

## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Member for Environment and Transport
<b>Date:</b>	13 March 2018
<b>Title:</b>	Whitehill and Bordon Transport Package
<b>Report From:</b>	Director of Economy, Transport and Environment

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### 1. Recommendations

- 1.1. That the Executive Member for Environment and Transport notes the changes in the policy background impacting the Whitehill and Bordon Transport Package and Transport Strategy.
- 1.2. That in light of these changes, the Executive Member for Environment and Transport delegates authority to update the Transport Strategy to the Director of Economy, Transport and Environment in consultation with the Executive Member for Environment and Transport.
- 1.3. That the Executive Member for Environment and Transport gives approval to undertake further engagement and consultation activity on schemes and proposals related to delivering the Whitehill and Bordon Transport Package and Transport Strategy.

### 2. Executive Summary

- 2.1. The Whitehill and Bordon development is moving forward and there has recently been good progress in determining the delivery programme for the opening of the new school. In light of this, there is now a need to undertake development and detailed design work on the highways and transport schemes identified in the Transport Strategy.
- 2.2. Various factors have changed since the identification of a transport strategy back in 2014 and the iterations before it. These have a bearing on the transport measures that were considered in the transport strategy. These changes do not affect the strategy coherence, just the relative balance between the strategy themes.

### 3. Contextual information

- 3.1. The Delivery of new development of over 4,000 homes and the new town centre in Whitehill and Bordon has been rapid, with housing delivery accelerating, sales values exceeding expectations, and large infrastructure projects such as the Relief Road and Future Skills College being delivered on

time and to budget. Mill Chase is a new secondary school proposal that has recently been given planning permission. A town centre planning application has also been made by the developer. Both of these latter two developments are seeking to open by the last quarter of 2019.

- 3.2. The transport policy background has a long history spanning back to the concept of "Eco Towns". The adopted policy base can be found in various documents including the transport strategy and transport assessment, urban design and traffic management plans from 2014, and the planning approvals and design guides adopted by the planning and/or highway authorities. There are five elements to the current, adopted strategy, which include the relief road, the A325 integration project, traffic management measures in surrounding villages, traffic improvements in neighbouring authorities, and sustainable transport elements.
- 3.3. Whilst the Relief Road is now nearing completion, there is a significant amount of further work to deliver the remaining elements of the Transport Strategy. There is a sum of Section 106 contributions due to come in that, when combined with other Local Enterprise Partnership (LEP) funding for transport improvements, totals over £15million. This does not include the work required to be delivered by the developer, of which there are over 100 individual schemes.
- 3.4. It is now the right time to progress these elements and develop them into more detailed proposals. To date, the Transport Strategy has set design concepts and principles. These now need to be developed further via the detailed design and development process. This needs to be done in light of some key local changes such as:
  - The planning approval for the new secondary school in Budds Lane (at the time of writing the strategy, this was a less certain development);
  - A strategy refresh has identified a need to expand the scope of the original A325 project to include Budds Lane and Station Road, which is likely to place increased demands on Section 106 and/or other funds. This is a key strategy measure aimed at ensuring that the new and existing settlements are integrated and that movement between East and West is made convenient;
  - Public transport pilots and studies undertaken by East Hampshire District Council have cast some doubt on the viability of the originally proposed public transport proposals and require this element to be reviewed;
  - East Hampshire District Council has been successful in the initial stages of bidding for additional funding of over £3million to enhance a ring and grid of walking and cycling improvements that need to be integrated into the strategy; and
  - Changes to the County Council's Traffic Management Policy in 2016, as a result of reductions in departmental budgets. This focuses on progressing schemes and projects that will benefit casualty reductions, and scales back other schemes, particularly with respect to HGV restrictions and speed limits.

- 3.5. Elements of this work are likely to be very complex, particularly the works required to ensure that the existing and new settlements integrate effectively and that movements east to west work well. This challenge has been recognised and is reflected in a new governance mechanism for the transport work. This reports into existing high level governance for the whole masterplan, but has two new boards. The first is a Transport Strategy board which is tasked with refreshing and managing the “Transport Strategy”. As key tasks it will develop the public Transport Strategy and provide design briefs and guidance to the second board (“Development and Delivery Board”), which is tasked with managing the detailed design and delivery of the package of measures. It includes membership from the developers, highway authority, and planning authorities. Together they will be seeking to develop a shared set of plans and proposals for engagement, consultation, and delivery. The EM3 LEP recently agreed to jointly fund several posts responsible for overseeing the coordination of this work.
- 3.6. Engagement on a set of plans for the integration project is the next major significant and time critical task required to make the Transport Strategy a reality. The Development and Delivery Board is seeking to engage on plans for the Whitehill and Bordon integration project in Spring 2018. Engagement will be with the community, stakeholders and the exchange group. This will allow the design team to gain a better understanding of what the community and stakeholders see as the best options. This will help define what scheme or schemes to take to the next stage of design, the output of which will be subject to normal consultation processes.
- 3.7. To assess the ongoing impact of the development on surrounding communities and roads, a network of monitoring sites is being implemented to establish a baseline of current traffic flows, and monitor these as the development builds out. This is to help determine the actual impact of the development and where mitigation in surrounding communities or strategic road enhancement may be needed. Any mitigation works deemed necessary will conform to the County Council’s Traffic Management policy.
- 3.8. An ongoing dialogue has been established with Surrey County Council to discuss the impact on junctions outside of Hampshire and progress appropriate schemes.

#### **4. Finance**

- 4.1. The cost of undertaking design work is covered as part of the core work of Hampshire County Council’s Strategic Transport function.
- 4.2. In addition, a bid to the EM3 LEP has been made to cover coordination work activity totalling £275,000 over two financial years. It is match funded using the core funding referred to above in paragraph 4.1. This is subject to the signing of a funding agreement.

#### **5. Consultation and Equalities**

- 5.1. The report seeks approval for further consultation on schemes and proposals related to delivering the Whitehill and Bordon Transport Package and Transport Strategy, and the decision has been assessed for equalities impact as per the integral appendix.

**CORPORATE OR LEGAL INFORMATION:****Links to the Strategic Plan**

<b>Hampshire maintains strong and sustainable economic growth and prosperity:</b>	yes
<b>People in Hampshire live safe, healthy and independent lives:</b>	yes
<b>People in Hampshire enjoy a rich and diverse environment:</b>	yes
<b>People in Hampshire enjoy being part of strong, inclusive communities:</b>	yes

**Other Significant Links**

<b>Links to previous Member decisions:</b>	
<p><u>Title</u> Whitehill and Bordon Transport Strategy Reference: 4788</p>	<p><u>Date</u> 2 April 2013</p>

**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.)

<u>Document</u>	<u>Location</u>
Whitehill and Bordon Transport Strategies	<a href="http://www3.hants.gov.uk/councilmeetings/advsearchmeetings/meetingsitemdocuments.htm?sta=0&amp;pref=Y&amp;item_ID=4788&amp;tab=2&amp;co=&amp;confidential">http://www3.hants.gov.uk/councilmeetings/advsearchmeetings/meetingsitemdocuments.htm?sta=0&amp;pref=Y&amp;item_ID=4788&amp;tab=2&amp;co=&amp;confidential</a>
Whitehill & Bordon Walking and Cycling Strategy	Hantsfile
Whitehill & Bordon Car Parking Strategy	Hantsfile
Whitehill & Bordon Traffic Management Strategy	Hantsfile
Whitehill & Bordon Public Transport Strategy	Hantsfile

## **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 disproportionately low.

### **1.2. Equalities Impact Assessment:**

The recommendations of this report will not have a disproportionate impact upon people with protected characteristics. The proposals may ultimately lead to schemes and proposals that will require separate assessment, and this will be conducted at the appropriate time.

### **2. Impact on Crime and Disorder:**

- 2.1. It is not considered that the issues covered by this report will have a significant impact on crime and disorder in Hampshire.

### **3. Climate Change:**

- (a) How does what is being proposed impact on our carbon footprint / energy consumption?

The strategies that form the subject of this report propose the delivery of transport infrastructure and service improvements alongside growth. The Public Transport Strategy and Walking and Cycling Strategy identify sustainable transport improvements that when implemented will serve to encourage sustainable travel, reducing car-borne trips, and reducing the carbon footprint and resource consumption. The Parking strategy strikes a

balance between needing to provide for car ownership and in promoting parking measures that encourage sustainable travel.

- (b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

The strategies that form the subject of this report are part of the long-term transport strategy for the regeneration and development of Whitehill & Bordon, and set out a comprehensive approach to delivering transport choices to future workers and residents in the town. These measures, when implemented, will seek to instil and promote sustainable travel behaviour within the town, reducing carbon consumption and travel emissions, and responding to climate change.