

Consultation report

Whitehill and Bordon Integration Project

Public Consultation

Date: September 2018

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1.0 Introduction

Hampshire County Council invited Whitehill & Bordon residents and businesses to attend an exhibition and comment on proposals designed to improve how people can travel around the town once the new relief road is open.

The “Whitehill & Bordon Integration Project” is a phased package of transport measures to support Whitehill & Bordon’s regeneration into a Green and Healthy Town, and include:

- widening footways to provide more and safer routes for pedestrians and cyclists;
- providing more safer crossing points for pedestrians and cyclists;
- making it easy for existing residents to access the new facilities;
- making it easier for local drivers to get about; and
- reducing traffic speeds in key locations such as the entrance to the new town centre.

The exhibitions were held to give an opportunity to view the current proposals, provide feedback on the scheme design and to identify any opportunities to improve the proposals.

- Friday 13th July 2018 between 1pm and 7pm at the Forest Centre, Pinehill Road, Bordon, GU35 0BS
- Saturday 14th July 2018 between 10am and 1pm at the Mustangs, Budds Lane, Bordon, GU35 0JE
- Monday 16th July 2018 between 1pm and 5pm at the Forest Centre, Pinehill Road, Bordon, GU35 0BS

A public consultation commenced on the 13 July 2018 and ended at midnight on 9 September 2018. A consultation form was made available in paper format and at the exhibition to complete or send back via a freepost envelope and online.

The exhibition plans and information are still available to view on the scheme website:

www.hants.gov.uk/transport/transportchemes/whitehillbordontrafficantransport

This report presents the consultation response and classifies the qualitative data (written responses) into categories to present common themes in the feedback provided within the questionnaires.

2.0 Summary of Results

Overall, a total of 214 responses were received by Hampshire County Council’s Strategic Transport team. Of these, 59 responses were paper questionnaires and 155 responses were completed online via the scheme’s web-site.

The responses to the consultation appear to show a good level of support for the scheme and its objectives. The responses received may have been completed by respondents unable to attend the exhibitions, therefore not having the opportunity to discuss their concerns with the Hampshire County Council representatives.

Please note that not all respondents provided additional comments. All comments received were recorded as part of this consultation.

3.0 Analysis of Questionnaire Responses

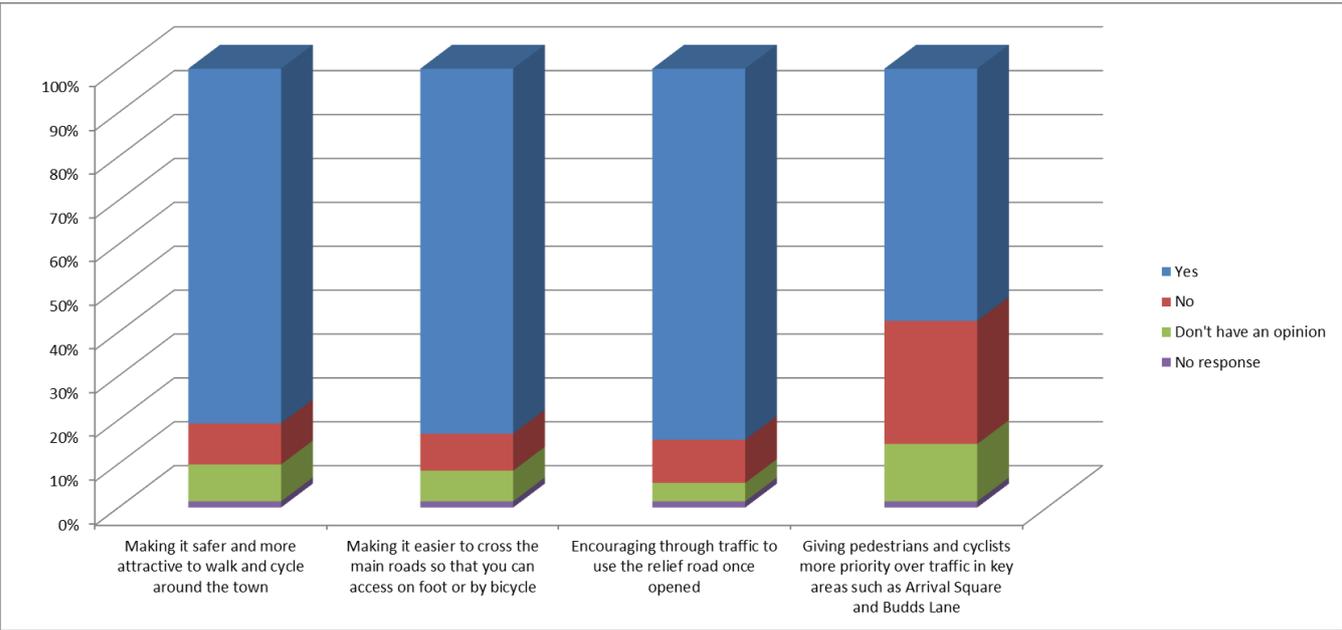
Those who attended the public consultation were asked to complete a questionnaire which contained a number of questions. An option to comment, to gauge the level of support for the scheme proposals and to provide an opportunity for the public and other stakeholders to raise any concerns and identify areas for further consideration, was also provided. The consultation was also posted on the scheme webpage and the feedback from on-line responses and emails are also included in this analysis.

Question 1: Do you support the general principles for the Whitehill & Bordon Highways integration project? (please tick only one)

The consultation clearly demonstrates that there is a high level of support (over 80%) for;

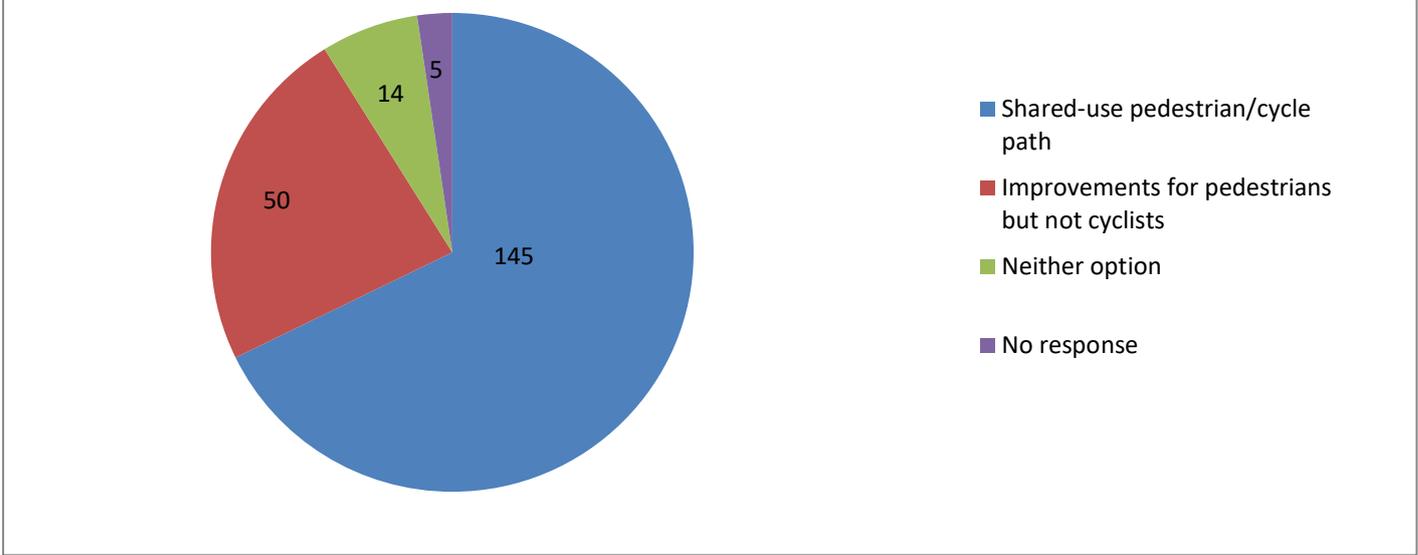
- Making the town safer and more attractive to walk and cycle around;
- Making it easier to cross the main roads by foot or by bicycle; and
- Encouraging through traffic to use the relief road.

In comparison fewer respondents (57%) supported giving pedestrians and cyclists more priority in key areas of the town like Budds Lane and Arrival Square. Although this is still a positive response, fewer people supported this measure suggesting residents are less happy with proposals that are perceived as disadvantaging motorists i.e. slower journey times.



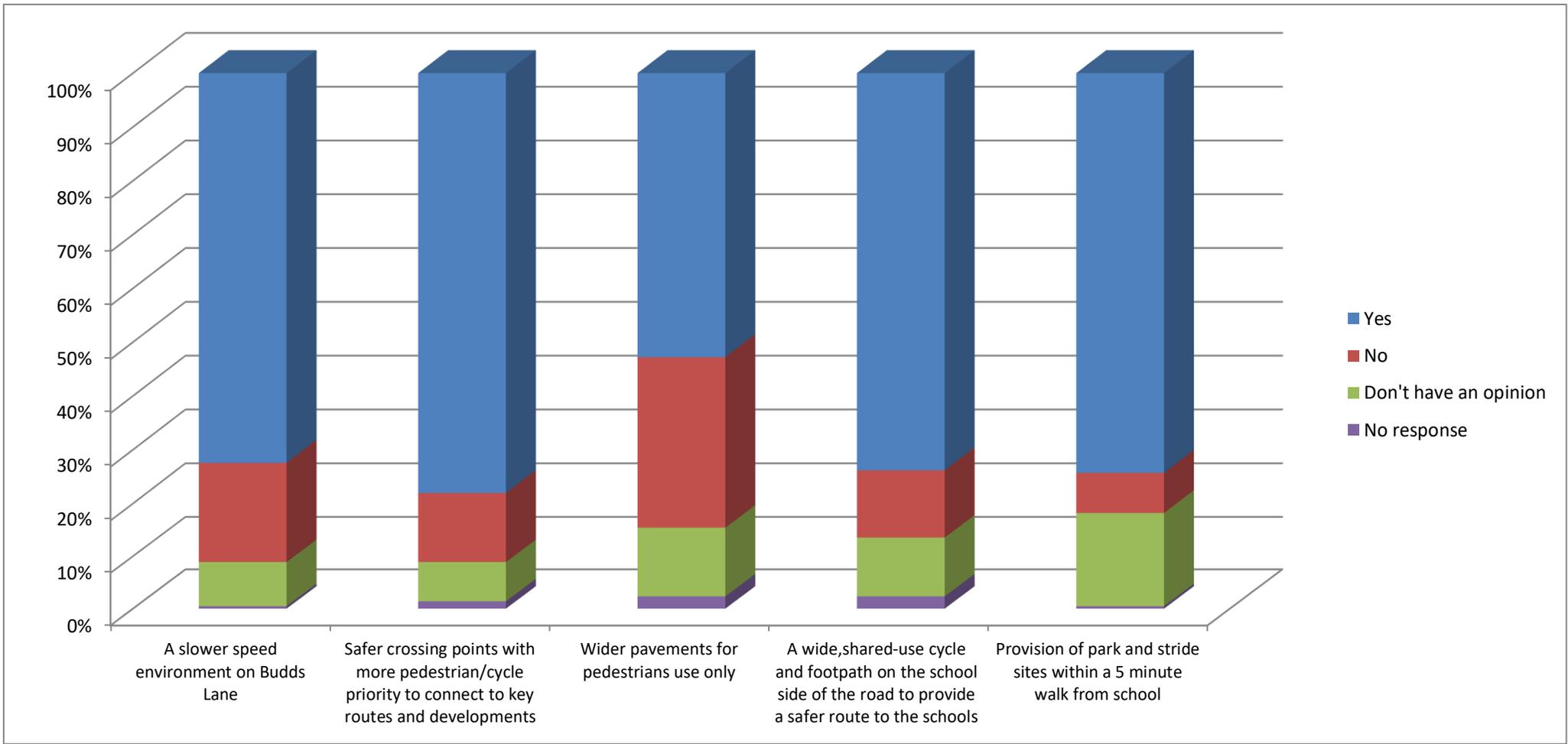
Question 2: We can provide a continuous path along one side of the current A325 and Budds Lane. Do you support? (please tick only one option)

The results demonstrate a strong level of support (68%) for the conversion of one side of the A325 and Budds Lane to shared use, with less than one quarter (23%) of respondents wanting only improvements for pedestrians and not cyclists, 7% supporting neither option and 2% not providing an answer to the question.



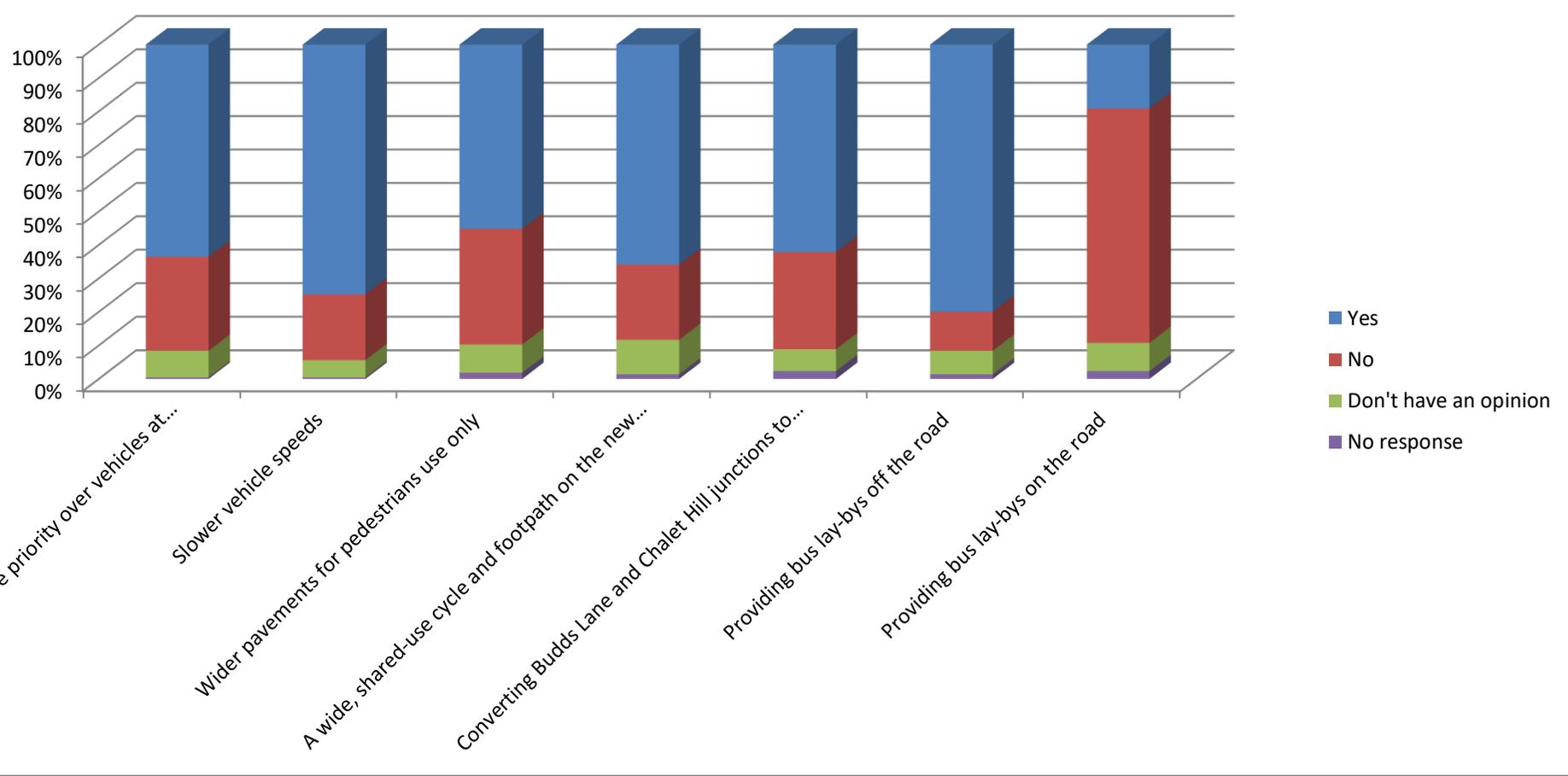
Question 3 (Budds Lane): The exhibition plans show the following proposals; do you support the following options? (please tick only one for each option)

The most popular aspect of the proposals was the introduction of safer crossing points with greater priority assigned to pedestrians and cyclists (78% in support). 74% supported the introduction of the shared use path on the northern side of the carriageway compared to 53% who supported widening the pavements for pedestrian use only. Providing park and stride sites and introducing a slower speed environment also received a high level of support (74% and 72% respectively).



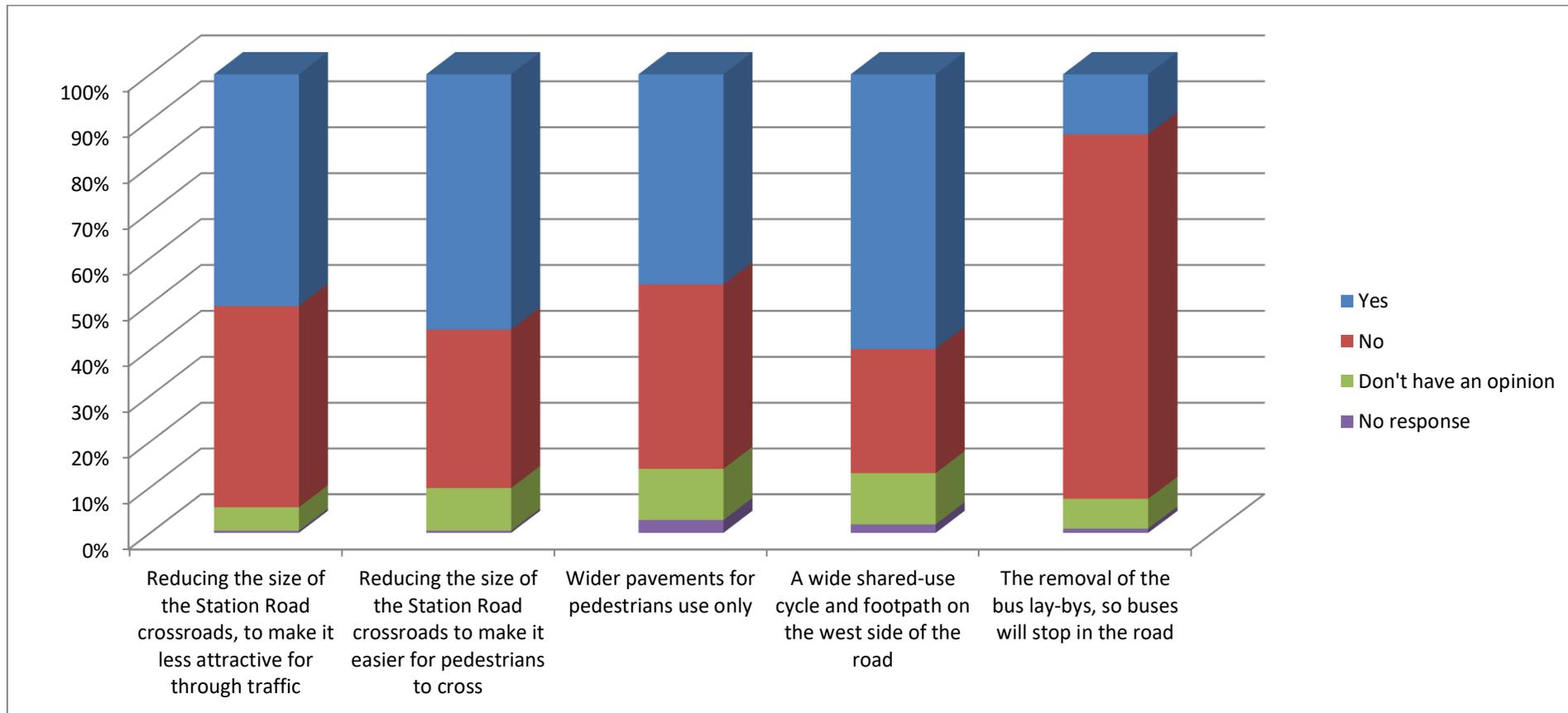
Question 4: In Arrival Square, do you support the following options? (please tick only one for each option)

62% of respondents supported the change of the Budds Lane and Chalet Hill junctions to mini-roundabouts with 29% objecting. Having read further details from the free text question (Q7), there is some evidence to suggest that respondents are more sceptical about the proposed conversion of Chalet Hill from traffic signals to a mini-roundabout as opposed to change to the A325 / Budds Lane junction that received fewer written comments and is anecdotally a difficult junction to turn right from.



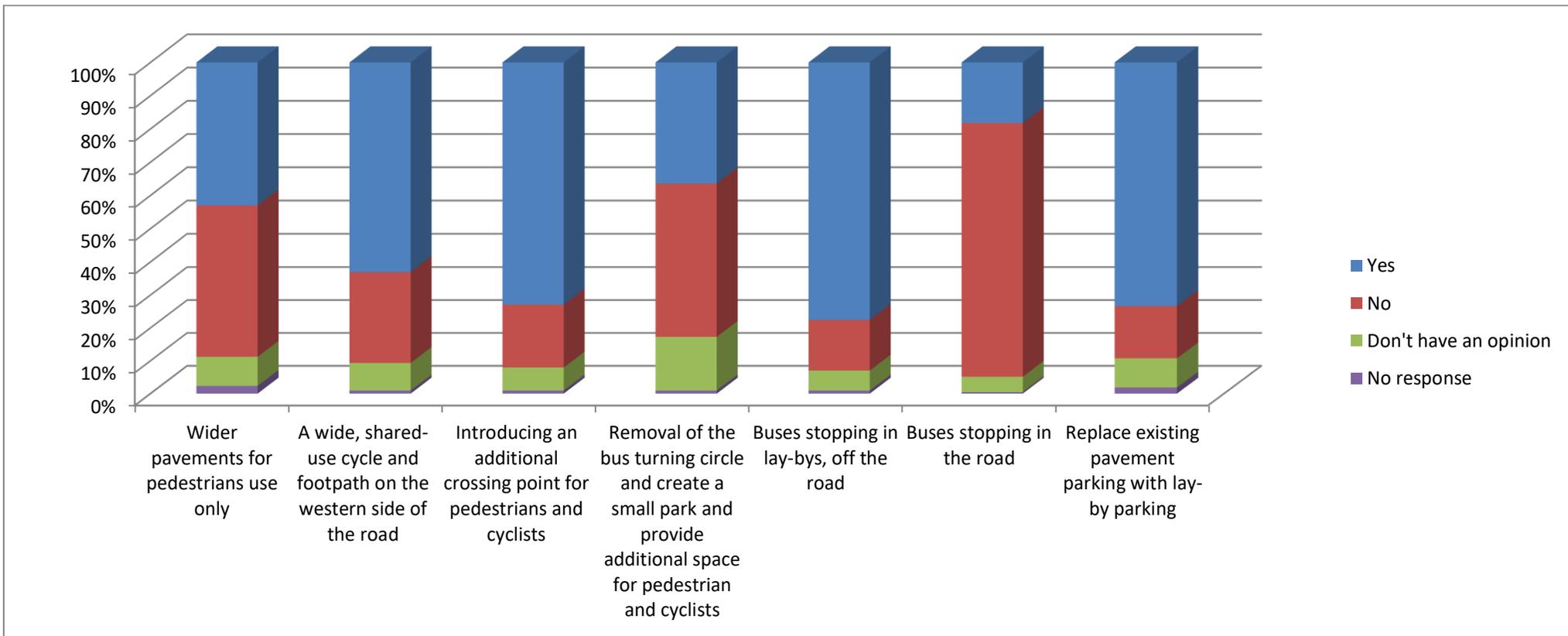
Question 5: With reduced traffic levels on the current A325 following the opening of the relief road, do you support the below options? (please tick only one for each option)

There is clear support for retaining the bus lay-bys in the northern gateway, with 79% of respondents stating that they did not support the removal of bus lay-bys. 60% of respondents supported the provision of a wide shared-use path compared to 46% who supported providing wider pavements for only pedestrian use. Although over half the respondents (56%) support making it easier for pedestrians to cross at the Station Road junction, there was less support (50%) for reducing the size of the junction to make it less attractive to through traffic.



Question 6: Do you support the following aspects of the proposed improvements? (please tick one answer for each option)

In the Southern Gateway and Whitehill the responses strongly advocate retaining the bus lay-bys, with 78% of respondents wanting buses to stop in lay-bys off the road and 77% of respondents not wanting buses to stop in the road. Introducing additional crossing points received as good level of support (73%), as did providing a shared use path (63%). Although the quantitative results show support for the replacing the existing pavement parking with lay-by parking (73%), the qualitative results received in question 7, counter this. The responses also show a lack of enthusiasm for removing the bus turning circle (36% support), which is also borne out in question 7.



Question 7: Please provide further comments you would like to take into consideration

An open question was asked to provide respondents with an opportunity to provide feedback regarding the proposed schemes and other items that they felt relevant. In total 114 out of 214 respondents used this section to express their opinions. A summary of responses is provided in the below table.

Common themes	Number of respondents
Public / Integrated Transport	25
Design	25
Parking	23
Pedestrians & Cyclists	20
Access	18
Relief Road	18
Traffic Management	14
Safety	9
Principles	5
Other	4
Wider Development Related	4
Disabled users	4
Asset Management / Maintenance	3

Public / Integrated transport:

The key comments coming from this theme was a strong feeling of dissatisfaction with the proposed removal of the bus turning circle and conversion into a pocket park (15 respondents), 8 respondents commented that the wider highway proposals need to be backed up with improved public transport service and connections to local rail stations were also highlighted and 2 respondents stated a dislike of bus stops being in the carriageway as opposed to in laybys, due to the delay it causes other motorists.

Design:

The design related comments reflected a total of 11 separate issues, most of which were only cited by one or two respondents. The most common concern related to the proposed conversion of the Chalet Hill / A325 junction to a mini-roundabout to help mark the gateway into Arrival Square. 3 comments were received in relation to positioning of bus laybys within Arrival Square and there were 2 comments that were against the reducing capacity at the Station Road / Lindford Road cross roads.

Parking:

83% of respondents making comments about parking were opposed to the proposals in Whitehill. The remaining comments were in relation to ensuring parking provision for the relocated Mill Chase Academy and the Skate Park both on Budds Lane, and for the wider removal of on-street parking.

Pedestrians & Cyclists:

60% of comments raised were in opposition to the proposal to provide shared use for pedestrians and cyclists, with the main concerns relating to safety of pedestrians when mixing with cyclists travelling at higher speeds. A few comments were made suggesting that on-road or segregated facilities would be a better alternative. There were 3 comments which indicated support for walking and cycling measures within the town.

Access:

The most frequent comment relating to access (61%) was in relation to ensuring that the proposals do not adversely affect existing residents from going about their daily lives. Concerns were also voiced regarding HGV access to the Forest Centre and existing businesses, and comments were also raised regarding access to St Matthews C of E primary school on Drift Road.

Relief Road:

18 comments were made which were related to the relief road. These comments have been passed over to the relief road team for their consideration.

Traffic Management:

36% of comments regarding traffic management (or traffic calming) reflected concerns about the impact of the Whitehill & Bordon regeneration in the surrounding areas. 43% of comments were in relation to Hogmoor Road, most of which were concerned about how the County Council would prevent its use as a short cut to Oakhanger Road.

Safety:

Although safety is inherent in the other themes, there were 9 responses which specifically mentioned safety being a key concern, particularly in relation to Station Road (50% of comments).

Principles:

The comments in relation to the principle theme related to speed. The comments received supported slower speeds environments, but some felt that we should be pursuing 20mph speed limits.

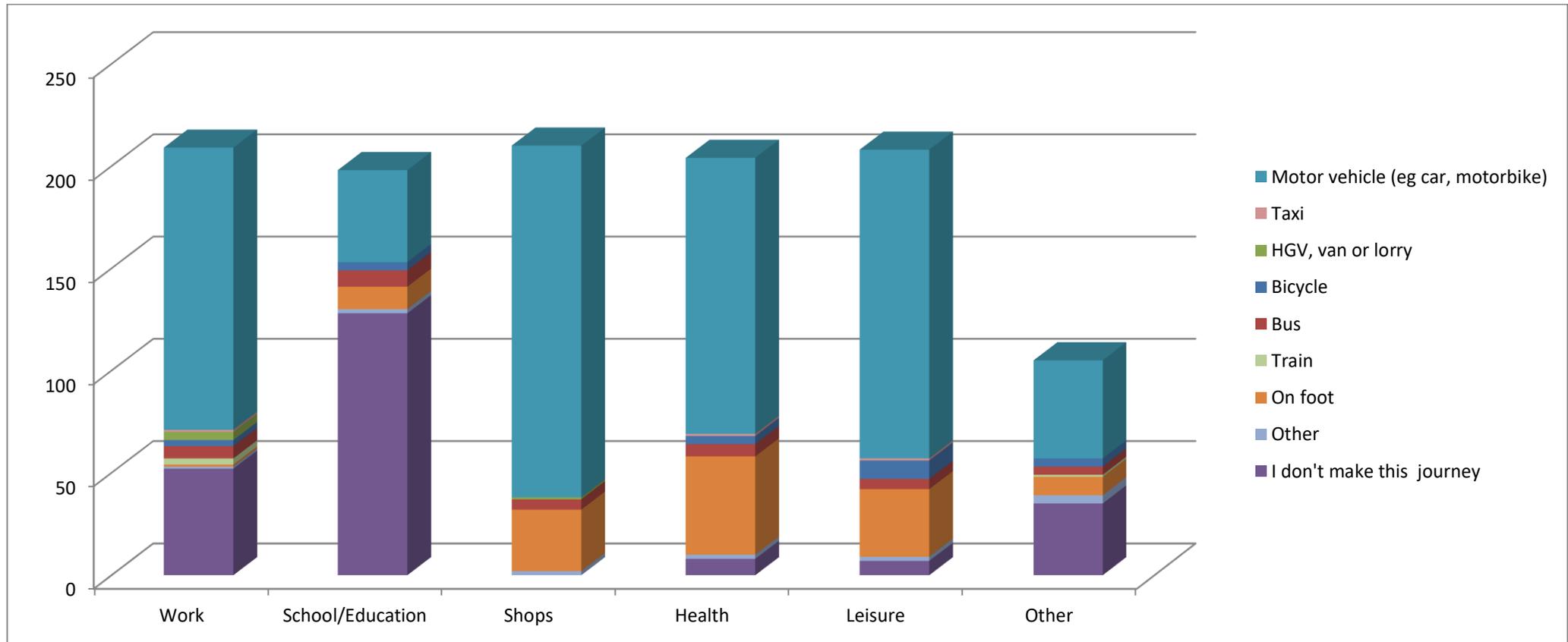
Disabled Users:

Several comments were received stating that the proposals should do more for disabled users for example providing ramps ensuring disabled access and improving the state of dropped kerbs to help preserve independence.

There were further comments made that reflected a general disillusionment with the regeneration project as a whole.

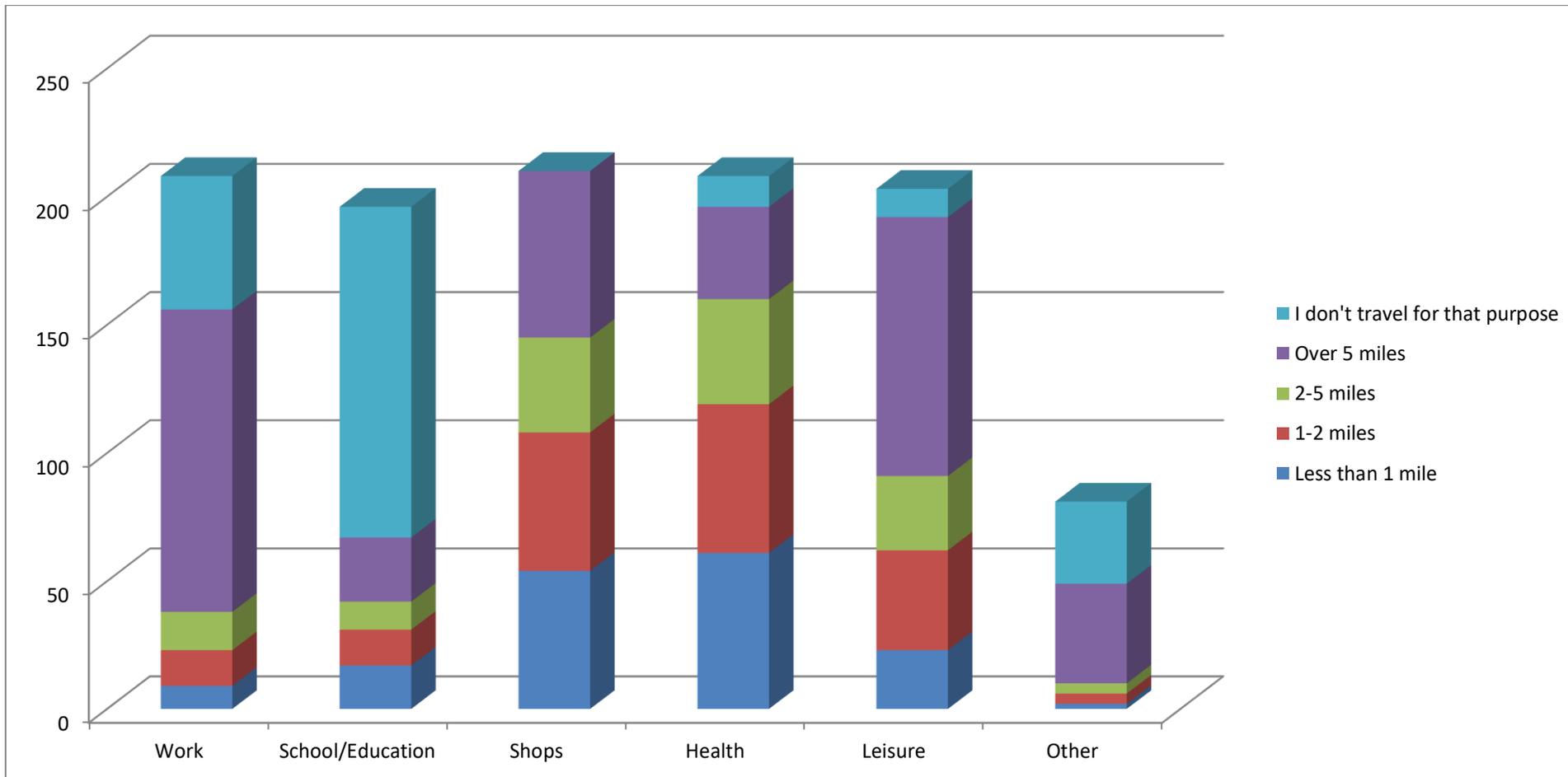
Question 8: What is the main method of transport for making the following journeys? (please tick only one for each option)

The responses show that motor vehicles are the most popular mode of transport for all the journey purposes listed. For the journey to work the bus is the next most popular mode, but only makes up 3% of these journeys. For education 6% walk, 4% use the bus and 2% cycle. 14% of shopping journeys are undertaken on foot and only 2% by bus. 24% of health-related trips are completed on foot, with 3% using the bus, and for leisure related activities, 16% are on foot, 4% by bicycle and 2% by bus.



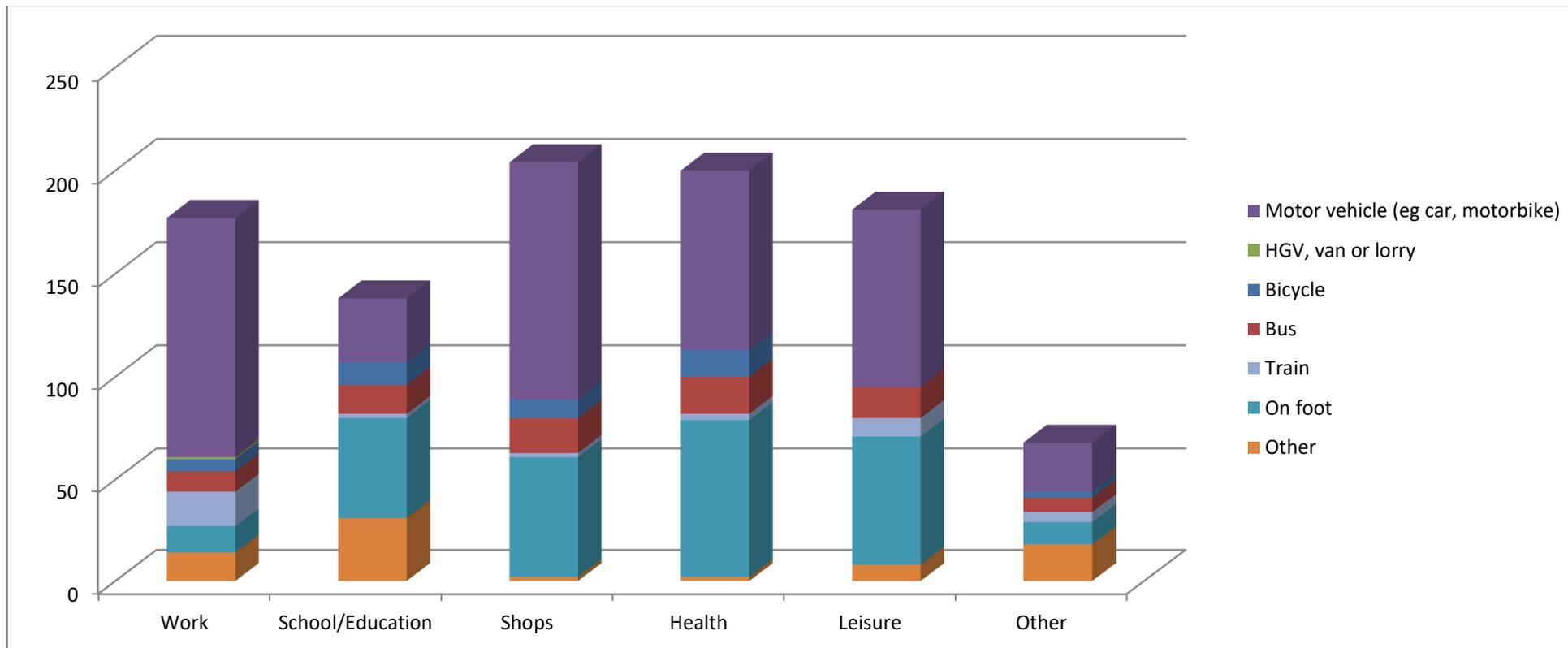
Question 9: How far do you usually travel to make the following journeys? (please tick only one for each option)

The results show that 57% of respondents travel over 5 miles to get to their place of employment, with 14% travelling between 1 and 5 miles. 13% of education journeys are over 5 miles, but 9% are less than 1 mile, 7% 1-2 miles and 6% 2-5 miles. Shopping trips over 5 miles make up the largest singular response (31%) but trips less than a mile and between 1-2 miles jointly comprise 51% of the answers. Health trips are more likely to be within 2 miles (57%) and leisure trips are typically longer distance journeys (50% travelling over 5 miles).



Question 10: What would be your preferred method of transport, for making the following journeys? (please tick only one for each option)

71% of respondents would prefer to travel to work by car, 10% by train and 8% on foot. Most respondents would prefer to travel to school on foot (46%), followed by motor vehicle (29%), bus 13% and bicycle 10%. The preferred method of travel for shopping trips is motor vehicle (57%) followed by on foot (29%) and by bus (8%). There was only a small difference between the preferred method of travel for health reasons, with 44% preferring to travel by car and 39% wanting to walk. Half of the respondents wanted to undertake leisure trips by car, followed by walking (36%) and bus (9%).



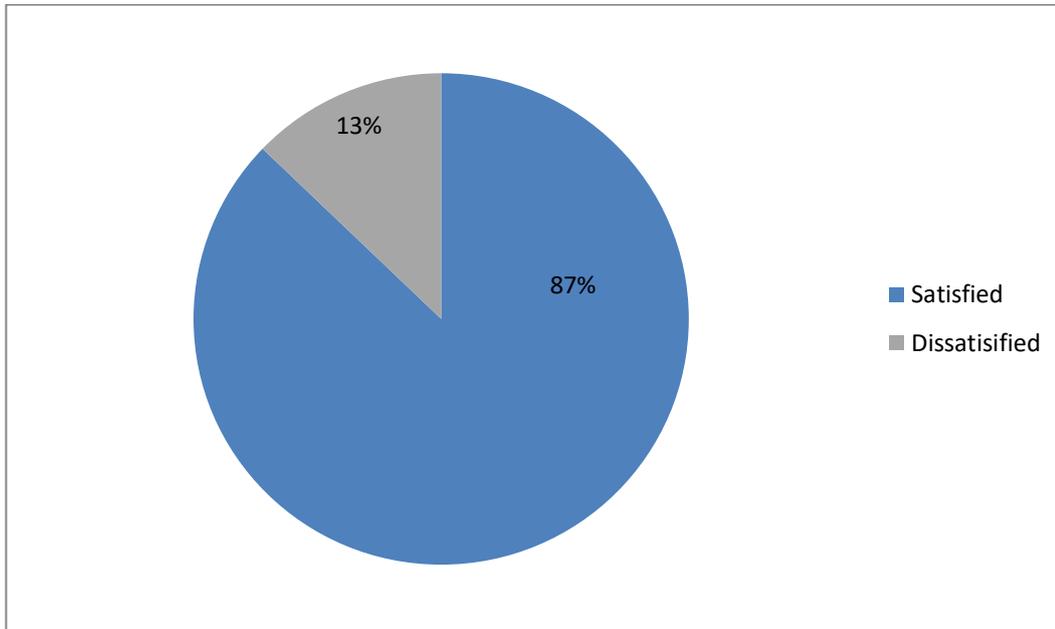
Question 11: Please tell us what stops you making journeys by your preferred method of transport

Common themes	Number of respondents
Poor bus service (timings, frequency, routes)	31
No train station in the town	17
Inadequate facilities and service within the town	16
Distance to travel	14
Roads too busy / dangerous to cycle on or walk next to	12
Poor bus and rail connections	8
Personal reasons including safety, time	5
Car needed for carrying shopping / transporting people	4
Cost of public transport	4
Limited cycle routes	3
Road works and delay	3
Availability of bicycle storage at destination	2
Don't make the journey	1
Poor disabled accessibility	1
Need car for work purposes	1
Availability of car parking at rail stations	1
Lack of seating / rest areas	1

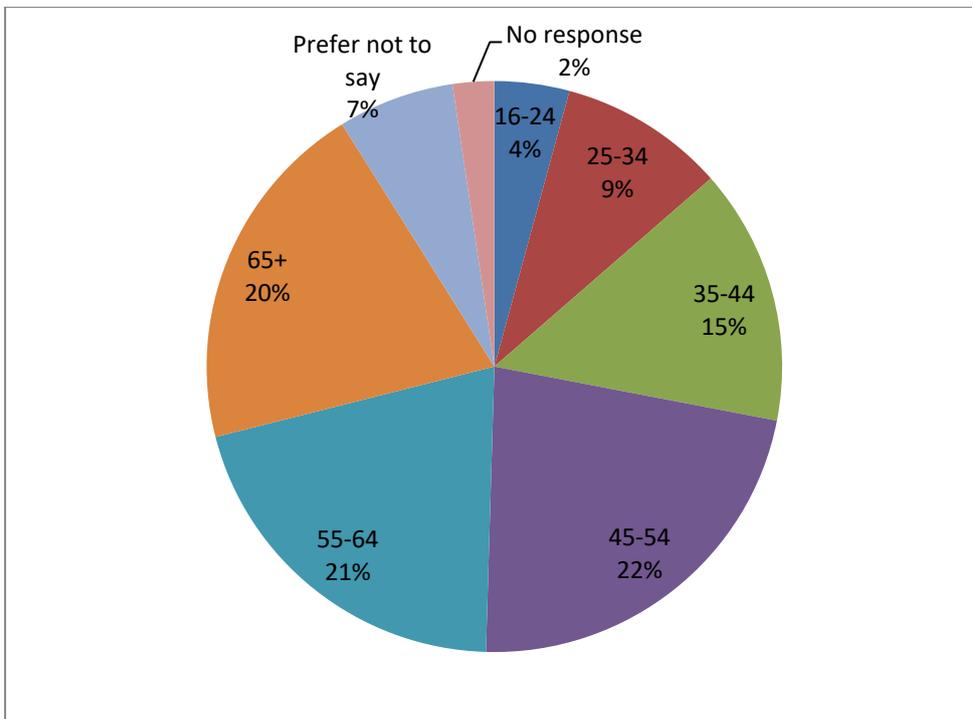
Feedback on the event

Question 12: If you attended the event how would you rate the exhibition?

A total of 117 respondents provided feedback on the event.



The following graph shows the age range of the respondents to the survey. The age ranges have been compared to the 2011 Census data where they are directly comparable; the consultation slightly under represented the 16-24 age range, and over represented the over 65s. However, 70% of Census responses from Bordon were in the 25 to 64 age range and the consultation recorded responses from 67% of 25-64 year olds. It is therefore reasonable to conclude that the consultation is broadly representative of the town.



4.0 Conclusions and Recommendations

Hampshire County Council was able to gauge local opinions and gain valuable feedback from these consultations which will be taken into consideration when agreeing the next steps.

The responses from the consultation show a strong level of support for the principles of the project, and the proposals for both Budds Lane and Arrival Square. There was however less support for aspects of the northern and southern gateway sections; particularly those relating to bus lay-bys being removed and the bus turning circle in Whitehill being converted into a pocket park.

The qualitative responses for the southern gateway and Whitehill also revealed a dichotomy with the quantitative analysis, with strong levels of opposition to changing the current residential parking arrangement on the eastern side of Petersfield Road, removal of the bus turning circle and reducing the radii of junctions.

It is the finding of this consultation analysis report that the;

- Principles of the Whitehill & Bordon Integration Project are supported by the public and should be upheld and reflected in the future development of the project;
- Proposals for Budds Lane are supported, and that detailed design is started;
- Proposals for Arrival Square are supported, but further design consideration needs to be given to the placement of the bus stops on the eastern side of the A325 and the conversion of the A325 / Chalet Hill junction to a mini-roundabout;
- Proposals for the Northern Gateway should be reconsidered in light of the negative opinions expressed regarding filling in the bus lay-bys and reducing capacity at the junction; and that the
- Proposals for the Southern Gateway and Whitehill should be reconsidered in light of the negative opinions expressed regarding residents parking, loss of the bus turning area and the creation of a pocket park.