

## LOCAL AND STRATEGIC ISSUES

### 1. Whitehill/Bordon Eco-Town and Town Access Plan

The County and District Councils are jointly developing an Interim Town Access Plan (TAP) for Whitehill, Bordon and Lindford (WBL). This is intended to be a short term strategy that will help guide transport investment and aim to improve accessibility to key services in the area until there is greater certainty on the Eco-Town and the MoD withdrawal, which is when the Eco-Town transport strategy would effectively take over.

It will set out an Action Plan for investment of funding currently held and consists of schemes from the Early Wins project related to the proposed Eco-Town. The Action Plan will be used to guide and justify investment and to coordinate funding from different sources, primarily developers contributions. Though longer term requirements are not identified as this is a short term plan, many measures and schemes will go towards achieving the ambitious exemplar targets required of a sustainable community, which focuses on promoting sustainable transport alternatives and managing usage of the private car.

The findings from a study examining accessibility in Whitehill, Bordon and Lindford in 2007 are being used to inform the TAP, which involved previous consultation with key stakeholders such as County and District Councillors, Town and Parish Councils and a range of interest groups as well as local residents. Key stakeholders have recently been asked to confirm if the main issues coming out of this study are still relevant and invited to attend a workshop session. This is scheduled to take place on the 23rd March at the Forest Centre in Bordon and will enable stakeholders to discuss the plan in more detail prior to a draft going to public consultation.

### 2. Shipwrights Way

Shipwrights Way is a new long-distance route which will link villages and towns in East Hampshire through some beautiful countryside. Eventually, it will run from Alice Holt, down across the South Downs to the sea at Portsmouth. The route will be open to walkers and cyclists and, where possible, horse-riders and people with disabilities.

As much as possible, the route will be off-road, using rights of way and permissive paths. Starting at Alice Holt Forest, it will pass through Bordon, Liphook, Liss, Petersfield, Queen Elizabeth Country Park (QECP), Staunton Country Park, Havant, Hayling Island and via ferry into Portsmouth, finishing at the Historic Dockyard – around 60 miles in all, and including seven rail stations.

The project is being delivered through a strong partnership between East Hampshire District Council, Hampshire County Council, the Forestry Commission and South Downs National Park Authority.

On the 12<sup>th</sup> March 2011, the first two sections of the route were official opened, Alice Holt Forest to the end of Cradle Lane and Buriton to Queen Elizabeth Country Park. The rest of the route will follow, section by section, over the next two years.

The Project is being funded by a number of sources, including funding from the District Council, Hampshire County Council, LTP, Buriton Parish Council and the HAT. The HAT has specifically provided funding to help implement the Petersfield to QECP section, which may involve some highways work being carried out along Bolinge Hill.

### **3. Planning Update – Gales Brewery**

The proposal includes a traffic management in form of minor pinch points, narrowing of carriageway, greater pedestrian provision and adjustment to mini-roundabout at junction of London Road/Horndean Road/Portsmouth Road.

These improvements have been agreed in principle, however EHDC are keen to approve the materials used which are seen as key to improving the aesthetic and amenity aspects of London Road, however these would need to be of an adoptable standard and have not yet been submitted to HCC.

There have also been requests via the County/District Councillor to include a formal signalised/zebra crossing on London Road. The scheme is intended to slow traffic to aid crossing at more informal points and to avoid an over urbanising layout. It is also thought at present that the PV<sup>2</sup> criteria to justify such crossings may not be met, however there is scope to review the situation and install one later if it is still deemed necessary and the criteria is satisfied.

The London Road/Portsmouth Road/Havant Road junction is currently operating at/close to its theoretical capacity without the existing permitted traffic. The proposed improvements are expected to retain this level of capacity but include development traffic i.e. nil detriment. Consequently, overall the scheme is considered to bring a net benefit to the network as the proposal is expected to generate less traffic than that associated with the existing permitted use, but still provide improvements.

Final comments to EHDC are being put together and views regarding the internal layout from the area engineer are being sought. Application is still current and due to be determined in next month or so.