

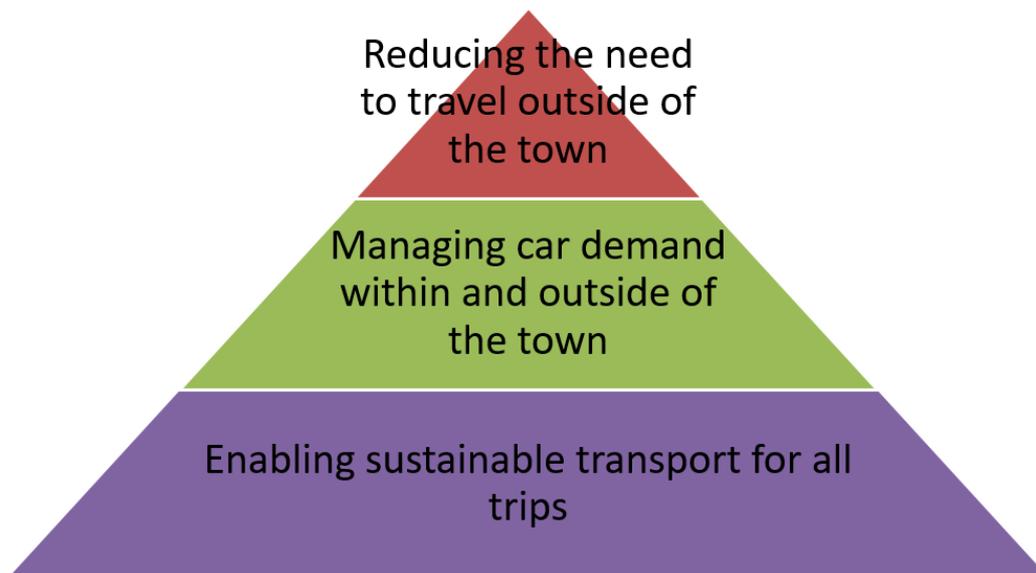
Summary of Whitehill & Bordon Transport Strategy

Briefing to Whitehill Town Council

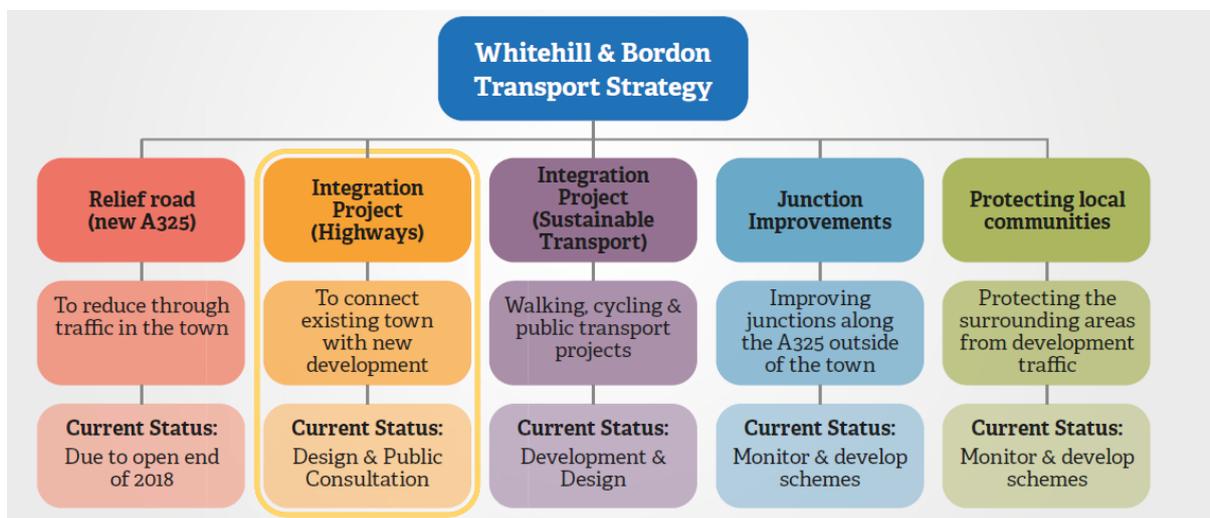
This paper summarises the briefing given to Whitehill Town Council on 14 August 2019, by Hampshire County Council officers; Karen Brisley, Nicola Waight and Allen Harris.

Whitehill & Bordon Transport Strategy

There are 3 pillars that underpin the Whitehill & Bordon Transport Strategy, they are;



The Whitehill & Bordon Transport Strategy is comprised of 5 themes / key elements. Slide taken from Integration project consultation 2018.



Relief Road

- The relief road was fully opened in January 2019. It carries approximately 6,000 vehicles per day (travelling in both directions).
- Prior to the relief road opening, the C114 used to carry approximately 15,000 vehicles per day, since the relief road opened this has fallen to between 10,000 – 11,000 vehicles per day.

Integration Project

- This covers the C114, Budds Lane, Station Road, Chalet Hill and Hogmoor Road.
- The Integration Project is all about;
 - bring the existing and the new communities together;
 - making these roads less attractive for through traffic;
 - creating a safer environment for pedestrians and cyclists;
 - encouraging walking and cycling by providing more infrastructure; and
 - reducing the severance effect that the old road created.
- The County Council conducted a consultation event on the Integration Project in Summer 2018 – details can be found from the following link
<https://www.hants.gov.uk/transport/transportschemes/whitehillbordontrafficantransport>

Sustainable Transport

- This includes activities such as community travel planning, public transport, and walking and cycling measures linked to the Integration project, not the Green Grid / Green Loop.

Junction Improvements

- We will focus on improving junction capacity outside of the town to ensure that the impact of traffic associated with the Whitehill & Bordon regeneration is minimised as much as possible.
- Our traffic management strategy for Whitehill & Bordon is to ensure that the A and B roads in the local area are working as efficiently as possible to ensure that traffic is not tempted to use less appropriate roads.
- We have traffic counters located on the strategic roads in the local area (Kingsley, Oakhanger, Headley, Conford, A325 to the north and south of Whitehill & Bordon and 2 sites on the relief road), counting the volume and type of traffic.

Projecting Local Communities

- We are aiming to protect local communities from the impacts of traffic associated with the Whitehill & Bordon regeneration.
- In Oakhanger we are looking to deter traffic from travelling through the village as a shorter route between the A325 and the B3004.
- In Kingsley we are looking to improve the resilience of the village as traffic is expected to increase on the B3004, but we want the residents to still feel confident to walk around the village.

Funding

How will the Transport Strategy be Funded



Section 106

£9.777m from Prince Philip Park
£1.5m from Louisburg
£255k from Quebec
Sub-total = £11.5m



EM3 LEP

£2m for Integration Project
£3.14m for GGGL Bid 1
Sub-total = £5.14m

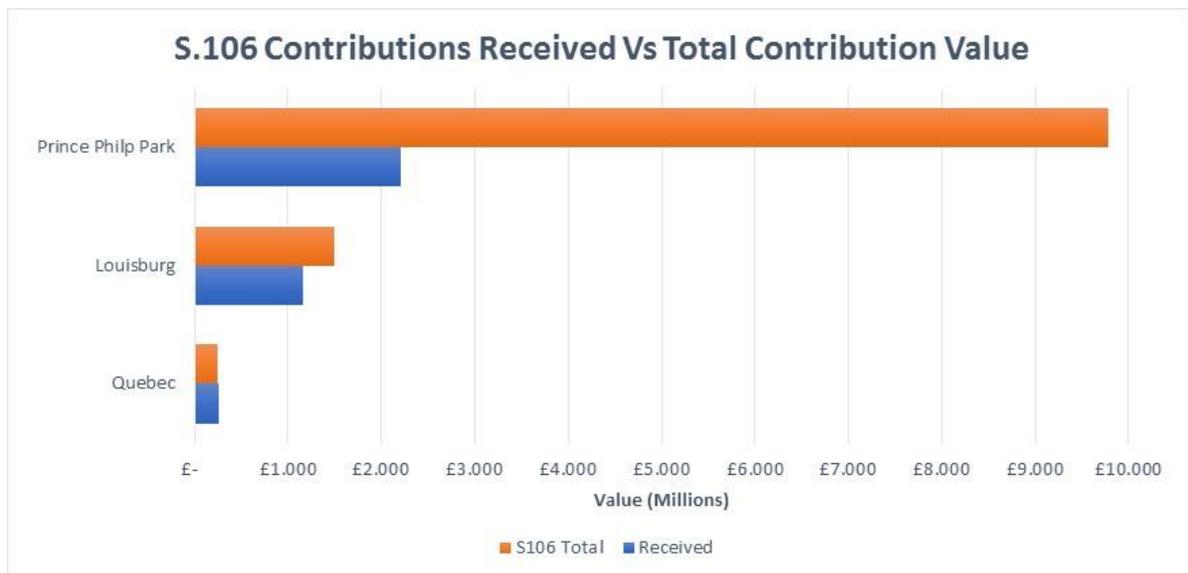


Other sources

Healthy New Towns
Bus Grant
East Hants District Council

TOTAL ALL FUNDING SOURCES = £17,146,044

- The Developer Contributions which the County Council will use to fund the implementation of the Transport Strategy comes into the County Council in instalments.
- The figure below shows the amount we have currently received.



- Prince Philip Park is providing the majority of the contributions
- The trigger points are; Commencement, occupation of 100th unit, 600th unit, 1200th unit and 1800th unit.
- We hope to receive the second instalment later this year / early next.

Governance

- There is a Transport Strategy and Delivery Project Board (TSDPB) which has representation from East Hampshire District Council, Hampshire County Council and Whitehill & Bordon Regeneration Company
- The TSDPB reports to the Whitehill & Bordon Delivery and Implementation Board which in turn reports to the Whitehill & Bordon Strategy Board
- The County Council is also a core member of the Xchange group.

Green Grid Green Loop (GGGL)

- On completion, the GGGL will provide a network consisting of an outer loop and a grid within it to support the community of Whitehill & Bordon to travel within the town in a healthy and sustainable way, having less reliance on their cars for local journeys.
- Over £4m in funding has been achieved through bids to the EM3 Local Enterprise Partnership to deliver sections at Ennerdale Road and Budds Lane, Alexandra Park, crossings at Woolmer Way junctions and New Road, and an onward route from Whitehill Village Hall towards the Hogmoor Inclosure. The Town Council will be engaged in the design process for both Alexandra Park and New Road route towards Hogmoor Inclosure.