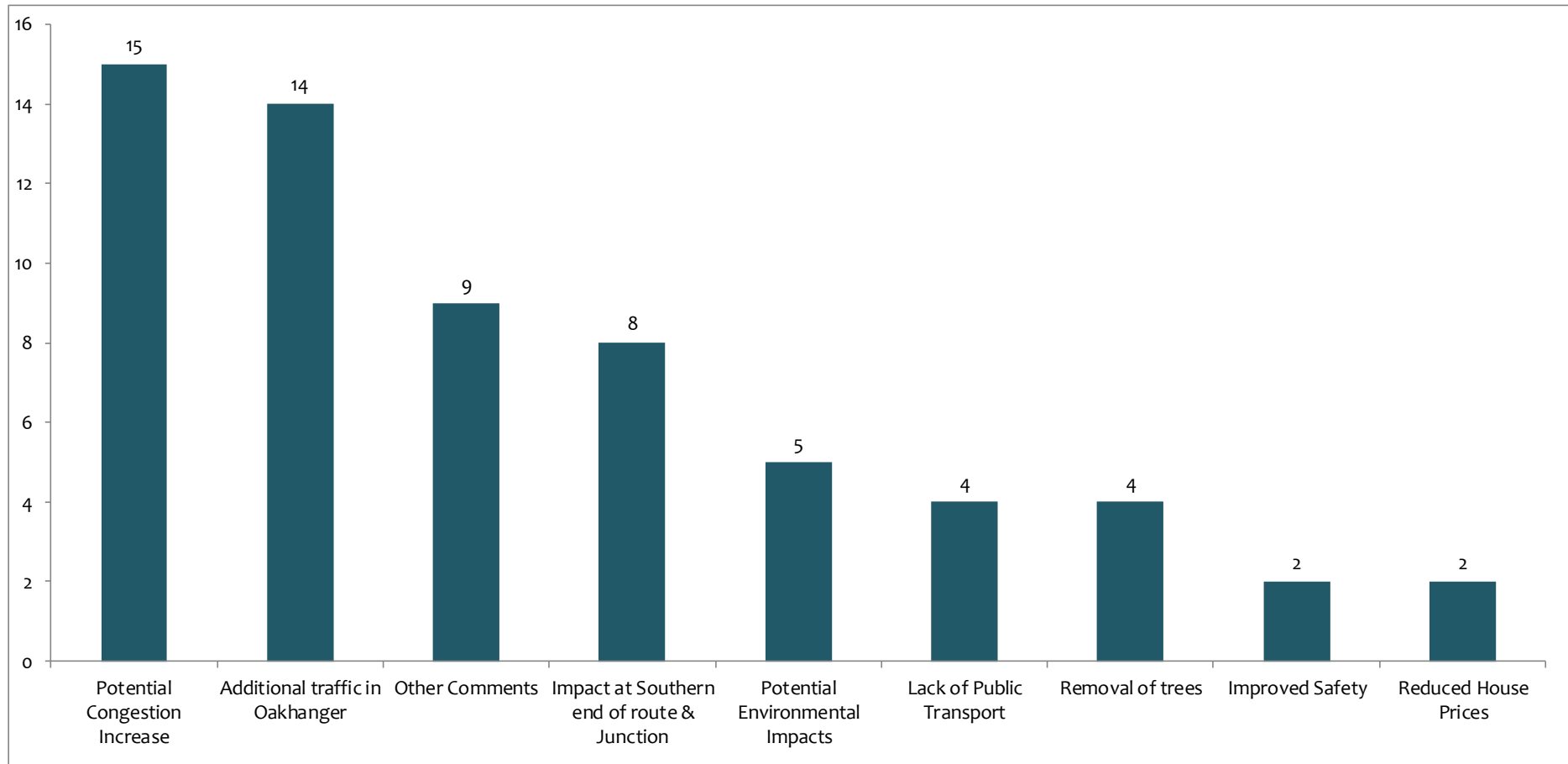


Q3. Please say what “other” impact?

Table 3.4

Category	Typical Concerns / Responses
<b>Potential Congestion Increase</b>	<ul style="list-style-type: none"> <li>• Disruption and increase in congestion, along with a perceived ineffectiveness of the route.</li> <li>• Additional traffic would still see Hogmoor and A325 as a quicker option</li> <li>• Roundabouts preferred at junctions to traffic lights</li> <li>• Traffic coming from A3 and Farnham</li> <li>• Issues with previous traffic calming schemes at Lindford increasing congestion in Whitehill and Liphook Road</li> <li>• Suggestion of additional junction at Broxhead Road to enable traffic to turn right towards Farnham</li> </ul>
<b>Additional traffic in Oakhanger &amp; Other Villages</b>	<ul style="list-style-type: none"> <li>• Amount of traffic that will use Oakhanger as a ‘more direct’ route instead of the relief road.</li> <li>• Some of the residents call for there not to be a junction to Oakhanger to prevent drivers for using that route to Alton</li> </ul>
<b>Other</b>	<ul style="list-style-type: none"> <li>• Impacts on local utilities, both from development and additional road drainage</li> <li>• Proximity of the road to existing property</li> <li>• Suggestion that footbridges and/or underpasses should be used as opposed to signalised crossings.</li> </ul>
<b>Impact at Southern end of Route &amp; Junction</b>	<ul style="list-style-type: none"> <li>• Impact on residents close to the southern junction and close to the construction of the relief road.</li> <li>• Impact on quality of life</li> <li>• Environmental &amp; wildlife impacts</li> </ul>
<b>Potential Environmental Impacts</b>	<ul style="list-style-type: none"> <li>• Light pollution</li> <li>• Perceived increased pollution from using signalised junctions as opposed to roundabouts</li> <li>• Impact on nature conservation and the loss of natural landscape</li> <li>• Pollution and litter</li> </ul>
<b>Lack of Public Transport</b>	<ul style="list-style-type: none"> <li>• Building the road on previous rail route will destroy the opportunity for rail links to be opened up in the area.</li> <li>• New rail links would be more favourable than a relief road.</li> <li>• Lack of public transport in the area</li> </ul>
<b>Removal of Trees</b>	<ul style="list-style-type: none"> <li>• Visual impact</li> <li>• Loss of recreational area</li> </ul>
<b>Improved Safety</b>	<ul style="list-style-type: none"> <li>• Feedback called for better safety measures on the A325 and on other local roads. Not related to the scheme itself.</li> </ul>
<b>Reduced House Prices</b>	<ul style="list-style-type: none"> <li>• Reducing the value of the houses with no offers of compensation or compulsory purchase.</li> </ul>

Figure 3.4 – Please say what other impact



*“There will be increased traffic through the village of Oakhanger on an already busy road”*

*“Improved safety on local roads”*

*“I feel the road will be too close to houses in Firgrove Rd and Sutton Field. We will suffer pollution and wildlife will be endangered.”*

Q4. These measures are proposed to reduce the impact of the relief road. How satisfied are you that they will achieve that?

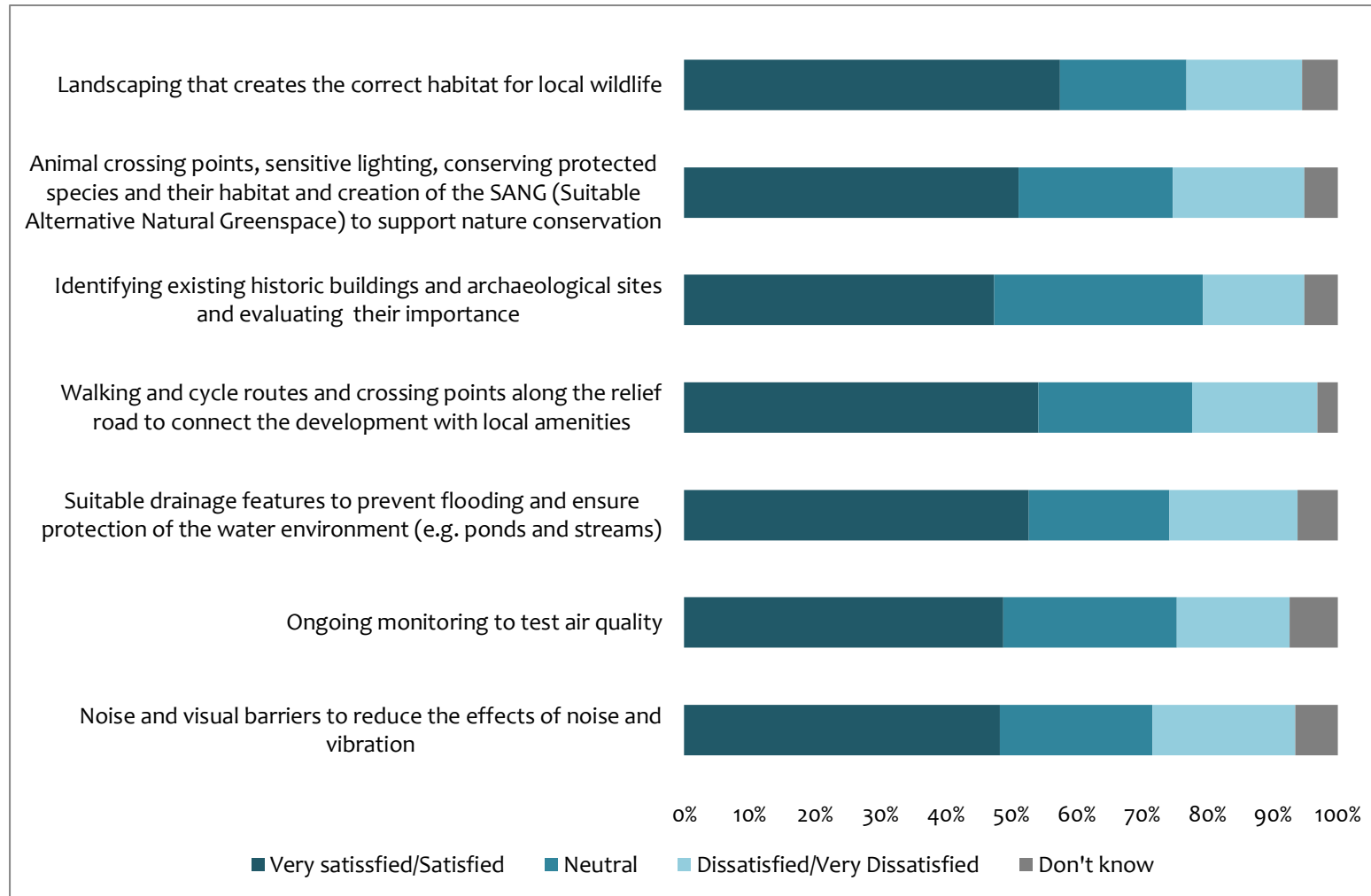
Table 4.1

	Total	Very satisfied	Satisfied	Neutral	Dissatisfied	Very dissatisfied	Don't know
<b>Base</b>	1811	300 17%	632 35%	439 24%	121 7%	219 12%	100 6%
Landscaping that creates the correct habitat for local wildlife	259	48 19%	101 39%	50 19%	11 4%	35 14%	14 5%
Animal crossing points, sensitive lighting, conserving protected species and their habitat and creation of the SANG (Suitable Alternative Natural Greenspace) to support nature conservation	254	42 17%	88 35%	60 24%	13 5%	38 15%	13 5%
Identifying existing historic buildings and archaeological sites and evaluating their importance	257	35 14%	87 34%	82 32%	16 6%	24 9%	13 5%
Walking and cycle routes and crossing points along the relief road to connect the development with local amenities	260	38 15%	103 40%	61 23%	21 8%	29 11%	8 3%
Suitable drainage features to prevent flooding and ensure protection of the water environment (e.g. ponds and streams)	260	50 19%	87 33%	56 22%	20 8%	31 12%	16 6%
Ongoing monitoring to test air quality	260	48 18%	79 30%	69 27%	18 7%	27 10%	19 7%
Noise and visual barriers to reduce the effects of noise and vibration	261	39 15%	87 33%	61 23%	22 8%	35 13%	17 7%

Table 4.2

	Total	Very satisfied/Satisfied	Neutral	Dissatisfied/Very Dissatisfied	Don't know
<b>Base</b>	1811	932 52%	439 24%	340 19%	100 6%
Landscaping that creates the correct habitat for local wildlife	259	149 58%	50 19%	46 18%	14 5%
Animal crossing points, sensitive lighting, conserving protected species and their habitat and creation of the SANG (Suitable Alternative Natural Greenspace) to support nature conservation	254	130 52%	60 24%	51 20%	13 5%
Identifying existing historic buildings and archaeological sites and evaluating their importance	257	122 48%	82 32%	40 15%	13 5%
Walking and cycle routes and crossing points along the relief road to connect the development with local amenities	260	141 55%	61 23%	50 19%	8 3%
Suitable drainage features to prevent flooding and ensure protection of the water environment (e.g. ponds and streams)	260	137 52%	56 22%	51 20%	16 6%
Ongoing monitoring to test air quality	260	127 48%	69 27%	45 17%	19 7%
Noise and visual barriers to reduce the effects of noise and vibration	261	126 48%	61 23%	57 21%	17 7%

Figure 4.3 – These measures are proposed to reduce the impact of the relief road. How satisfied are you that they will achieve that?



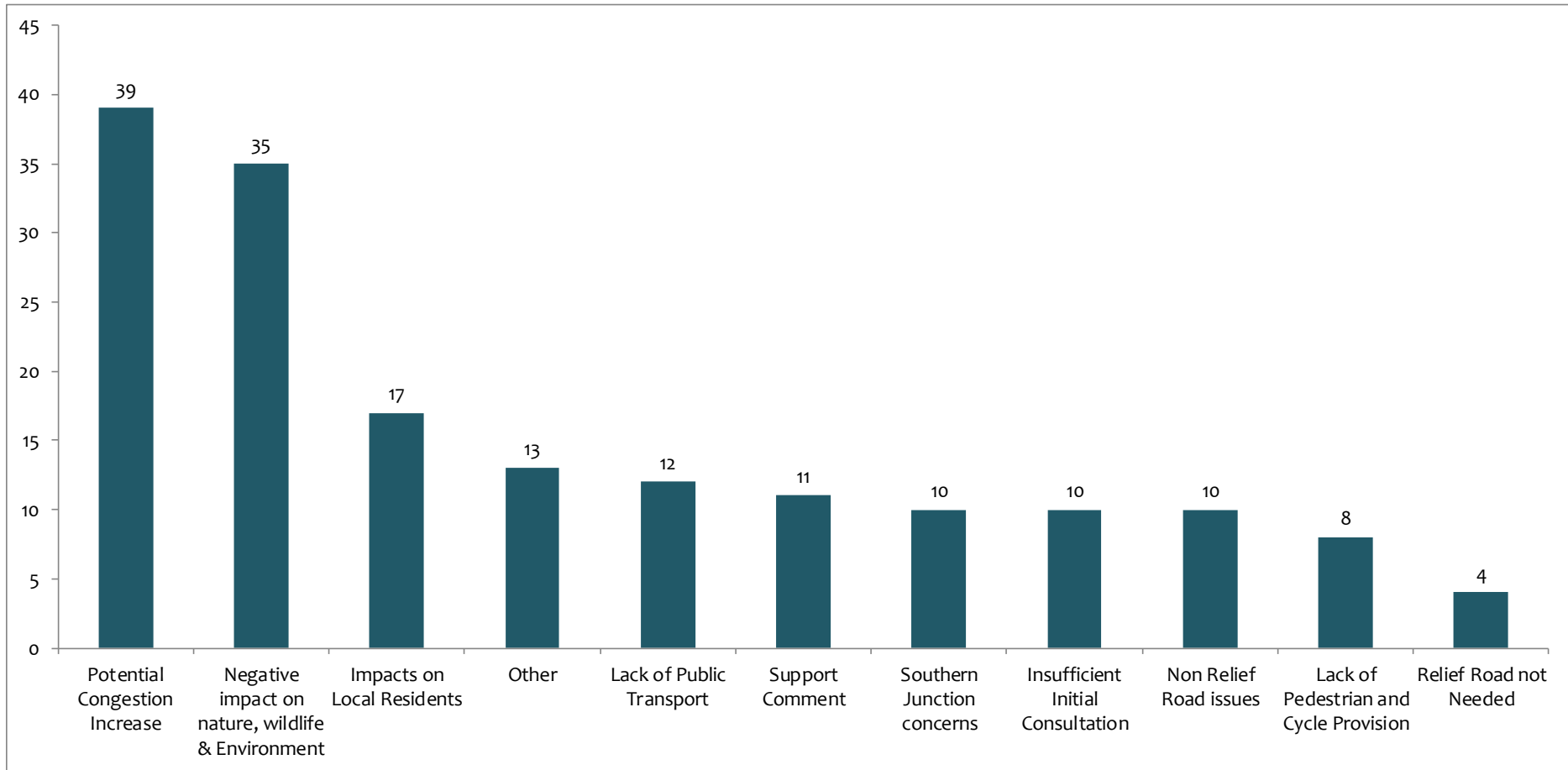
Q4. General Comments?

Table 4.4

Category	Typical Concerns / Responses
<b>Potential Congestion Increase</b>	<ul style="list-style-type: none"> <li>• The route isn't direct enough and there's too many signalised junctions that reduces traffic flow</li> <li>• Roundabouts would be preferred to traffic lights</li> <li>• Demand for underpass or bridges instead of crossing points</li> <li>• Higher speed dual carriageways also suggested</li> <li>• Lack of measures to stop other routes being used as rat runs</li> <li>• No access from the relief road to Viking Park or Woolmer estate, meaning HGV's will use A325 and smaller roads</li> </ul>
<b>Negative Impact on Nature, wildlife and Environment</b>	<ul style="list-style-type: none"> <li>• Impacts on SSSI, SAC, SANG, SINC and eco town</li> <li>• Potential damage to listed buildings in area</li> <li>• Other options not used perceived to be more environmentally friendly (3A / B)</li> <li>• Conservation and vegetation loss</li> <li>• Lack of EIA &amp; Habitat assessments</li> <li>• Safety of wildlife</li> <li>• Air pollution due to increased vehicle capacity</li> <li>• Noise pollution due to traffic and vehicles setting off from signalised junctions</li> <li>• Light pollution from street lighting</li> </ul>
<b>Impacts on Local Residents</b>	<ul style="list-style-type: none"> <li>• Oakhanger Road being used as a rat run</li> <li>• Lack of measures to prevent this happening (traffic calming, closing off Oakhanger Road junction)</li> <li>• Noise levels and impact on property value</li> <li>• Resident compensation for loss of property value and installation of sound barriers such as fencing and new windows.</li> <li>• Visual impact from removing trees &amp; vegetation</li> </ul>
<b>Other</b>	<ul style="list-style-type: none"> <li>• Safety (pedestrian and wildlife)</li> <li>• Whether funding can be obtained</li> <li>• Splitting up the town</li> <li>• Proximity to existing housing</li> <li>• Lack of confidence in traffic modelling used to predict increases</li> <li>• Loss of Recreational Areas</li> </ul>
<b>Lack of Public Transport</b>	<ul style="list-style-type: none"> <li>• Building a road on the old rail line will prevent future rail connection to Whitehill &amp; Bordon</li> <li>• Lack of provision for public transport and the overall philosophy of an Eco Town</li> <li>• Concern that the relief road is being built instead of improving public transport</li> </ul>
<b>Support Comments</b>	<ul style="list-style-type: none"> <li>• Supporting responses generally like the plans and think that they are well thought out</li> <li>• Think that it will reduce congestion at peak times when commuting.</li> </ul>

	<ul style="list-style-type: none"> <li>• Will encourage potential development &amp; Improvements</li> </ul>
<b><i>Southern Junction Concerns</i></b>	<ul style="list-style-type: none"> <li>• Impacts on access and egress for residents</li> <li>• Perceived reduction in property value</li> <li>• Lack of pedestrian and equestrian crossing facilities</li> <li>• Safety at ponds (children playing by them, pollution).</li> <li>• Encroachment on land with SDNP</li> </ul>
<b><i>Insufficient Initial Consultation</i></b>	<ul style="list-style-type: none"> <li>• Lack of public influence over decision</li> <li>• No input on selection of final option</li> <li>• Goes against eco town philosophy that was originally agreed</li> <li>• Lack of local representation in decision making</li> </ul>
<b><i>Non Relief Road Issues</i></b>	<ul style="list-style-type: none"> <li>• Not convinced the development will create new jobs</li> <li>• Development will ruin sense of community</li> <li>• Development will damage reputation of the local area</li> <li>• There's a lack of infrastructure (schools &amp; hospitals) to deal with 4000 new dwellings</li> </ul>
<b><i>Lack of Pedestrian and Cycle Facilities</i></b>	<ul style="list-style-type: none"> <li>• Need to improve cycle facilities on the relief road and around local area (A325)</li> <li>• Desire for bridge / underpass to improve pedestrian and cycle safety when crossing</li> <li>• Cycle route to link Whitehill and Greatham</li> <li>• Limited crossing points for residents</li> </ul>
<b><i>Relief road not needed</i></b>	<ul style="list-style-type: none"> <li>• There is a lack of congestion at the moment</li> <li>• Development isn't guaranteed</li> <li>• People wont use it – too long, not direct enough</li> </ul>

Figure 4.5 General Comments



*“The proposed road appears to address the concerns and provide suitable alternative to 325 route Presuming current routes remain in place also”*

*“The mere presence of yet another road will have a negative impact on the environment and wildlife. The proposed measures will do little to reduce the impact”.*

## 5. Technical Appendix

Table 1 (Question 1) Do you support the proposed route?

<b>Base</b>	274 100%
<b>Yes</b>	142 52%
<b>No</b>	81 30%
<b>Not sure</b>	39 14%
<b>Missing No reply</b>	12 4%

Table 2 (Question2) How satisfied are you with the following design features?

	Total	Very satisfied	Satisfied	Neutral	Dissatisfied	Very dissatisfied	Don't know	Missing No reply
<b>Base</b>	1370	288 21%	470 34%	228 17%	113 8%	177 13%	30 2%	64 5%
<b>Mainly 40mph speed (30mph in places)</b>	274	66 24%	103 38%	31 11%	24 9%	32 12%	6 2%	12 4%
<b>Single carriageway</b>	274	51 19%	92 34%	43 16%	30 11%	39 14%	5 2%	14 5%
<b>Pedestrian and cyclist facilities</b>	274	58 21%	98 36%	53 19%	15 5%	27 10%	7 3%	16 6%
<b>Provision of street lighting along the full extent of the road</b>	274	69 25%	91 33%	55 20%	14 5%	26 9%	7 3%	12 4%
<b>Traffic lights at key junctions (see page10)</b>	274	44 16%	86 31%	46 17%	30 11%	53 19%	5 2%	10 4%

Table 3 (Question 3) Potential impacts have been identified and investigated but we would like to understand the impact you think the road will have on your environment. How important is each of these concerns to you?

	Total	Very Important	Important	Neutral	Unimportant	Very unimportant	Don't know	Missing No reply
<b>Base</b>	2192	957 44%	561 26%	298 14%	59 3%	33 2%	55 3%	229 10%
<b>Landscape</b>	274	124 45%	93 34%	30 11%	9 3%	3 1%	3 1%	12 4%
<b>Nature conservation</b>	274	142 52%	72 26%	37 14%	5 2%	4 1%	3 1%	11 4%
<b>Cultural heritage / archaeology</b>	274	95 35%	79 29%	62 23%	13 5%	6 2%	6 2%	13 5%
<b>Access for pedestrians / cyclists / horse riders</b>	274	110 40%	84 31%	36 13%	17 6%	9 3%	4 1%	14 5%
<b>existing water environment (e.g. ponds and streams)</b>	274	121 44%	82 30%	45 16%	8 3%	2 1%	4 1%	12 4%
<b>Air quality</b>	274	153 56%	69 25%	32 12%	2 1%	2 1%	5 2%	11 4%
<b>Noise and vibration</b>	274	151 55%	69 25%	29 11%	5 2%	2 1%	5 2%	13 5%
<b>Other impact</b>	274	61 22%	13 5%	27 10%	- -	5 2%	25 9%	143 52%

Table 4 (Question 4) These measures are proposed to reduce the impact of the relief road. How satisfied are you that they will achieve that?

	Total	Very satisfied	Satisfied	Neutral	Dissatisfied	Very dissatisfied	Don't know	Missing No reply
<b>Base</b>	1918	300 16%	632 33%	439 23%	121 6%	219 11%	100 5%	107 6%
<b>Landscaping that creates the correct habitat for local wildlife</b>	274	48 18%	101 37%	50 18%	11 4%	35 13%	14 5%	15 5%
<b>Animal crossing points, sensitive lighting, conserving protected species and their habitat and creation of the SANG (Suitable Alternative Natural Greenspace) to support nature conservation</b>	274	42 15%	88 32%	60 22%	13 5%	38 14%	13 5%	20 7%
<b>Identifying existing historic buildings and archaeological sites and evaluating their importance</b>	274	35 13%	87 32%	82 30%	16 6%	24 9%	13 5%	17 6%
<b>Walking and cycle routes and crossing points along the relief road to connect the development with local amenities</b>	274	38 14%	103 38%	61 22%	21 8%	29 11%	8 3%	14 5%
<b>Suitable drainage features to prevent flooding and ensure protection of the water environment (e.g. ponds and streams)</b>	274	50 18%	87 32%	56 20%	20 7%	31 11%	16 6%	14 5%
<b>Ongoing monitoring to test air quality</b>	274	48 18%	79 29%	69 25%	18 7%	27 10%	19 7%	14 5%
<b>Noise and visual barriers to reduce the effects of noise and vibration</b>	274	39 14%	87 32%	61 22%	22 8%	35 13%	17 6%	13 5%

Table C - Which of the following best describes you?

<b>Base</b>	274 100%
<b>Local resident</b>	252 92%
<b>Local employer / business</b>	6 2%
<b>Local Residents Association</b>	2 1%
<b>Charity / Non Government Organisation</b>	1 0%
<b>School / College</b>	1 0%
<b>Transport Consultant / Developer</b>	- -
<b>Elected Councillor / Member of Parliament</b>	3 1%
<b>Local Authority</b>	3 1%
<b>Community Action Group</b>	- -
<b>Emergency / Local Services</b>	- -
<b>Government Organisation</b>	- -
<b>Business Interest Group</b>	- -
<b>Transport Interest Group</b>	- -
<b>Mobility Interest Group</b>	- -
<b>Public Transport Operator</b>	- -
<b>Local Community / Environmental Interest Group</b>	- -
<b>Other</b>	3 1%
<b>Missing</b>	3 1%