HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	20 January 2015
Title:	Whitehill and Bordon Transport Delivery Strategy
Reference:	6396
Report From:	Director of Economy, Transport and Environment

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1. Executive Summary

1.1. The purpose of this paper is to provide information on how the transport strategy for the Whitehill and Bordon major development area has been reviewed and updated as a result of detailed appraisal work and to recommend adoption of a consolidated transport strategy to guide implementation of transport measures during the delivery phase.

1.2. This paper seeks to:

- Review progress on development of the Whitehill and Bordon development proposals;
- Review detailed appraisal work that has updated the Emerging Transport Strategy;
- Establish a basis for delivery of the transport elements of the Whitehill and Bordon development including identifying potential funding mechanisms.

2. Contextual information

2.1. In September 2011, Hampshire County Council adopted the Whitehill and Bordon Emerging Transport Strategy (ETS) as a statement of current transport policy to guide and support the development and regeneration of Whitehill and Bordon. At the same time, the County Council adopted the Whitehill Bordon and Lindford Interim Town Access Plan as a statement of local transport policy for the period prior to the finalisation of the future transport arrangements to serve the Whitehill and Bordon major development area.

2.2. The ETS, itself an update of the previous Interim Transport Strategy (2010), provided important evidence in support of the allocation of the major development at Whitehill and Bordon as part of the East Hampshire District Council Core Strategy. At that time it was acknowledged that the ETS would remain as a “draft and emerging” document until the conclusion of further

related studies and after consideration of the revised master plan. Over time the transport strategy would therefore be a 'live and evolving document' that would guide the longer term strategy for development at Whitehill and Bordon and would be the subject of revision and re-consultation at stages throughout the evolution of the Whitehill and Bordon project.

2.3. Following significant progress, firstly in bringing forward the wider development proposals and secondly in developing the individual components of the transport strategy, it is now appropriate to review and update the ETS to guide the delivery of the transport measures during the implementation phase. The following sections detail the work and progress that has taken place under these two broad headings.

The Whitehill and Bordon Development Proposals

2.4. The Joint Core Strategy (JCS) was adopted by the East Hampshire District Council on 8 May 2014 and by the South Downs National Park Authority on 26 June 2014. Policy CSWB1 provides for a strategic allocation of land at Whitehill and Bordon as an exemplar of a modern sustainable community providing 2,725 new homes over the plan period and phased delivery of up to 4,000 homes overall, 5,500 new jobs, and a new town centre (23,000 sqm), together with social, community, and physical infrastructure.

Further transport related policies required the delivery of:

- An Inner Relief Road;
- Traffic management on the existing A325 corridor;
- A network of interconnecting streets to reduce the distance travelled within the town to key destinations by walking, cycling and by car;
- A Green Grid of well signed walking and cycling routes in and around the town and linking to other destinations;
- High quality cycle parking facilities;
- A high-quality, frequent, modern, and attractive 'three-tiered' bus system offering town-wide, local, and strategic services to key destinations;
- High-quality bus infrastructure;
- A Transport Hub within the new town centre;
- Travel information and services;
- A Town-wide Travel Plan;
- Improved local transport network within local villages and on key routes to discourage inappropriate traffic usage;
- An ongoing comprehensive Travel Monitoring Strategy;
- Car parking in accordance with the Car Parking Strategy for Whitehill and Bordon;
- Use of low-carbon vehicles, including electric vehicles and other alternative low-carbon fuel technology.

2.5. The above strategy reflects the provisions of the ETS and in turn has been carried forward into planning applications that have been approved for Quebec Barracks and Louisburg Barracks, and submitted for Bordon Garrison. The planning applications have been supported by Transport Assessments that have sought to demonstrate how the proposals meet the

requirements of the ETS, both individually and in combination, and how the transport impacts can be mitigated.

Updating the Emerging Transport Strategy

2.6. The Transport Strategy for Whitehill and Bordon retains the three pillars of the original Interim Transport Strategy, based as it is upon:

Reducing the need to Travel outside of the town;
Enabling Sustainable Transport for all trips;
Managing Car Demand within and outside of the town.

The ETS provided a series of transport policies for Whitehill Bordon, together with outline costing's, based upon findings of the transport studies completed at that time, although it was acknowledged that further work would be required on the following to develop an implementation plan and full costing's:

- Public Transport Strategy;
- Walking and Cycling Strategy;
- Traffic Management Strategy;
- Parking Strategy;
- Freight Strategy;
- Completion of further work on rail access feasibility;
- A325 Urban Design and Traffic Management Strategy;
- Identification of a Relief Road preferred alignment.

Significant progress has now been made on all of these items as detailed below.

2.7. In April 2013 and following a period of consultation with the relevant stakeholders, the Executive Member approved for adoption by Hampshire County Council the Whitehill and Bordon Public Transport Strategy, Walking and Cycling Strategy, Traffic Management Strategy, and Parking Strategy.

2.8. The adoption of the Public Transport Strategy followed further work on a Rail Study that concluded there was no justification for pursuing the rail work any further due to the low value for money in the business case.

2.9. In July 2014, the Executive Member approved for adoption the A325 Urban Design and Traffic Management Strategy as the basis for informing future development proposals, such as the proposed town centre, and to inform future funding bids. The strategy was the subject of a public consultation that included a public exhibition held locally.

2.10. Following an options appraisal, a decision was made by the Executive Member in January 2013 to publish a preferred alignment of the Relief Road for public consultation. In July 2014, on considering the response to consultation (that was supportive of the preferred route) and additional appraisal work, the published route was approved by the Executive Member for adoption as the County Council's preferred route alignment. This has been

the subject of further design and assessment and has informed planning applications and funding bids.

2.11. Taken together these strategies provide an updated and detailed framework for implementing the transport measures needed to support delivery of the Whitehill and Bordon major development area. The 5 key elements of this consolidated strategy are:

- Whitehill and Bordon Relief Road;
- A325 urban design and traffic management integration measures;
- Junction mitigation measures on the surrounding road network;
- Sustainable transport measures linking the proposed development area to the existing settlements of Whitehill and Bordon and further afield;
- Traffic mitigation measures in surrounding communities.

2.12. The Transport Assessment supporting each development proposal will identify those elements of the above strategy that are necessary to meet the needs of an accessible development whilst mitigating the transport impacts for existing road users, local residents, and businesses on the wider networks.

2.13. Each development proposal will need to include a commitment to travel planning to support and encourage the delivery of sustainable work place, residential, and educational travel behaviours. The travel plans will be the subject of a formal public consultation process by East Hampshire District Council as part of the planning process. Travel planning alongside the other measures within the strategy, notably the Relief Road, will help to support the delivery of a sustainable freight strategy that seeks to minimise the impact of lorry traffic on local communities.

3. Finance

3.1. Delivery of phase 1 of the Relief Road is funded through a S106 Planning Agreement, secured as part of the Louisburg Development planning permission and an accompanying Road Agreement.

3.2. The Enterprise M3 Local Enterprise Partnership (EM3 LEP) has provided indicative future financial support for delivery of phase 2 of the Relief Road and the A325 integration measures, subject to approval of a full business case.

3.3. Funding for the junction mitigation measures on the surrounding road network, sustainable transport measures within Whitehill and Bordon, and traffic mitigation measures in surrounding communities, together with a local contribution towards Phase 2 of the Relief Road and A325 Integration Works, will be sought through developer contributions linked to each planning application and delivery will be subject to the County Council being able to secure funding through Section 106 Planning Agreements. In each planning agreement the County Council will also seek secure a commitment to a fully funded framework travel plan. In some cases the transport measures will be delivered by the developers as part of their proposals.

4. Future direction

4.1. The next steps will be to identify and develop schemes for implementation based upon the previously approved strategy and using the funding streams identified above.

4.2. Delivery of Phase 1 of the Relief Road is already programmed for a construction starting in Spring 2015, using funding committed by the Homes and Communities Agency.

4.3. Detailed design of the Relief Road Phase 2 – Garrison section is programmed to commence early in 2015 and this will support the development of a business case submission to the EM3 LEP in the summer. Initial funding indications by EM3 LEP would allow for a construction start in the financial year 2016/17.

4.4. Work is due to commence early in 2015 on the development of schemes for the A325 integration works, most notably at the southern and northern gateways, at the proposed new town centre, and at existing community hubs at Whitehill village and Bordon. Again, this will support the development of a business case submission to the EM3 LEP in the summer, and delivery would need to be linked to the completion of the Relief Road.

4.5. It is likely that developer contributions for sustainable transport, junction mitigation, and traffic management in surrounding communities will come linked to development triggers and it is important that schemes are developed (either by the developers or by Hampshire County Council) that will enable timely delivery once the need is triggered and funding becomes available.

5. Recommendation

5.1. That the significant progress in developing the package of transport measures required to support the future delivery of the Whitehill and Bordon major development area is noted and that, taken together, the following documents described in the supporting report are adopted as the current, detailed transport strategy and subject to funding being made available, guide future delivery, and development planning decisions:

- Public Transport Strategy;
- Walking and Cycling Strategy;
- Traffic Management Strategy;
- Parking Strategy;
- Freight Strategy;
- Completion of further work on rail access feasibility;
- A325 Urban Design and Traffic Management Strategy;
- Identification of a Relief Road preferred alignment.

Rpt/6396/GW

CORPORATE OR LEGAL INFORMATION:

Links to the Corporate Strategy

Hampshire safer and more secure for all:	yes
Corporate Improvement plan link number (if appropriate):	
Maximising well-being:	yes
Corporate Improvement plan link number (if appropriate):	
Enhancing our quality of place:	yes
Corporate Improvement plan link number (if appropriate):	

Other Significant Links

Links to previous Member decisions:		
Title Whitehill and Bordon Relief Road Whitehill and Bordon Transport Strategies	Reference 5880 4788	Date 11 July 2014 2 April 2013
Whitehill Bordon Emerging Transport Strategy and Whitehill Bordon and Lindford Interim Town Access Plan	3183	6 September 2011
Direct links to specific legislation or Government Directives		
Title None		Date

Section 100 D - Local Government Act 1972 - background documents

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

Document	Location
Cycling Strategy Whitehill and Bordon Eco-town Parking Strategy Whitehill and Bordon Relief Road Webpage Whitehill and Bordon Relief Road Technical Documents Decision Day Report – 11 September 2012 - Public Transport Strategy for Whitehill and Bordon Whitehill and Bordon Eco-town Traffic Management Strategy A325 Urban Design Study	EII Court West, 2nd Floor, Winchester

IMPACT ASSESSMENTS:

1. Equality Duty

1.1. The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act;
- Advance equality of opportunity between persons who share a relevant protected characteristic (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, gender and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

Due regard in this context involves having due regard in particular to:

a) The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;

b) Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;

c) Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity which participation by such persons is disproportionally low.

1.2. **Equalities Impact Assessment:**

The proposal will have no or low impact upon groups with protected characteristics. The proposals are accessible to all road users. Pedestrians, cyclists, and horse riders will be catered for as part of the proposals to improve access to, and within, Whitehill and Bordon, and mitigation will be identified to address the impact for all road users on the wider highway network.

2. Impact on Crime and Disorder:

2.1. Not applicable.

3. Climate Change:

3.1. How does what is being proposed impact on our carbon footprint / energy consumption?

The Strategy that is the subject of this report proposes the delivery of transport infrastructure alongside growth and incorporated sustainable transport measures that, when implemented, will serve to encourage

sustainable travel, reduce car borne trips, and reduce the carbon footprint and resource consumption.

3.2. How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

The strategy set out in this report will provide a long term plan for the delivery of sustainable transport measures alongside the regeneration and redevelopment of Whitehill and Bordon, enabling choices to be made about the mode of travel within and beyond the boundaries of the settlement, and capturing the ability to achieve a reduced carbon footprint in response to climate change.