

**REPORT OF THE  
EXECUTIVE MEMBER FOR ENVIRONMENT**

**PART II**

**WHITEHILL BORDON EMERGING TRANSPORT STRATEGY AND  
ECO-TOWNS GROWTH FUNDING TRANSPORT ALLOCATION**

The Executive Member for Environment has recently considered the emerging Transport Strategy for Whitehill Bordon Eco-Town and approved the draft strategy for consultation. He has also approved the allocation of Eco-Town growth funding for transport projects in 2009/10 and 2010/11, subject to receipt of funding from East Hampshire District Council.

In anticipation of the release of substantial military land arising from the ongoing Defence Training Review, a 'Green Town Vision' was produced for the Whitehill Bordon area in 2005 (updated in 2008). Following the designation of Whitehill Bordon as an Eco-Town, East Hampshire District Council commissioned the production of a Masterplan for the future town. This Masterplan was subject to public consultation in late 2009, and is due for public release by mid-2010.

The Masterplan anticipates the creation of a 'thriving sustainable community' on the vacated military land with significant population growth. This growth needs to be brought forward in a sustainable manner, that will not create unacceptable environmental or social impacts.

The emerging Transport Strategy seeks to support exemplary sustainable economic regeneration and town growth. Its overarching themes are:

- \* Reducing the Need to Travel outside the town;
- \* Managing Car Demand within and outside to the town;
- \* Enabling Sustainable Transport for all trips.

The emerging Transport Strategy will cover all forms of transport. It is intended to improve the environment by reducing congestion and pollution; to enable sustainable movement by developing high-quality public transport, to provide walking and cycling alternatives to the private car; to balance the needs for people to travel against the importance of protecting the environment; to reduce journey length and the need to travel outside the town; and to manage car demand within, through and outside the town.

Whitehill Bordon currently has limited public transport provision and a high rate of out-commuting and dispersal of trips, reflected in the low levels of public transport usage and heavy reliance on the private car. A series of studies have therefore been undertaken to inform the transport strategy for the re-development of the town, including preparation of a draft Masterplan Transport Strategy, a Community Transport Study, a Rail Pre-Feasibility

Study, a Sub-regional Bus Strategy, a Park and Ride Study, a Smarter Choices Area Strategy and a Transport Assessment (including Travel Plan).

The Executive Member has given his approval to the principle of a range of further research and feasibility studies being carried out. These will, for example, assess the engineering feasibility and socio-economic business case for establishing direct rail links to the town. Studies to assist the development of strategies for parking in the town and the delivery of freight will also be carried out.

In order to achieve Eco-Town targets, strong parking policies will be required, which will include restrictive car parking within the town where alternative opportunities for travel will exist. The development of a parking policy is central to the emerging Transport Strategy, and is expected to be carried out during 2010. To enable existing and future residents of the Eco-Town to understand and embrace low-carbon living, promotional and marketing campaigns will be carried out to promote alternatives to the car.

As scheme promoter, the funding set out for the Eco-Town at Whitehill Bordon will be given to East Hampshire District Council. However, in its report to Members on 24 February 2010, the District Council agreed that the funding allocations for transport and education projects should be given directly to the County Council.

To support the early stages of the Eco-Towns programme and bring forward demonstrator projects that showcase sustainability and innovation, the Department for Communities and Local Government (DCLG), in association with the Homes and Communities Agency (HCA) and the Department for Communities, Families and Schools (DCSF), have made a fund of £62.5 million available for the first four Eco-Towns. This funding is available for 2009/10 and 2010/11. Based upon the DCLG announcement, Whitehill Bordon can expect between £12 and £16 million in total, £3 million of which has been set aside for transport projects across the two years. The Executive Member has given his support to a wide range of 'early win' transport projects that utilise these funds to deliver high-visibility and necessary improvements on the ground.

In addition to the main Transport Schemes allocations, a studies budget of £2 million is likely to be available to bring forward necessary studies to enable the Eco-Town to be constructed. The Executive Member has therefore passed on his recommendations for further study work to the Whitehill Bordon Executive Group and East Hampshire District Council.

Full details of the decision taken by the Executive Member and the projects identified for support can be accessed via [http://www3.hants.gov.uk/councilmeetings/advsearchmeetings/meetingsitemssummary.htm?pref=Y&tab=1&item\\_ID=1382&cancel=n](http://www3.hants.gov.uk/councilmeetings/advsearchmeetings/meetingsitemssummary.htm?pref=Y&tab=1&item_ID=1382&cancel=n)

## **ADOPTION OF THE HAMPSHIRE COUNTY COUNCIL COMPANION DOCUMENT TO THE MANUAL FOR STREETS**

The Executive Member for Environment has approved the Hampshire “Companion Document to the Manual for Streets”. This is Hampshire County Council’s formal highways guidance on the “Hampshire” approach to street design.

The approved document recognises the changes made in the national “Manual for Streets” (MfS) guidance published in 2007 by the Department for Transport and the Department for Communities and Local Government. The County Council’s “Companion Document to the Manual for Streets “ does not replace or duplicate the national guidance but sits alongside it as local guidance. It is a technical publication meant for developers, planners, highways and environmental designers, providing guidance for practitioners involved in the planning, design, provision and approval of new streets, and modifications to existing ones. The national guidance updated the link between planning policy and residential street design and also challenged highways, planning and design professionals to think differently about their role in creating successful neighbourhoods. Hampshire’s policy reinforces this aspiration.

For the purposes of the local guidance a design speed of 30 mph will apply to new streets. This is consistent with Hampshire County Council highways practice in the design of new residential roads and is in line with the recognised speed limit of 30mph for these situations. In the case of existing roads, MfS guidance can be used where the 85 percentile recorded speed is 60kph (37.5mph) or less, or suitable measures can be put in place to reduce it to this level.

Extensive consultation was carried out to inform the preparation of the local guidance for street design. Four workshop events were held from June to July 2009, with a multi-disciplinary mix of practitioners from the County Council, District Authorities, the two Hampshire Unitary Authorities and the New Forest National Park. A further series of meetings were held in January and February 2010 with key local representatives from disabilities and access groups; parish and town councils; the Chief Executive of Hampshire Association of Local Councils; developers and house builders; and the emergency services. A presentation was made at a half day briefing session for Hampshire County Council Members in October 2009 and the Cabinet were also briefed. The feedback and advice received from these consultations and briefings was both supportive and constructive and helped shape the final Hampshire “Companion Document to the Manual for Streets.”

The Executive Member for Environment agreed the adoption of the “Companion Document to the Manual for Streets” at his meeting on 6 April 2010, to come into effect immediately from that date. It is now Hampshire County Council’s highways design and development control policy for all new streets with a speed of 30 miles per hour or less; and in the case of existing roads where

the 85 percentile recorded speed is 37.5 miles per hour or less.

Full details of the decision taken by the Executive Member for Environment may be accessed via

[http://www3.hants.gov.uk/councilmeetings/advsearchmeetings/meetingsitems/summary.htm?pref=Y&tab=1&item\\_ID=1418&cancel=n](http://www3.hants.gov.uk/councilmeetings/advsearchmeetings/meetingsitems/summary.htm?pref=Y&tab=1&item_ID=1418&cancel=n)

**MEL KENDAL**  
Executive Member for Environment