

SELBORNE, OAKHANGER & BLACKMOOR Traffic Study

Progress Update. 14 August 2013

Hamilton-Baillie Associates, supported by the David Knight of Transport Planning Associates (TPA) were commissioned by the Parish Council to examine the transport assessment of the traffic impact generated by the proposed development of the Bordon Eco-Town and other potential urban expansions in the areas surrounding the three key settlements within the parish, and to provide strategic advice and initial sketch proposals for measures to minimise such impact. This followed the receipt of a proposal by Hamilton-Baillie Associates in April 2013, and its subsequent approval by the Parish Council.

The team have now carried out a thorough review of the *Transport Assessment (TA)* prepared by Amey on behalf of the development in Bordon, together with a critical analysis of the *Traffic Management Strategy* commissioned by Hampshire County Council and prepared by WSP Traffic Engineers. The review has also covered a number of related reports and studies, including the March 2010 *Transport Strategy Report* prepared by Alan Baxter Associates.

On July 2nd, an introductory presentation and discussion was held at Selborne Village Hall for all three communities. The meeting was attended by officers and a member from Hampshire County Council together with representatives from east Hampshire District. The core principles likely to underpin any sustainable long-term measures were illustrated by Ben Hamilton-Baillie. A number of useful suggestions and local information were gathered from the event, and a clear consensus emerged supporting an approach based on the principles of low-speed design, shared space and place-making engineering.

The analysis and review of Hampshire County Council's *Transport Strategy Report* concludes that the measures suggested by WSP would fail to protect the three villages from the significant growth in anticipated traffic resulting from the development. The report is very lacking in any specific details, but relies on some vague generalised terms such as "*environmental improvement schemes*". Although frequently referenced in the introduction, the Transport Strategy draws little strategic advice from the key policy and guidance documents of *Manual for Streets 2* and *Traffic in Villages: A toolkit for communities* (Dorset 2012).

In preparation for, and following the introductory event, the area surrounding and adjoining the three communities has been re-surveyed, and a more realistic assessment made of the key pressure points. Building on this analysis, a wide range of measures have been drawn up for key junctions, entry points into the area, critical lanes, and the environment of the three villages themselves. Considerable internal thought and discussion has been given to the balance between a comprehensive approach and more modest, realisable small-scale interventions to the transport network in the roughly triangular "peninsular" between the more urban areas of Alton, Farnham and Bordon.

Such discussions have generated a twin-track approach towards the study. This broadly consists of a broad-based strategy for minimising traffic, especially through-traffic in the network of roads and lanes outside the A325 and A32 / A31 corridors. This would build on the tentative proposals for reductions in traffic or “modal shift” put forward by the developers and the County Council, combined with a more comprehensive approach to directional signing and the design of key junctions. An overview of this kind would include the approach of the Highways Agency to junctions such as at Ham Barn, and to the role of the B 3006 between Alton and Liss.

The second track will involve developing a set of detailed principles for village streets and spaces, together with the rural lanes that inter-connect the key villages. This will draw from work underway in parallel for the South Downs National Park, in the Authority’s broader initiative to establish a comprehensive policy towards rural road design. It is intended that the study proposals for Selborne, Oakhanger and Blackmoor will be suggested as pilot projects for the National Park’s study and policy development.

The second track will generate a map and schedule of potential and recommended interventions that will include a number of intersections, village entry points, village centres and critical locations specific to the three communities. Of these, a sample 5 or 6 sketch designs will be worked up in more detail, in order to establish a consistent approach that can be clearly understood and agreed with the local residents and traders, and with the relevant highway authority and district council.

The emerging proposals include the following, but please note that this list has yet to be finalised and will, no doubt, be refined and extended as the study proceeds:-

Selborne

- Northern entry to village between Goslings Croft and Gracious Street
- Selborne School access point and entry
- Gracious Street junction with High Street
- High Street fronting the Village Hall / Shops
- Crossing point just south of Selborne Commons Junction
- Honey Lane Junction

Oakhanger

- Oakhanger Road / Roman Road junction
- Hartley Mauditt / Red Lion junction
- Northern entry point on Shortheath Common, near Hartleywood Farmhouse
- Lions Field to Village Green
- “The Narrows”, south of the Village Green

Blackmoor

- Enhanced gateways at four key entry points on Blackmoor Road, Sotherington Lane, Drift Road and Church Road
- Outside Church Cottages / Red Cottage
- Lychgate and Church frontage
- School frontage and school access / parking arrangements – Drift Road

- Junction of Firgrove Road and Petersfield Road
- Junction of Drift Road / Blackmoor Road / Sotherington Lane

Additional detailed work on a number of the above locations will be carried out during September. A meeting with Hampshire County Highways is to be confirmed for later in September to run through the proposals, and we anticipate drawing the recommendations together by the end of October. We would hope that a further evening event with the residents and businesses in the area and other interested parties can be arranged towards the end of October.

Ben Hamilton-Baillie