

May 2023

Whitehill & Bordon Low Car Design



Report of Consultation

Table of Contents

Executive Summary	1
1. Introduction	4
2. Who engaged with the consultation material and how?	5
Social media	8
Connection to Whitehill & Bordon.....	9
Headline Statistics	9
3. Summary of Responses: Phase 1, Designs for low-car housing.....	11
4. Summary of Responses: Phase 2, Travel Survey Outcomes	22
5. Summary of Responses: Phase 3, Parking in Whitehill & Bordon	35
6. Conclusions	38
Overview	38
Net zero carbon and public transport.....	41
Serving the everyday needs of residents	42
Street and Building Design Implications	44
Feasibility of low-car ownership	46
Next Steps	48
Appendix 1 – Consultation Information.....	49
Appendix 2 – Low-car designs (Phase 1 of the consultation)	52
Appendix 3 – Travel Survey Outcomes	69

Executive Summary

- E1. In the summer of 2022, East Hampshire District Council (EHDC) invited residents of Whitehill & Bordon to take part in a consultation on ideas for the future design of housing. This document provides a summary of responses to this ‘Whitehill & Bordon Low Car Design’ consultation, which was an informal (non-statutory) public consultation that will inform the emerging East Hampshire Local Plan 2021-2040.
- E2. There were three phases to the consultation, which was conducted online using special funding from the Department for Levelling Up, Housing and Communities. **Phase 1** asked local residents to comment on low-car residential designs in the context of information on their pros and cons from a design perspective. **Phase 2** featured a travel survey, allowing residents to provide information on their travel choices and the potential for future changes to these. **Phase 3** focused on helping residents to identify good and bad examples of current parking arrangements in Whitehill & Bordon.
- E3. Overall, there were **2,149** visitors to the dedicated consultation website during the consultation. A total of **318** respondents provided **644** contributions to the different phases of the consultation, with the largest number (a total of 209 contributions) being comments on the proposals for low-car designs.
- E4. Some common themes concerning residential car parking were identified from the responses to the consultation across its different phases. These themes are:
- The achievement of net zero carbon development in the context of limited public transport options;
 - Providing new housing that is designed to respect and serve the everyday needs of residents (i.e. in planning jargon: development that offers high levels of residential amenity), whilst being accessible to all;
 - The wider implications of the suggested low-car designs for street and building design;
 - The feasibility of households owning fewer cars given the demands of modern living;
 - The parking issues currently facing residents of Whitehill & Bordon.
- E5. Many responses were concerned that EHDC might act to restrict car ownership despite an evident need for personal transport, due to the lack of suitable, convenient and accessible public transport alternatives. Overall, the consultation responses expressed a need to accommodate car parking in residential areas, both now and in the future. This is something that planning policy will be mindful of in developing a future parking strategy for Whitehill & Bordon and when reviewing parking standards more broadly. For decision-making and in advance of adopting a new Local Plan, parking standards should continue to be applied.
- E6. There is no “one-size-fits-all” approach to residential car parking that will be considered suitable by all households. It is likely that a range of different parking solutions should be offered as part of the design of new housing development. It is nonetheless important to

note that consultation responses indicate that four of the low-car designs are worth exploring within site-specific approaches to residential parking. These are the tandem parking design; the rear garden flexibility design; the front driveway design; and the ground floor flexibility design. These are all 'on-plot' parking designs.

- E7. A range of more detailed implications for the planning and design of residential car parking also emerged from this consultation as follows. The remainder of this report provides further details on the consultation and its outcomes, including 'next steps' for the planning of future development:

EHDC will continue to work with partners including Hampshire County Council, taking account of the traffic survey outcomes, to identify ways in which carbon emissions could be mitigated through offering more sustainable transport alternatives to the private car. Improved walking and cycling connections to an increased range and number of local facilities and services can help to address the climate emergency; but the lack of public transport alternatives needs to be fully taken into account for longer journeys. The design of new residential development should be informed by realistic assumptions regarding future transport choices

Opportunities to provide electric vehicle charging infrastructure should be investigated as part of the design process and, wherever possible, residential designs should include this infrastructure in a manner that is safe and convenient.

Applicants should consider the level of parking provision for new homes in Whitehill & Bordon taking account of expected household size and composition. For family-sized homes (three or more bedrooms), local data from the 2021 Census should be reviewed (when available) and the sufficiency of parking considered, taking account of the propensity of these households to include young adults of working age. Notwithstanding this, the proximity of new homes to facilities, services, public transport and job opportunities should be taken into account in the context of the climate emergency (see above). The existing parking standards continue to apply unless and until they are superseded by (e.g.) the emerging Local Plan, noting the opportunity to apply these flexibly as per the adopted SPD.

Future parking strategies at both town- and site-based scale need to recognise local public transport provision and accessibility. Reductions to residential parking below the adopted parking standards will need to be justified as exceptions on a case-by-case basis until significant improvements to transport options have been made.

Residential designs that include a garage must overcome the current barriers to their use for car parking, which are: limited household storage space; and inappropriate sizing for modern vehicles. The need to provide infrastructure for electric vehicle charging should also be considered. The design of future homes should carefully consider the accommodation need of residents based on likely household size. If garages are to be included, then they should be used for car storage by being of a realistic size and in an accessible and convenient location to the main home.

Future plot designs need to recognise the importance of tree planting and green space to be provided to both individual properties via garden(s) or via shared green space in the streets. Residential parking needs to be designed in a manner that is considerate to allowing natural features to be enjoyed in a residential setting.

Applicants must carefully consider residential street design, ensuring that any new streets are of a sufficient width and layout to accommodate all users in ways that are “fit for purpose” i.e. safe, inclusive and attractive. Parking should be considered holistically, with on- and off-plot arrangements complementing each other, to meet the needs of residents and visitors. Innovation is likely to be required at higher densities, to avoid the perception of car-dominance (e.g. accommodating sufficient trees and planting, which will also offer climate-resilient environments).

It will be important for architects and urban designers to take a holistic approach to devising internal layouts, floorspace requirements and car parking arrangements, whenever on-plot parking is being proposed within a building, whether that is the main house or a separate garage. The need for storage for outdoor living should be taken into account as well, so that vehicle parking arrangements would function as intended.

Future Whitehill & Bordon transport strategies should focus on improving the local public transport services serving the residential areas and connecting to the key facilities and transport hubs, such as local train stations. Transport infrastructure that would increase regular engagement in active and public transport needs to be identified in future developments to secure funding and delivery.

Any proposals for on-street parking need to be appropriately designed so that spaces form part of an attractive street environment, and can be used without detriment to pedestrian safety, the convenience of walking and cycling modes and access by other vehicles (including emergency and service vehicles).

Applicants must give consideration to visitor parking spaces and how these can be designed to be used by visitors. EHDC in conjunction with applicants must consider visitor parking in conjunction with the adopted SPD

1. Introduction

- 1.1 In the summer of 2022, East Hampshire District Council (EHDC) invited residents of Whitehill & Bordon to take part in a consultation on ideas for the future design of housing. The consultation focused specifically on how residential car parking might be accommodated on house plots and within residential streets, taking account of a range of planning issues; and on local experiences and thoughts about related local transport issues. This document provides a summary of responses to this ‘Whitehill & Bordon Low Car Design’ consultation, which was an informal (non-statutory) public consultation that will inform the emerging East Hampshire Local Plan 2021-2040.
- 1.2 Although East Hampshire has high levels of car ownership¹, opportunities for developing at increased housing densities and with lower levels of parking have been identified at Whitehill & Bordon. The town is undergoing large-scale regeneration on the site of the former Bordon Garrison, which includes large areas of previously developed or ‘brownfield’ land. National planning policy² makes clear that the planning system should support an efficient use of brownfield land and help to achieve radical reductions in greenhouse gas emissions, both of which could be supported by lowering dependence on the private car in new developments. However, EHDC needs to understand the views and requirements of local residents, to decide whether it would be acceptable to reduce parking standards for new homes at Whitehill & Bordon.
- 1.3 The low-car design consultation is part of the process of gathering evidence to inform the emerging **East Hampshire Local Plan 2021-2040**. This Report of Consultation forms part of the evidence base that will be used to draft appropriate policies and proposals for the Regulation 18 Local Plan consultation in September 2023. Where relevant, the consultation outcomes may also be used as material considerations to inform emerging proposals (including design codes) and decision-making on planning applications in Whitehill & Bordon.
- 1.4 The following provides a summary of the “when” and the “how” of this informal consultation process:

Name of consultation: Whitehill & Bordon Low Car Design

Consultation dates: 18th July to 31st August 2022

Who was it for?: Residents of Whitehill & Bordon

¹ High levels of car ownership are reported in the Council’s adopted parking standards, based on 2011 Census data. Data from the 2021 Census concerning car ownership has recently been published and confirms that car ownership in East Hampshire is notably high, compared to other local authority areas in England and Wales. For more information, see: <https://www.ons.gov.uk/datasets/TS045/editions/2021/versions/1>. The 2021 Census Map enables users to explore Census data on the number of cars or vans available for use per household: <https://www.ons.gov.uk/census/maps/choropleth/housing/number-of-cars-or-vans/number-of-cars-3a/no-cars-or-vans-in-household>

² National Planning Policy Framework (July 2021), paragraphs 119 and 152, available at: <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

Engagement method: the consultation was only available online at: <https://lowcardesignwb.commonplace.is/>. It was intended as a trial of a digital approach to consultation, funded by the Government’s PropTech Engagement Fund Round 2 Funding (for more information, see below). The consultation was advertised on social media; on the Council’s website; via press releases; via email to those opting-in to Local Plan email alerts; and via posters displayed locally in Whitehill & Bordon

Overview of how residents were involved: The consultation period was divided into three phases, each offering different engagement opportunities on relevant issues.

- **Phase 1** enabled local residents to comment on low-car residential designs in the context of information on their pros and cons from a design perspective.
- **Phase 2** enabled residents to provide information on their travel choices and the potential for future changes to these.
- **Phase 3** enabled residents to identify good and bad examples of current parking arrangements in Whitehill & Bordon. This phased approach was intended to keep people engaged throughout the consultation period.

1.5 As noted above, the low car design consultation was funded by the Department for Levelling Up, Housing and Communities through the PropTech Engagement Fund Round 2. A total of £56,000 was awarded to EHDC for purposes of acquiring the digital consultation platform; for drafting design options for car parking within residential plots and streets; running a social media campaign to advertise the consultation; and funding the additional staff resource burden. The digital platform that was used was supplied by Commonplace, whilst draft designs were supplied by Feria Urbanism and The Chase Creative Consultants. The Whitehill & Bordon Regeneration Company provided background information in relation to the on-going regeneration of the former Bordon Garrison.

1.6 The remainder of this report provides information on the results to the consultation, including detailed summaries of responses. The consultation outcomes are presented in order of the three consultation phases, before the concluding section of this report draws these results together. Through considering local opinions on the design implications of residential parking arrangements in the context of information from the travel survey and on current parking issues, EHDC will be in a position to make decisions on the acceptability of departing from adopted parking standards for new development at Whitehill & Bordon.

2. Who engaged with the consultation material and how?

2.1 The consultation was undertaken online (lowcardesignwb.commonplace.is/) and was advertised by the following methods in advance of and during the consultation:

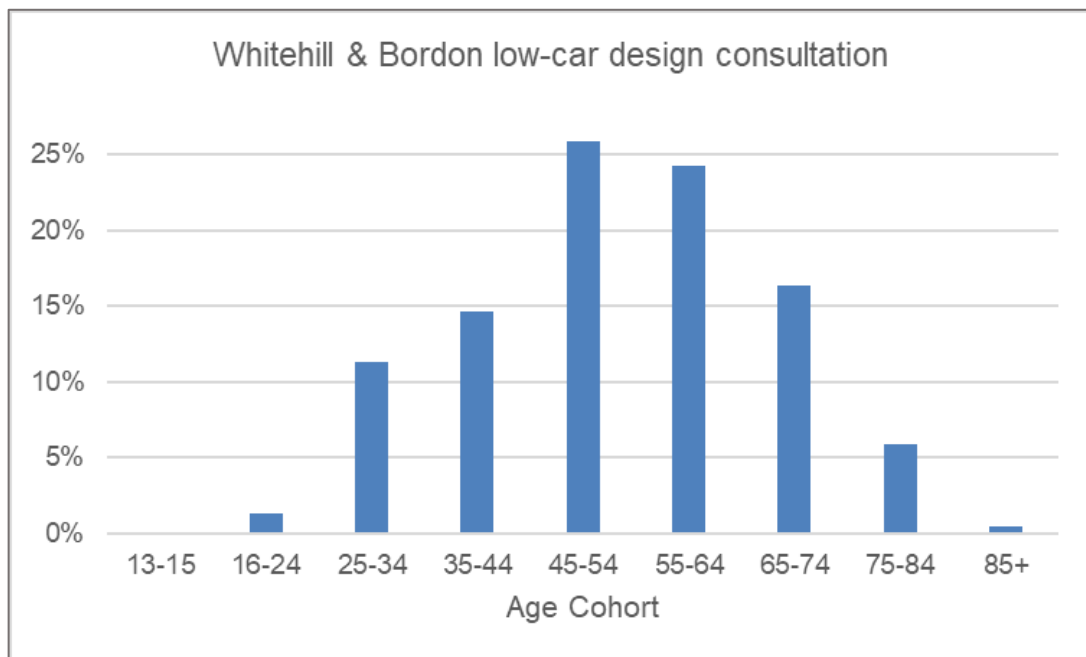
- email
- social media

- EHDC website
- poster

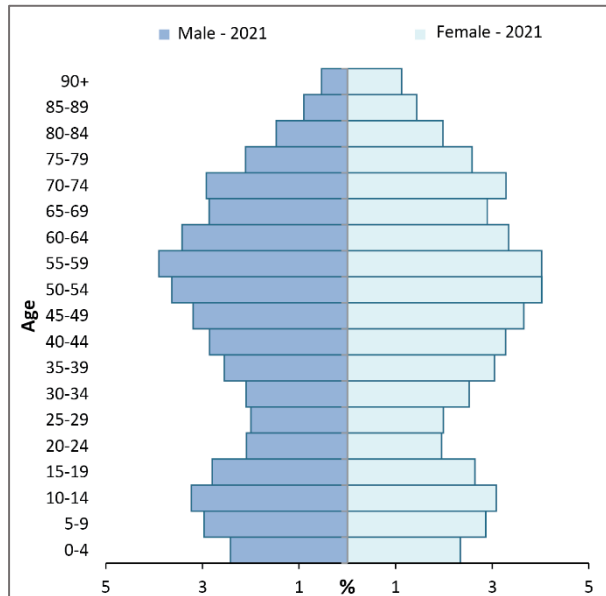
2.2 In addition to the above, the Commonplace platform was used to post news items concerning the progress of the consultation and to stimulate additional responses to emerging results. These news items were sent to all users of Commonplace who had already responded to one phase of the consultation, or local users who had registered an interest in via the platform. An example of a news post is included at Appendix 1.

2.3 The consultation was developed through engagement with local stakeholders in the form of local district councillors, councillors from Whitehill Town Council and representatives of the Whitehill & Bordon Regeneration Company (the developers leading the regeneration of the former Bordon Garrison). Two online workshops were held in May and July 2022 with these stakeholders, to communicate the intended approach to consultation and seek input.

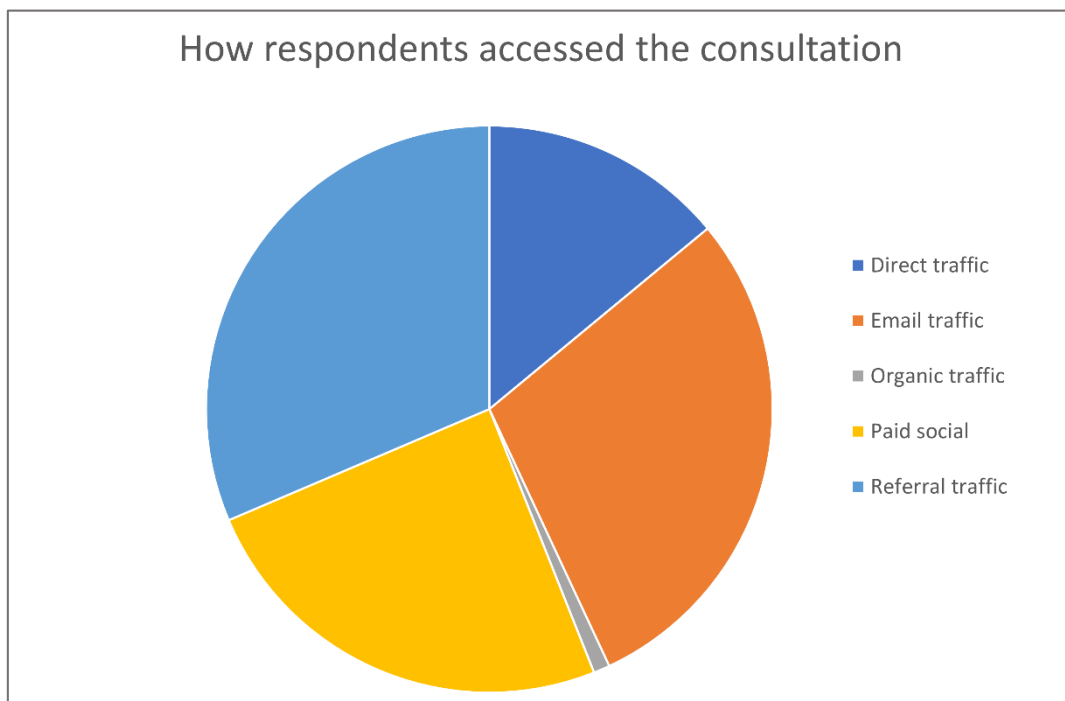
2.4 The following graph shows the proportional breakdown of consultation respondents by age, for those respondents who chose to divulge this information. The mode (most frequently occurring) age of these respondents was between 45-54 years old, with more of them being above this age than below it:



2.5 The consultation took place during the summer holidays (July-August 2022) which may have influenced the level of engagement from younger people and those with children of school age. The timing of the consultation was influenced by the timetable outlined by DLUHC and associated with the funding. Notwithstanding this, a skewed distribution towards respondents above the age of 44 was expected, given the age profile of East Hampshire’s population (see opposite; source: Hampshire County Council Small Area Population Estimates).



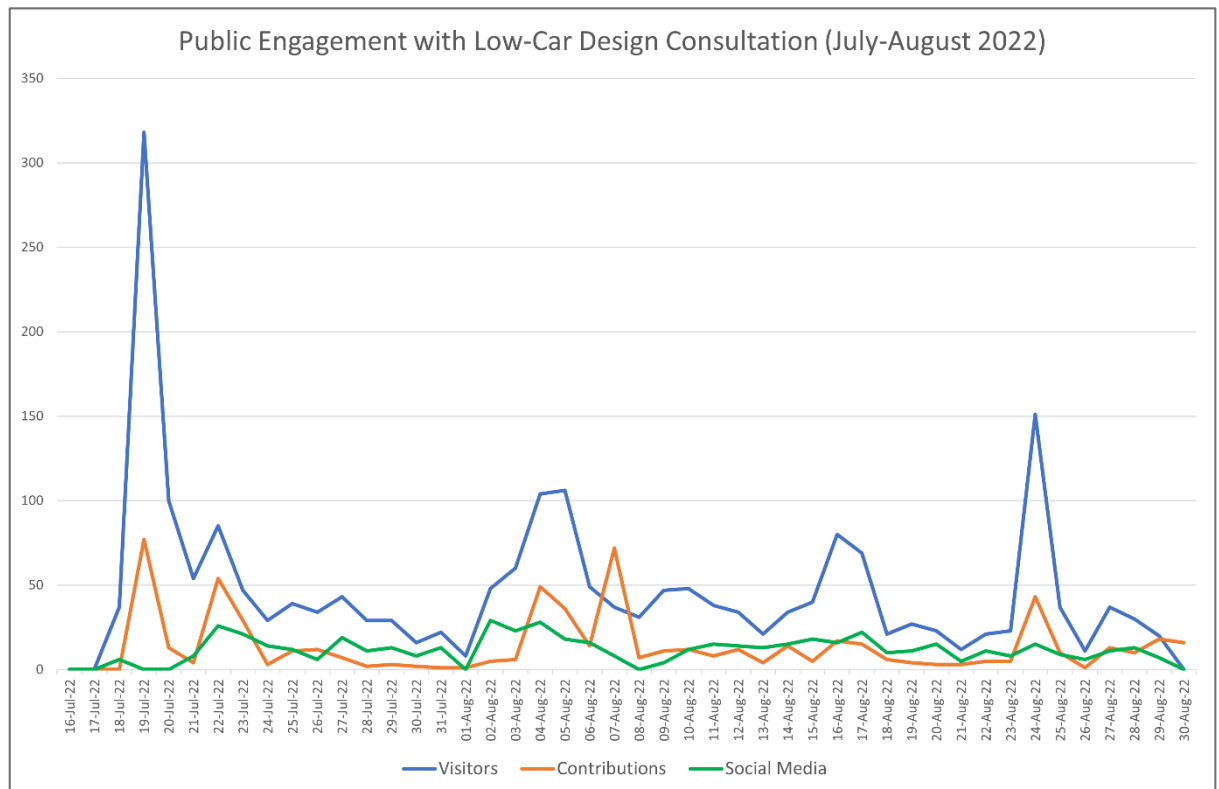
2.6 The following pie chart shows how people chose to access the online consultation platform. As can be seen, the majority of traffic to the platform came via either the paid-for social media campaign (see below) or otherwise via links on Facebook, emails or news posts from the consultation platform. NB: ‘organic traffic’ refers to visits by people searching for the website via a web browser (such as Google Chrome or Microsoft Edge), whereas ‘direct traffic’ refers to visits made without having clicked on any link from another domain (including email links).



Source: Commonplace (EHDC low-car designs consultation responses)

Social media

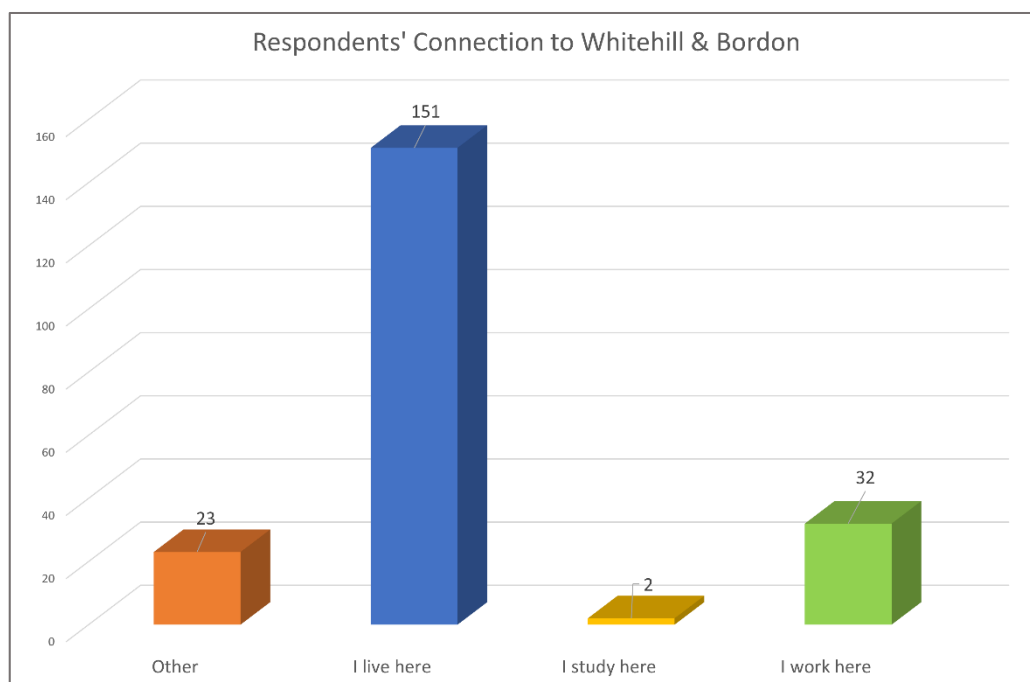
- 2.7 In addition to the “usual methods” of advertising the consultation (via email, the Council’s website, the display of posters within the community), community outreach was attempted by means of a paid social media campaign, which was run by Commonplace. Creative material and captions that were used in the campaign are reproduced at Appendix 1.
- 2.8 In previous Local Plan consultations, the planning policy team has only targeted followers of the Council’s social media accounts, rather than paying for adverts to be shown to local users of (e.g.) Facebook and Instagram that may be interested in planning issues. For this consultation, funding from DLUHC enabled more resources to be devoted to advertising via social media, meaning that the effectiveness of a ‘paid for’ campaign could be investigated.
- 2.9 The following graph (overleaf) shows the number of visitors to the consultation, together with the number of contributions made (comments and likes) and the number of visitors accessing the consultation website via social media. Whilst peaks in contributions often match peaks in overall web traffic, there is less of a correlation between visits to the website arising from the social media campaign and the number of daily contributions, particularly as the consultation matured towards its conclusion. It may be that the social media campaign has a greater role in raising awareness of the consultation than in leading directly to contributions. Traffic that was driven by email notifications and referrals through links that were circulated by (e.g.) Facebook users had a stronger overall impact on visitor numbers (see pie chart at paragraph 2.6).



Source: Commonplace (EHDC low-car designs consultation responses)

Connection to Whitehill & Bordon

- 2.10 Respondents were asked to identify their connection to Whitehill & Bordon, when providing comments in response to the consultation. This information was not mandatory and only around 65% of respondents provided it. As this is a relatively large sample of the respondents, the results are nevertheless informative. The following graph (over the page) shows that the majority of respondents providing this information were residents of Whitehill & Bordon, but that the consultation also reached those working in the town. The category 'other' includes those who provided a free-text response to this question, including those identifying that they visit friends, or use the town for shopping purposes.
- 2.11 Although the consultation was primarily intended for those living in Whitehill & Bordon, other people were not prevented from commenting on the designs or travel issues. In this context, it is noteworthy that one respondent who did not reside in Whitehill & Bordon submitted their comments on the basis of an interest in moving to the area. This is a useful reminder that residential parking designs would need to be suitable for future residents, some of whom may be moving into Whitehill & Bordon from elsewhere.



Source: Commonplace (EHDC low-car designs consultation responses)

Headline Statistics

- 2.12 Headline statistics can be given in relation to the entire consultation, or to each of three phases. The following infographic (shown on the next page) provides figures for the total number of visitors, respondents and contributions to the consultation. The numbers of comments that were received during each consultation phase are also provided. Phase 1 of the consultation, on proposals for low-car designs, received the greatest number of

comments. By contrast, phase 3 (parking issues) received the fewest. Subsequent chapters of this report provide a review of the consultation responses to each of the three phases, including in-depth analyses of comments received on low-car designs and responses to the travel survey (Phase 2 of the consultation).



3. Summary of Responses: Phase 1, Designs for low-car housing

- 3.1 Phase 1 of the consultation focused on **six designs** for accommodating residential car parking, either on house plots (e.g. on driveways or in garages) or within public streets. The designs were informed by a walking tour of Whitehill & Bordon, to understand existing arrangements and consider how well these appeared to be working. There was no requirement for the designs to be radically different in principle to existing arrangements, but rather each design was intended to be 'low-car'. This means that each should be compatible with providing fewer parking spaces than might be required under EHDC's adopted parking standards³.
- 3.2 Generally speaking, there can be a range of benefits arising from lower dependency on the private car. Visitors to the consultation website were informed that the benefits of having fewer cars within new housing developments could be:
- Healthier lifestyles, as walking and cycling becomes more attractive due to less traffic
 - Lower carbon emissions, helping to address the climate emergency
 - More space for trees and plants, because less space is devoted to accommodating the car
 - Improved climate resilience, because more greenery provides more shade and enhances urban cooling
 - More space within house plots for other domestic purposes
- 3.3 Some responses to the consultation questioned some of these benefits. In particular, some respondents felt that the move to electric vehicles would by itself be an effective solution for mitigating the carbon emissions that are associated with driving. Whilst the low-car design consultation was not intended to debate this point, the consultation website included a 'frequently-asked question' (FAQ) that highlighted some reasons why the change from petrol/diesel to electricity as a fuel source would be insufficient for addressing vehicular carbon emissions. The FAQ was as follows:

What does this have to do with the climate emergency?

Around 40% of East Hampshire's carbon dioxide emissions are related to transport (source: Department for Business, Energy & Industrial Strategy, 2019). This means that transport, including the private car, is a significant contributor to the district's greenhouse gas emissions. Whilst the replacement of existing cars with electric vehicles is important for reducing emissions, there remain a lot of carbon emissions associated with the manufacturing of electric vehicles, involving sectors (e.g. metal fabrication) where full decarbonisation is not yet feasible. These so-called "embodied emissions" of new cars mean that other choices – walking and cycling – will likely remain the greener alternative and will better assist in making the substantial reductions to greenhouse gas emissions that are now needed.

The Council has declared a climate emergency. It has resolved to minimise the climate impact of new development through its Local Plan and decisions on planning applications.

³ For details, please see EHDC's Vehicle Parking Standards Supplementary Planning Document, available at: <https://www.easthants.gov.uk/media/4895/download?inline>

Policies and decisions that support low-car lifestyles will be highly compatible with this goal; so if we can make policy choices for lower levels of car ownership, this will mean that we are actively supporting efforts to tackle the climate emergency and to avoid the catastrophic consequences of unchecked climate change. By responding to this consultation, you can help us to make better choices for our own well-being and for that of future generations.

- 3.4 The above FAQ response is based on evidence⁴. For example, EHDC commissioned a study on how the emerging Local Plan should approach the issue of net zero-carbon development, which includes an analysis of estimated emissions from road transport within East Hampshire, both now and in the future. This study, which is [available](#) on the Council's website, makes clear that although there will be substantial benefits from the shift to electric vehicles, car-related greenhouse gas emissions do not reduce to zero as a result. Another study by the Royal Town Planning Institute⁵ has found that *'no single intervention, or even combination of interventions, will achieve the required 80% reduction in surface transport emissions by 2030'*. This study asserts that we need to plan for a 'do everything' carbon scenario, including reducing travel demand associated with the private car.
- 3.5 Many responses correctly argued that high-quality alternatives to the private car must be available and accessible, if people are to change their travel behaviours so that owning fewer cars becomes a realistic option for households in Whitehill & Bordon. The strength of feeling on this point was clearly apparent, based on the language and punctuation that was used in some respondent's submissions. This view is worth highlighting throughout this report and is a key outcome for both Phases 1 and 2 of the consultation.
- 3.6 The six low-car residential designs (shown on the following pages; see also Appendix 2) were identified by the Council's urban design consultants, Feria Urbanism, supported by The Chase Creative Consultants. Three-dimensional imagery was presented alongside a list of "pros" and "cons", relating to the issues identified in paragraph 3.2 (above). The six designs were conceived as three pairs of designs, with each pair being suitable for a different density of residential development: the designs were described as suitable for 'low density', 'medium density' or 'high density' environs. These are relative descriptions, for 'low density' development is often greater than the existing density of housing in East Hampshire's settlements, which can be very low in comparison⁶. Consultees were asked for their views on

⁴ In addition to the studies mentioned in paragraph 3.4, EHDC has produced a [Climate Change Background Paper](#) to support its emerging Local Plan. The background paper provides a convenient summary of evidence, including the legal obligations placed on public bodies such as EHDC to work towards achieving net-zero emissions by 2050.

⁵ For details, please see *Net Zero Transport: The role of spatial planning and place-based solutions*, RTPi (January 2021), available at: <https://www.rtpi.org.uk/research/2020/june/net-zero-transport-the-role-of-spatial-planning-and-place-based-solutions/>

⁶ For context, areas of low density in Whitehill and Bordon generally fall between 12 and 22 dwellings per hectare (dph); areas of medium density between 23 and 45dph; and areas of high density above 46dph. Elsewhere in the UK, modern examples of high-density residential development in low-rise environments are typically between 50 and 90dph (including some flats).

each design and to express a preference between a pair of the designs, when these had been grouped by residential density.

3.7 The following tables provide an overview of the six different low-car designs that were subject to Phase 1 of the consultation. The overview reflects the information that was made available on the website during the consultation period.

Low density designs

Alternating Garages and Gardens

Residents can choose between accommodating a car using a garage and driveway; or choosing to have a larger garden (no garage & drive)

Good for:

- Climate-resilient neighbourhoods
- More outdoor space for homeowners

Could be less good for:

- Attractive walking and cycling routes
- More street trees & planting



Combined Tandem Parking

Garage and driveway parking allows for multiple car ownership whilst keeping cars off the road

Good for:

- More street trees and planting
- Attractive walking and cycling routes

Less good for:

- Lower carbon emissions
- More outdoor space for homeowners



Medium density designs

Rear garden flexibility

A 'drive-through' garage is provided that also provides access to a parking space in the back garden (which could be converted to garden ground)

Good for:

- More outdoor space for homeowners
- Attractive walking and cycling routes

Less good for:

- Lower carbon emissions



Front driveway

Involves driveway parking for one car, in front of the house

Good for:

- Lower carbon emissions
- More outdoor space

Less good for:

- Attractive walking & cycling routes
- More street trees & planting



High density designs

On-street combinations

A hybrid of on-street parking arrangements and driveway parking

Good for:

- Lower carbon emissions
- Some outdoor space for homeowners

Less good for:

- Attractive walking and cycling routes
- Climate-resilient neighbourhoods



Ground floor flexibility

Each property has a driveway in front of a ground floor room that is suitable for conversion to a garage, if desired

Good for:

- Lower carbon emissions
- Some outdoor space for homeowners

Less good for:



- Attractive walking & cycling routes







3.8 The following table summarises the main findings from the comments that were submitted on the six different designs, based on a comprehensive review by planning officers:

Low-Car Designs Key Findings
<ul style="list-style-type: none"> • Many respondents thought that reductions to residential parking is not a solution to reducing usage of the private car or car ownership.
<ul style="list-style-type: none"> • Improvements to local public transport and a greater number of facilities, services and employment opportunities are thought to be required before car parking can be reduced.
<ul style="list-style-type: none"> • Many respondents identified a need to provide visitor parking in all low-car designs.
<ul style="list-style-type: none"> • Electric vehicle charging infrastructure should be considered in all low-car designs.
<ul style="list-style-type: none"> • Proposed garages (to store vehicles) must be large enough to accommodate a modern-day car, as many garages are thought to be too small.
<ul style="list-style-type: none"> • Some of the low-car designs were perceived as a method for increasing the residential density of developments, specifically the high-density on-street combination design.
<ul style="list-style-type: none"> • Many thought the high-density ground floor flexibility design would be unrealistic, due to a widely held view that garages are used for residential storage rather than vehicular storage.
<ul style="list-style-type: none"> • Concern expressed that some schemes, specifically the low-density alternating garages and gardens, could cause displacement of on-street parking to neighbouring roads.
<ul style="list-style-type: none"> • Some thought that, because of a perceived increase in the number of younger people with cars living with their parents, the need for parking spaces has recently increased.
<ul style="list-style-type: none"> • Many consider that parking is required for at least two cars at each property due to levels of car ownership.
<ul style="list-style-type: none"> • Green planting was often supported in the designs, and many thought it should be enhanced relative to the illustrations
<ul style="list-style-type: none"> • Some felt that on-street parking should be prevented. Some thought this would lead to increased accessibility for pedestrians and disabled residents, whilst allowing the maximum width of the street to be used by emergency vehicles.
<ul style="list-style-type: none"> • The low-density combined tandem parking and medium-density rear garden flexibility designs were praised for allowing flexibility and choice, for accommodating up to two cars.
<ul style="list-style-type: none"> • Some thought that the medium-density rear garden flexibility design was not a good approach to reducing car ownership, but instead encouraged it.
<ul style="list-style-type: none"> • Some thought that both of the medium-density designs (rear garden flexibility and front driveway) would be visually unappealing and would result in car-dominated streets.

3.9 More detailed results are provided on the following pages in relation to the individual designs.

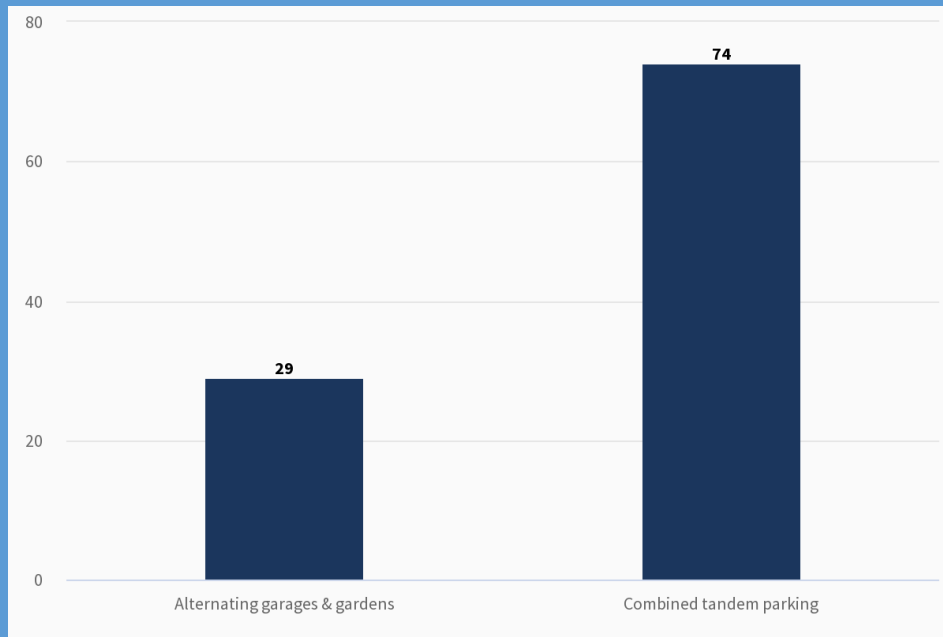
Name of Design	Perceived benefits of design	Perceived drawbacks of design	Overall summary
<p>Alternating garages & gardens</p> 	<ul style="list-style-type: none"> ✓ Better street scene designs by making cars less visible but not having garage immediately on boundary. ✓ A sense of choice in parking options. 	<ul style="list-style-type: none"> ✗ Could cause displacement of parking onto adjacent streets and generate associated congestion. ✗ Garages are commonly seen as essential storage provision as dwellings are being built smaller. ✗ Likely that households with no garage/driveway will convert the garden to a driveway instead or park on the grass area designated as garden. ✗ Narrow streets causing street congestion, restricted access for emergency, refuse vehicles and impacts on pedestrians. ✗ The design is insufficient to support a transition to a low-car lifestyle, but must be supported by other improvements i.e., public transport and increased facilities/infrastructure in Whitehill & Bordon. ✗ Inflexibility to adapt to the changing circumstances of households over time. ✗ Many people will want both a garage and a garden, rather than one or the other. ✗ Potential for heightened community tensions if insufficient off-street provision is provided. 	<p>Respondents stressed that people will always need cars in the Whitehill & Bordon area, with a key need to travel being to access employment as it is commonly not possible via existing local public transport. Consequently, it was stated that to reduce reliance on the car, as well as the need to travel out of the local area, a greater number of facilities, infrastructure and employment opportunities are required. Even so, there is still scepticism that improvements to public transport will cause a reduction in the need to own a car as the district of East Hampshire is so rural in nature.</p> <p>Supporting initiatives and designs were identified, from additional storage for cyclists and garden equipment, to more attractive streets and routes to encourage cycling and walking. Suggestions were also received to alternatives to the design, such as underground parking.</p> <p>There is a need to accommodate electric charging vehicles and also for consideration to be made for the size of modern cars when designing garages. It was unclear how visitor parking would be accommodated for and that if no provision was made for this then it would result in on-street parking. The design would benefit from the incorporation of street trees and vegetation.</p> <p>It was highlighted that younger people with cars are living at home for longer resulting in a higher need for parking spaces on single properties.</p>
<p>Combined (dual or triple) tandem parking</p> 	<ul style="list-style-type: none"> ✓ General positivity for this design (particularly when compared to alternating garages and gardens design). ✓ Green planting being incorporated in the design. ✓ Allowing flexibility for parking/garden arrangement. 	<ul style="list-style-type: none"> ✗ Concern that it could cause conflict between residents. ✗ Concern that this design would encourage car ownership ✗ Contrary to this, many respondents believe that the design will have no influence over car ownership as people will own cars regardless the amount of parking provision. ✗ Residents will park on-street if the number of cars owned is larger than the amount of car parking spaces provided. ✗ Tandem parking can be perceived as inconvenient due to having to re-shuffle the order of the cars in the driveway dependent on arrival/departure times of household members. ✗ Potential impact on garden sizes. 	<p>It is widely thought that most households have 2 or more cars, and that parking should therefore be provided for at least 2 cars on a property. In addition, children are living at home for longer, after becoming adults, due to high property prices. Car ownership will therefore be higher and a larger number of vehicles will need be accommodated.</p> <p>Vehicles should be prevented from parking on-street as it will improve accessibility for all users as well as hoping it increase the amount of walking undertaken in the local area.</p> <p>Many respondents highlighted the general need of cars for access to employment, due to the lack of opportunities in Whitehill & Bordon. In addition to this, the lack of a viable public transport service has been noted and that this must improve, as well as the amount and quality of local services and facilities for a reduction in car ownership to be realistically achieved.</p> <p>Alternatives were suggested to the design, including parking below the dwelling. The importance of also considering street design and visitor parking arrangements should not be overlooked. Electric charging points should be installed in every new build.</p>

Name of Design	Perceived benefits of design	Perceived drawbacks of design	Overall summary
<p>Rear Garden Flexibility</p> 	<ul style="list-style-type: none"> ✓ This design was favourably received by some as they felt it provided greater flexibility, choice, and a solution for 2 car households. 	<ul style="list-style-type: none"> ✗ Many respondents felt the design may not work in practice. Reasons for this being that garages were felt to be too small as well as being needed for storage and many would not want/be able to shuffle cars through a garage. ✗ The loss of rear amenity was a concern, and amenity impacts raised over exhaust emissions, loss of tree planting, impact on bicycle storage and visual impact at the rear of properties ✗ Concerns also raised about visitor parking, impact on disabled residents and likely amount of resultant on-street parking. ✗ A higher residential density would translate into more overlooking and be visually oppressive. 	<p>Few thought this design is the right approach to achieve a reduction in car ownership, but others liked the flexibility. Many felt that other aspects of house/plot design would need to be improved for the design to result in a positive outcome, namely public transport infrastructure, household storage provision and the many impacts of an increased density development.</p> <p>Queries were also raised as to how the design would work in the case of flats.</p>
<p>Front Driveway</p> 	<ul style="list-style-type: none"> ✓ The design would be further benefited from inclusion of longer gardens and a reduction in the residential density. ✓ Perceived as the best option to reduce on-street parking. ✓ The lack of a front garden is suitable for contemporary lifestyles, with plot front flexibility (e.g. to accommodate bin storage) more appropriate. ✓ Accommodating EV charging would be straightforward. 	<ul style="list-style-type: none"> ✗ Likely to create an ugly car dominated street scene. ✗ Proximity of cars to the buildings and/or people. ✗ Design could increase on-street parking, congestion, tension over parking spaces and gardens being paved over. ✗ Shared surface approach was not liked. ✗ Could potentially cause a lack of storage space, requiring that more space is given over to this purpose elsewhere (e.g. within the house). ✗ A lack of obvious visitor parking. ✗ Potential adverse implications for pedestrian safety and local pollution levels. ✗ Potential lack of space for street trees. ✗ The plot design is unduly restrictive for those of working age, that require more than one car to access employment opportunities. 	<p>Many respondents are of the view most households have/need two cars, or more, and the designs must recognise this. Some disbelieve that car ownership can be reduced, and therefore suggest that such a design might increase community tensions over parking. Adequate parking provision within a good scheme was thought essential to avoid this. It was suggested that reduced car ownership is only possible with amenities/employment being close by and through implementation of a better integrated public transport system.</p> <p>Responses also contained suggestions for parking solutions, such as the provision of designated parking areas to prevent on-street parking outside of houses. It was also suggested that it would be good if residents could have the choice between car parking provision or a garden, when purchasing the property as part of a new development.</p> <p>Concerns were expressed over visitor parking and how this would be facilitated and provided.</p>

Name of Design	Perceived benefits of design	Perceived drawbacks of design	Overall summary
<p data-bbox="181 262 454 289">On-street combination</p> 	<ul style="list-style-type: none"> <li data-bbox="789 262 1397 331">✓ Could be the least contentious option, but sufficient visitor parking is also required. <li data-bbox="789 342 1397 411">✓ Could be the most practicable design and provides different options for parking. 	<ul style="list-style-type: none"> <li data-bbox="1397 262 2006 365">✗ The design normalises car ownership and there is little agreement that it will reduce car ownership. <li data-bbox="1397 375 2006 436">✗ Design seen as visually unappealing by some as it creates an unattractive street scene. <li data-bbox="1397 447 2006 508">✗ Residential development would be too dense and car dominated. <li data-bbox="1397 518 2006 558">✗ Insufficient space for trees. <li data-bbox="1397 569 2006 609">✗ May present problems for disabled people. <li data-bbox="1397 619 2006 722">✗ Could create neighbourhood tensions in relation to where people choose to park (on-street or off-street). <li data-bbox="1397 732 2006 835">✗ Design may present a difficulty for accommodating EV charging infrastructure for all vehicles. <li data-bbox="1397 846 2006 907">✗ More street space is required to overcome the effects of parked cars. 	<p data-bbox="2006 262 2775 352">In general, there are mixed perceptions as to whether scheme will be beneficial or not. It was referenced that on-plot parking was preferable.</p> <p data-bbox="2006 363 2775 424">A few respondents see the design as a way of increasing the density of developments at the expense of visual attractiveness.</p> <p data-bbox="2006 434 2775 642">Many recommendations were suggested for further investigation, namely: herringbone-style parking for a better utilisation of space; enforcement measures; allocated parking to improve sense of ownership/control of parking areas; inclusion of green infrastructure; and segregated walkways for pedestrians. Visitor parking would be required.</p> <p data-bbox="2006 653 2775 795">Some feel that it merely reflects the current situation in W&B, complete with its attendant problems concerning inconsiderate parking and difficulties with accessibility (pedestrian and vehicular).</p>
<p data-bbox="181 966 454 993">Ground-floor flexibility</p> 	<ul style="list-style-type: none"> <li data-bbox="789 966 1397 1131">✓ The concept was liked by some, as the ground floor could be used for utility/storage purposes, if it were not to be used as a garage (i.e. provided that ample living accommodation is also provided). <li data-bbox="789 1142 1397 1266">✓ Design thought to be compatible with identifying segregated cycle and pedestrian paths, so was considered to be a good option for attractive and safe routes. <li data-bbox="789 1276 1397 1316">✓ Constitutes an efficient use of land. 	<ul style="list-style-type: none"> <li data-bbox="1397 966 2006 1005">✗ Most perceived design as unrealistic. <li data-bbox="1397 1016 2006 1098">✗ Loss of living space not liked and may have adverse impacts on the desirability of the property. <li data-bbox="1397 1108 2006 1211">✗ The cost of conversions, associated carbon footprint along with effect on property values were mentioned as negatives. <li data-bbox="1397 1222 2006 1346">✗ Questionable how many will convert living space to parking and whether the space will be large enough (e.g. to accommodate other storage needs, including bicycles). <li data-bbox="1397 1356 2006 1438">✗ Residential density too high and preference for lower density arrangements in comparison. <li data-bbox="1397 1449 2006 1488">✗ Housing positioned too close to the street. <li data-bbox="1397 1499 2006 1560">✗ Not thought to provide enough parking for households. 	<p data-bbox="2006 966 2775 1131">Widely held view that garages are predominantly used for storage and are too small for housing a car. Consequently, garages are often converted to provide additional living space rather than the other way around, and that this preference could mean that car parking would not be provided within the plot.</p> <p data-bbox="2006 1142 2775 1245">Suggested that to make the design workable, the flexible space should be reserved as storage or utility space for the dwelling, with restrictions on its use if it were not to function as a garage.</p> <p data-bbox="2006 1255 2775 1358">Reduced parking was not seen as the way to reduce car ownership. Improved public transport and infrastructure required before looking to reduce parking provision.</p> <p data-bbox="2006 1369 2775 1430">Communal parking with EV infrastructure was expressed as a better concept.</p> <p data-bbox="2006 1440 2775 1480">There is a need to provide for visitor car parking.</p>

Low Density Designs for Parking

Comments

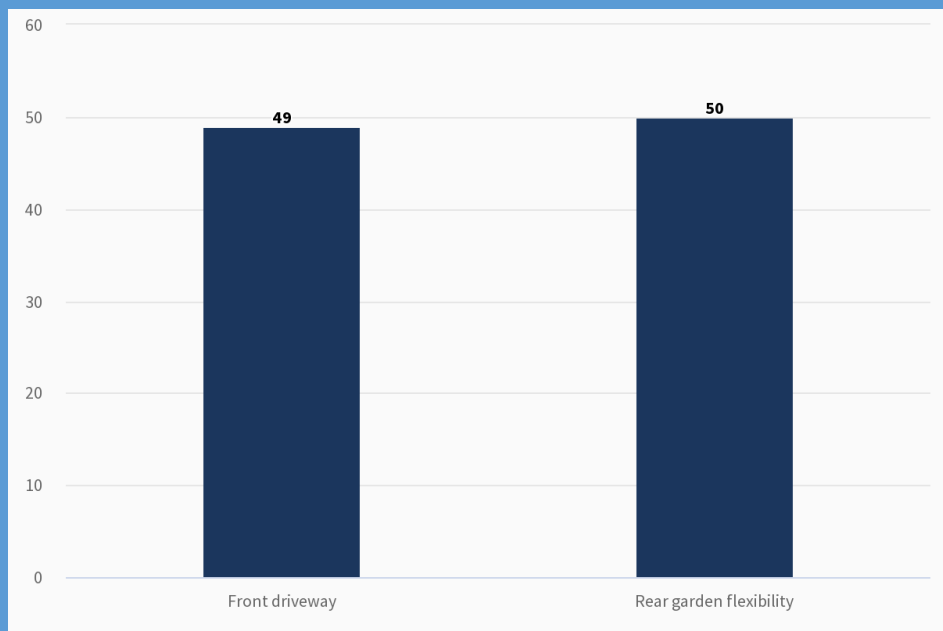


The 'combined tandem parking' design was the most popular choice

Alternating garages and gardens was preferred by only 28% of respondents (29 out of 103 responses) with the majority favouring the combined tandem parking design

Medium-Density Designs for Parking

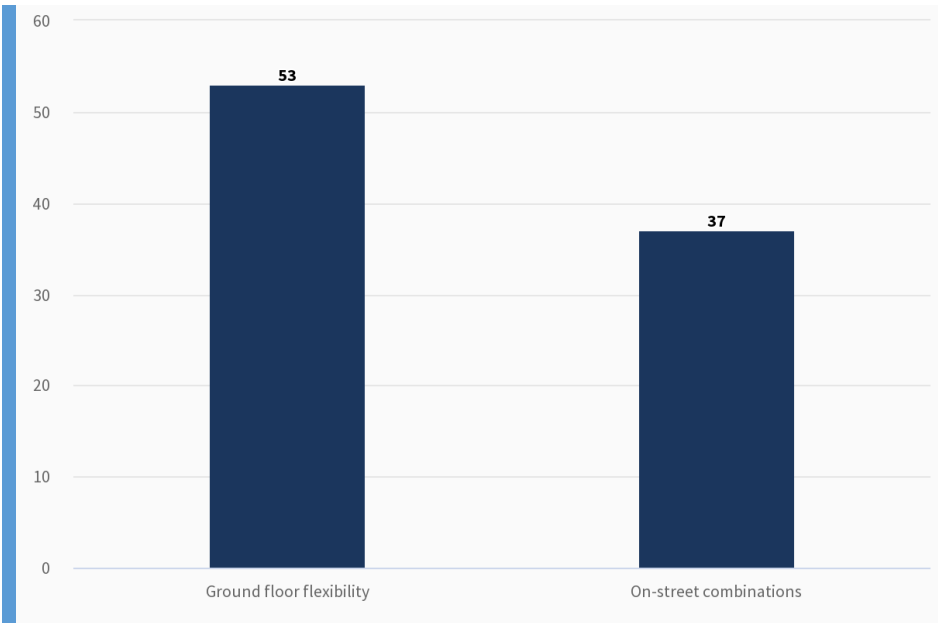
Comments



There was no clear preference between the front-driveway and rear garden flexibility designs, with both being preferred by roughly equal number of respondents (49 and 50 respectively)

High-Density Designs for Parking

Comments



The 'ground-floor flexibility' design was the most popular choice

On-street combinations were preferred by around 41% of respondents (37 out of 90 responses), with the majority favouring the ground-floor flexibility design

4. Summary of Responses: Phase 2, Travel Survey Outcomes

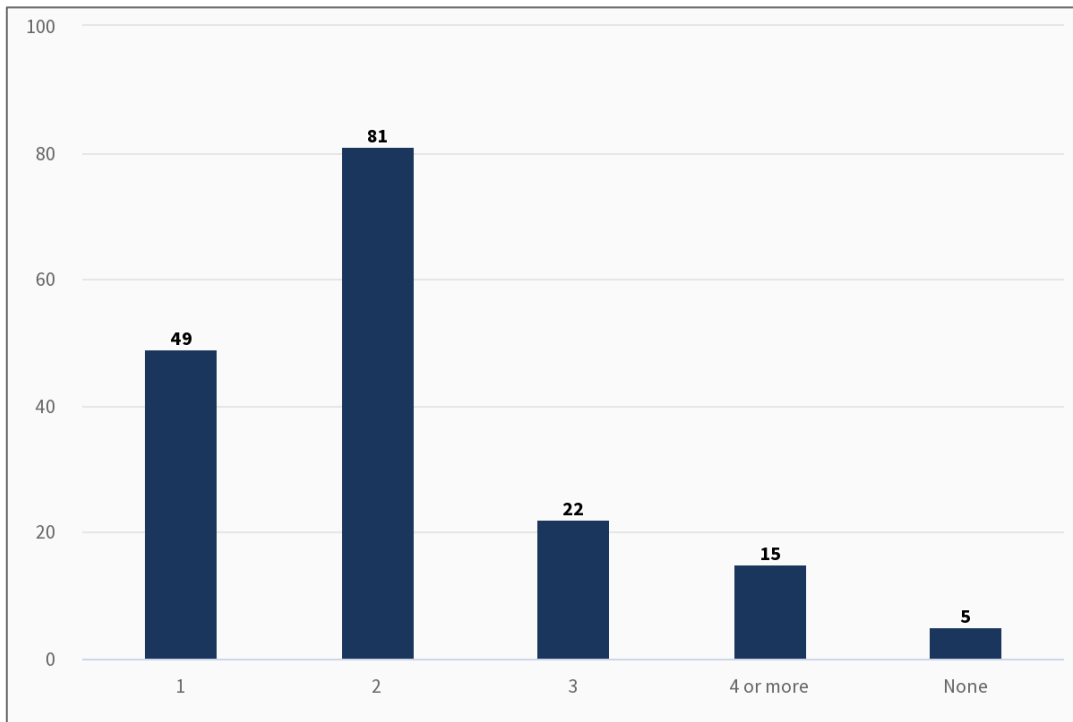
- 4.1. Using land more efficiently by managing space for car parking, reducing the need to travel by car and offering alternative transport options are issues that are all interlinked and must be considered together. Gaining an understanding of all three issues will provide a greater understanding of the potential for mitigating transport-related greenhouse gas emissions within the Council's emerging Local Plan.
- 4.2. The second phase of the Whitehill & Bordon "low-car design" consultation involved a travel survey that was designed in recognition of the links between these issues. The main aims of the travel survey were to:
 - Understand how residents of Whitehill & Bordon travel in the local area and for what purposes;
 - Gain the opinions of Whitehill and Bordon's residents about current public transport and active travel (walking and cycling) facilities in the local area; and
 - Understand what would encourage residents to utilise the private car less and increase the use of alternative travel options in Whitehill & Bordon.
- 4.3. The travel survey consisted of 24 questions relating to the following four topics: accessibility to different transport modes; personal transport choices for work and leisure; active and public transport provision in Whitehill & Bordon; perceptions of what is important for travel in the local area
- 4.4. The majority (22) of the questions provided quantitative data, using varying formats: multiple choice, priority/ranking questions and sentiment-based enquiries (e.g. "how do you feel about...?"). There were also two open-ended questions, allowing respondents to provide their in-depth opinions as free text.
- 4.5. The total number of respondents to the travel survey phase of the consultation, across the entire consultation period, was 177. The key findings of the travel survey are presented on the following page. These key findings are supported by more detailed analysis in the remainder of this chapter.
- 4.6. It was not mandatory for respondents to answer every question in the travel survey, which means that the total number of respondents for each question varies. For this reason, the proportion as well as the number of respondents is quoted when discussing the findings. Some questions allowed multiple responses featuring more than one independent variable, which means that the number of responses for some questions exceeds the number of respondents. Graphs and illustrations for responses to the travel survey can be found at Appendix 3.
- 4.7. The following table on the next page summarises the main findings from the travel survey element (Phase 2) of the consultation.

Travel Survey Key Findings

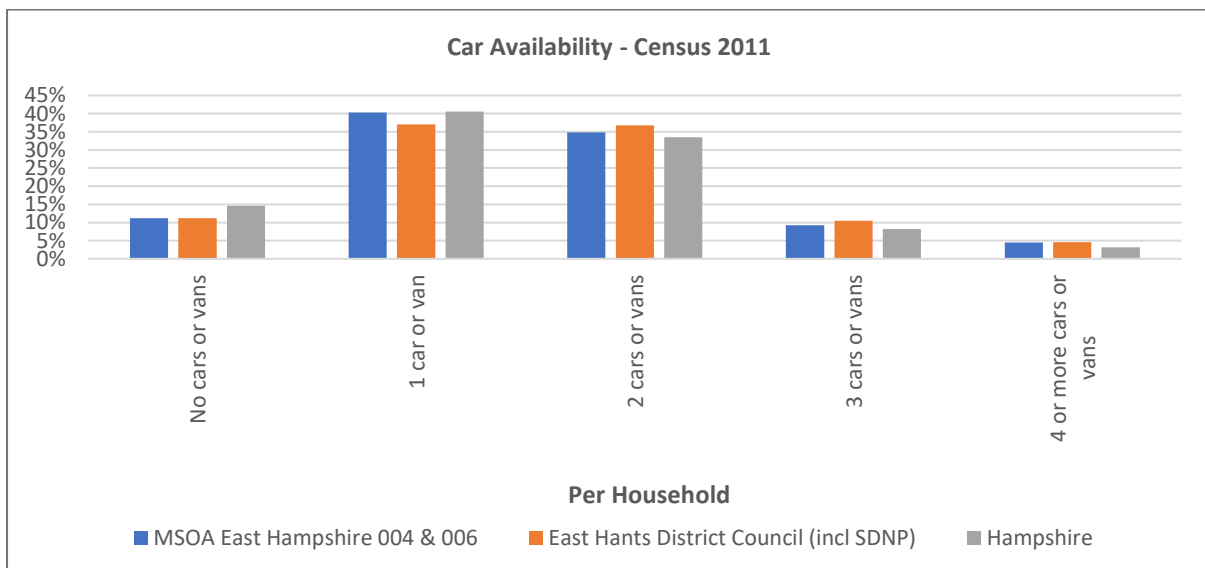
- Approximately half, **47% (81 no.)**, of respondents **own two cars/vans**
- **11% (17 no.)** of respondent households **park their car/van on-street locally**
- **Only 3% (4 no.)** of respondents **own an electric charging vehicle**
- **57% (51 no.)** of respondents **travel by bicycle** on a frequency of **less than once a month**
- **Liphook** is the **most-used local train station**, used by **37% (44 no.)** of respondents
- **Travel by car is the predominant mode of transport**, as 75% (399 no.) of all responses identified that travel for specific purposes was likely to involve the car
- **33% (59 no.)** of respondents **travel 10 or more miles to access leisure facilities**
- **Many respondents would find it “difficult” or “not possible” to travel via public transport or active travel** to their place of work, shopping, leisure, or health services; 70% (283 no.) of all responses identified difficulties or impossibilities for travel by these modes for these purposes
- **70% (116 no.)** of respondents **said they were “very unhappy” with the current public bus provision** serving Whitehill & Bordon
- **“More bus routes serving different destinations outside of Whitehill & Bordon”** and **“increased frequency”** (16%, 108 no. and 15%, 101 no. of responses respectively) are factors that **would encourage greater travel by bus**
- **More local facilities** (i.e. employment, shops, health) **would encourage the greatest proportion of respondents to use the car less and active travel modes more**; 22%, 85 no. of responses suggested this
- **“Convenience”** was identified as **the most important consideration to 38% (57 no.)** of respondents **when making a travel choice**
- **47% (67 no.)** of respondents **desired to use a car or van as a future mode of transport** in Whitehill & Bordon

4.8. The following pages provides a more in-depth review of answers to some of the travel survey questions, providing comparisons with other surveys where it is relevant and helpful to do so.

Q1. How many cars/vans are owned by members of your household? Please include company cars/vans if available for your private use.



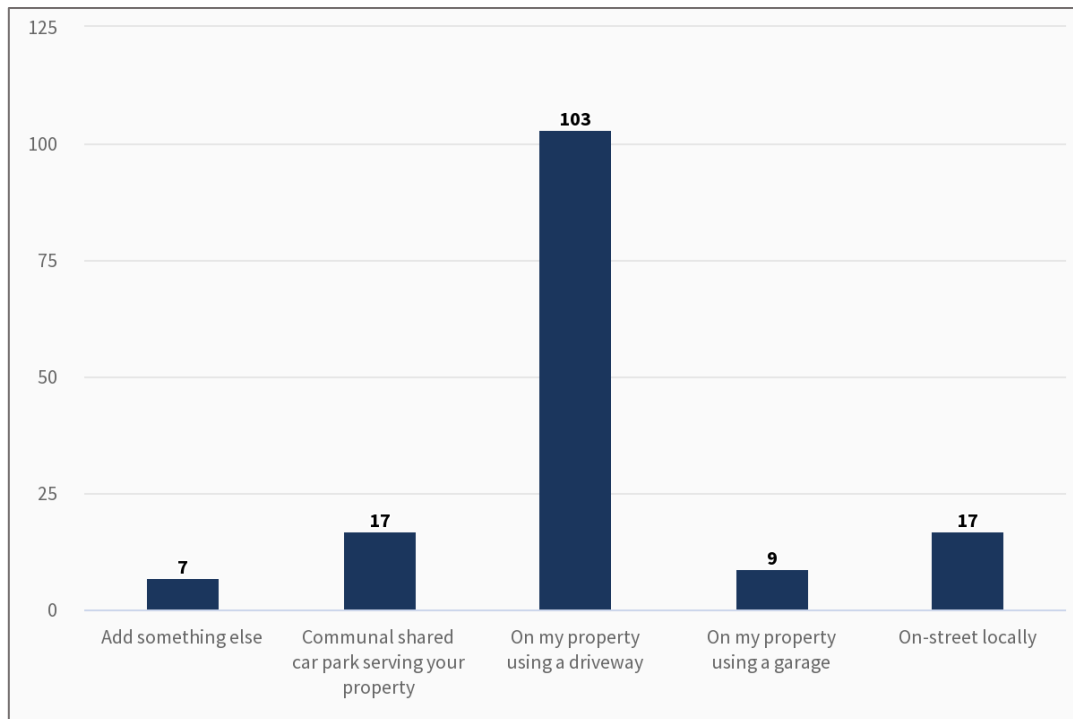
4.9. The graph for Question 1 clearly shows that most, 47% (81 no.), of respondent households own two cars/vans. Only 3% (5 no.) of respondents said that they do not own a vehicle. Cumulatively speaking, 76% (130 no.) of respondent households own one or two cars/vans.



Source: 2011 Census

4.10. The preceding graph shows the 2011 census data⁷ for car ownership for the middle super output areas (MSOAs) covering Whitehill & Bordon; the district of East Hampshire (including the South Downs National Park); and the county of Hampshire. The 2011 census data broadly correlates with the travel survey findings, as car ownership of one or two cars/vans is most popular for Whitehill & Bordon as well as the district and county. Ownership of three or more cars/vans is comparatively rare.

Q2. Which of the following best describes how your household most frequently park the car/van when at home? If you do not own a car/van then please select which of the following you would most likely use.

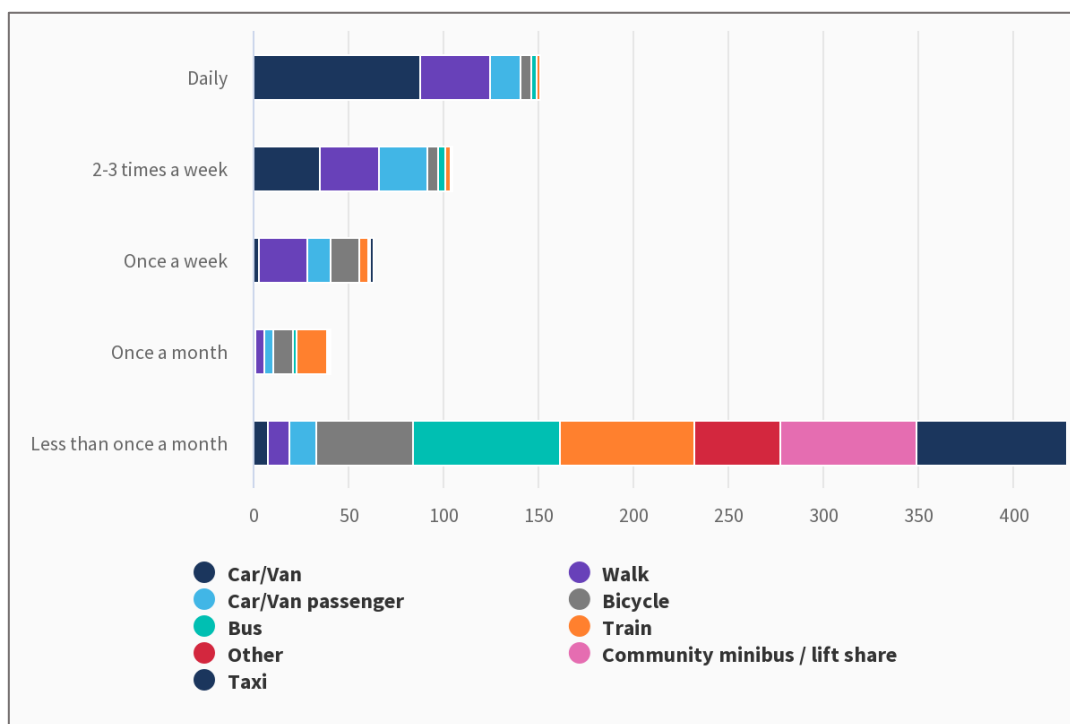


4.11. Question 2 indicated that the largest proportion, 67% (103 no.), of respondents use a driveway on their property to park their car/van, which is broadly consistent with the National Travel Survey (NTS) 2021 statistics, as 60% of NTS respondents were found to park on their driveway. Multiple responses to the low-car designs aspect of the consultation stated concern that many residents park their car on-street, however the results to Question 2 of the travel survey suggests the contrary to this, as only 11% (17 no.) of respondents claimed to park their car/van on-street locally, which is a much smaller amount than the NTS 2021 figure of 25% parking on-street.

4.12. Only 6% (9 no.) of respondents use a garage on their property to park a car/van, which is lower than the national figure of 11% (NTS, 2021). This statistic should be interpreted with caution as it is unknown how many respondents have a garage on their property to utilise.

⁷ It should be noted that some of the 2021 census data is only just becoming available at the time of writing and could show variations to the 2011 census findings.

Q8. How often do you travel by the following modes for any journey purpose?

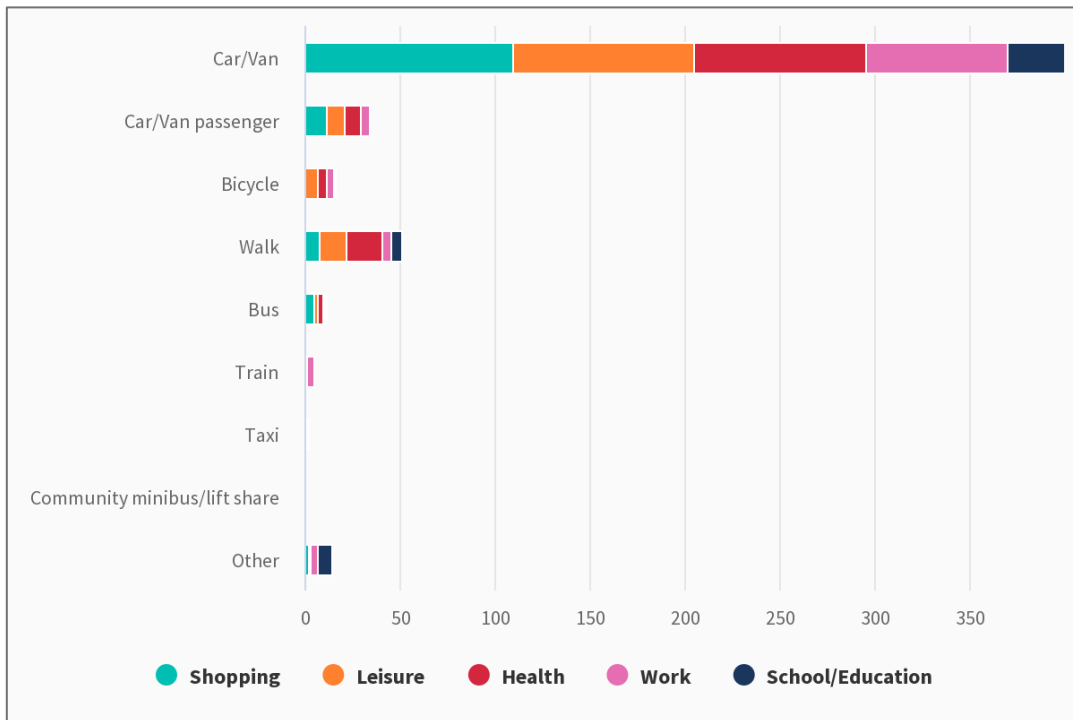


4.13. Question 8 enquired how often Whitehill & Bordon residents travel by varying modes, for specific purposes. Travel by car and walking is the most popular choice for daily travel, with 58% (88 no.) and 24% (36 no.) of responses for daily travel identifying the use of these modes. The results indicate that travel by bicycle, bus, minibus/lift-share or taxi is uncommon except on a frequency of less than once a month.

4.14. In relation to national trends, use of local bus services has steadily declined by 67% between 2002 and 2020 whilst rail usage was steadily increasing between 2002 and approx. 2018, but then suffered a sharp decline in usage by 20% in 2020⁸. Reductions in the use of public transport in 2020 is heavily influenced by the effects of the Covid-19 pandemic and its associated restrictions.

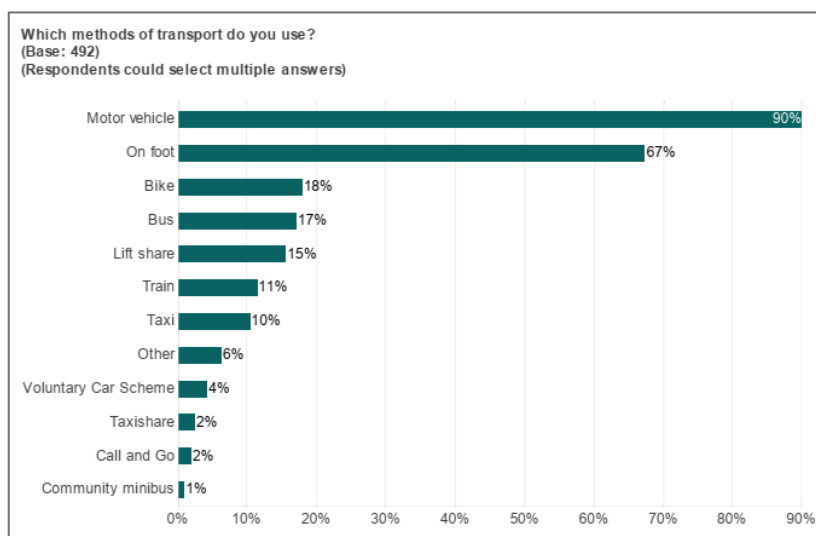
⁸ National Travel Survey (NTS) 2021 – Table NTS0303, which is available at: <https://www.gov.uk/government/statistics/national-travel-survey-2021>

Q12. Which mode of transport do you use most frequently for the following purposes? Please enter one transport mode for each journey purpose that is relevant to you.



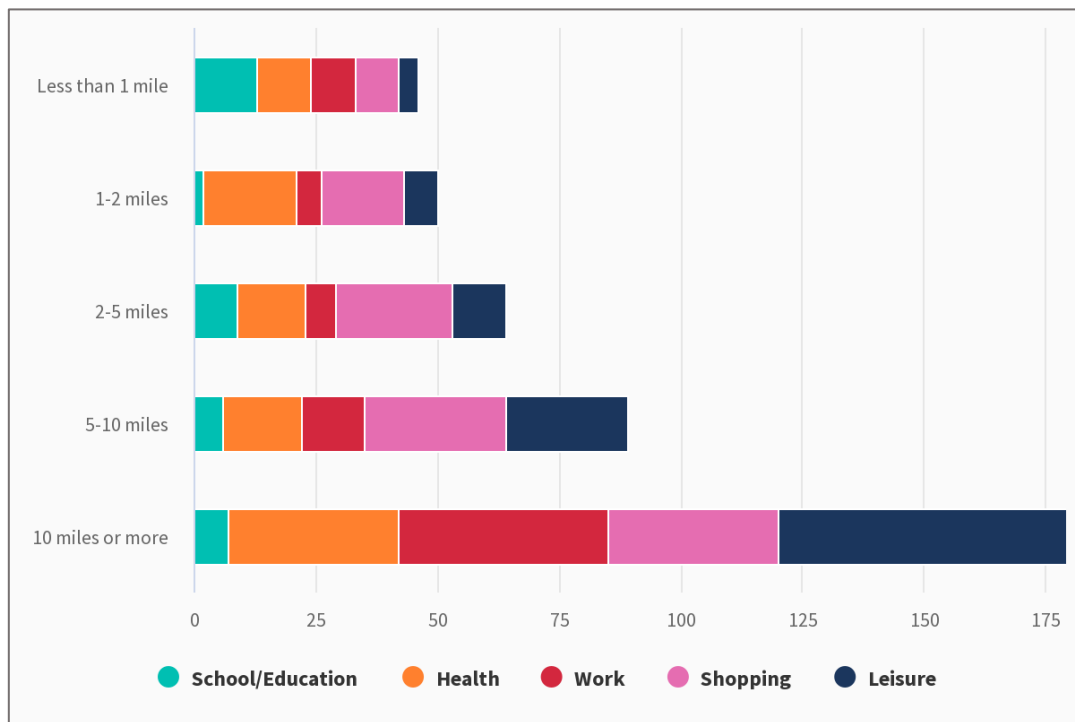
4.15. The responses to Question 12 correlate with the responses to Question 8 by highlighting that the car is the mode that is used most frequently for travel by Whitehill & Bordon residents. Driving a car is the favoured mode of transport when travelling for any of the broad purposes of shopping, leisure, health, work and school/education, as 75% (399 no.) of the total number of responses feature this mode. The second most favoured mode of travel is walking. When people choose to walk, this is often used for health and leisure purposes. Only 2% (11 no.) of all responses identified the bus as the most frequently used mode of transport.

4.16. The summary graph of mode choice from the Whitehill & Bordon Residents’ Insight (2020) survey is also provided for reference below:



Source: Whitehill & Bordon Community Travel Plan Residents’ Insights 2020

Q14. What distances do you usually travel for the following purposes? Please enter a distance for each journey purpose relevant to you.

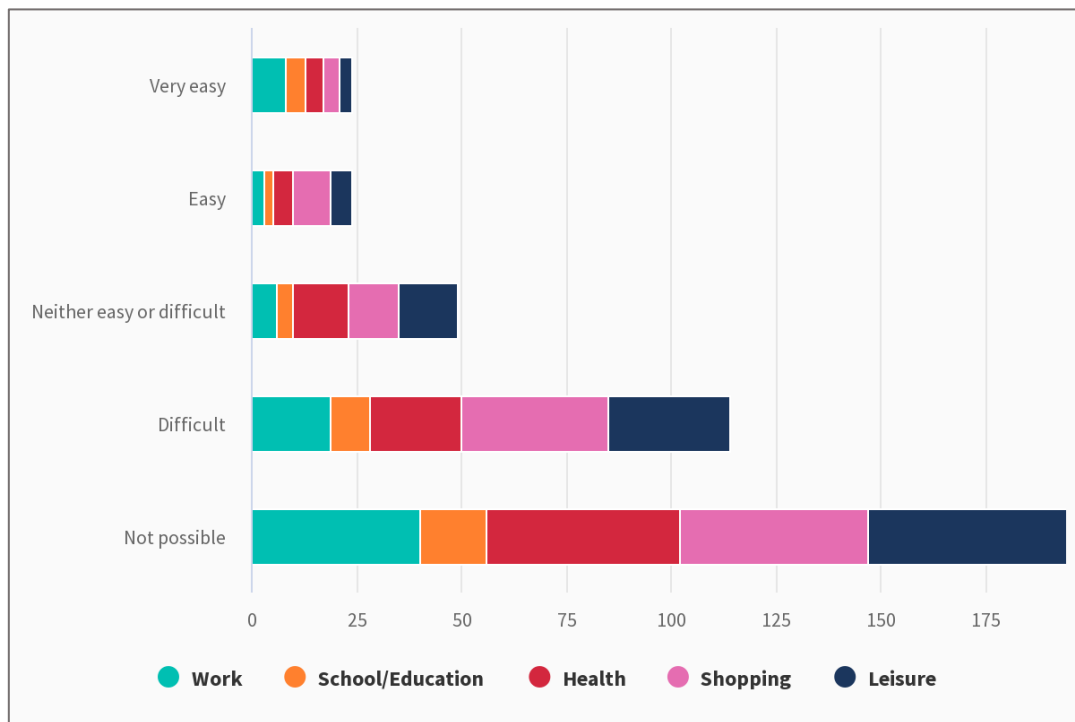


4.17. Question 14 provides insights on how far residents are travelling for selected purposes and also indicates why residents are choosing to travel longer distances. Travel for schooling purposes most often involved journeys of less than one mile, whereas travelling for work or leisure purposes most often involved journeys of ten miles or more. When travelling one-two miles, responses indicate that the majority of respondents are doing so for health and shopping purposes. Shopping is the main reason for travelling distances of between two and ten miles.

4.18. National trends⁹ indicate that most people travel less than one mile for education/education escort (20%) and shopping (21%), whereas the larger distances of ten miles or more are undertaken mostly for commuting purposes.

⁹ National Travel Survey (NTS) 2021 – Table NTSQ03016, which is available at: <https://www.gov.uk/government/statistics/national-travel-survey-2021>

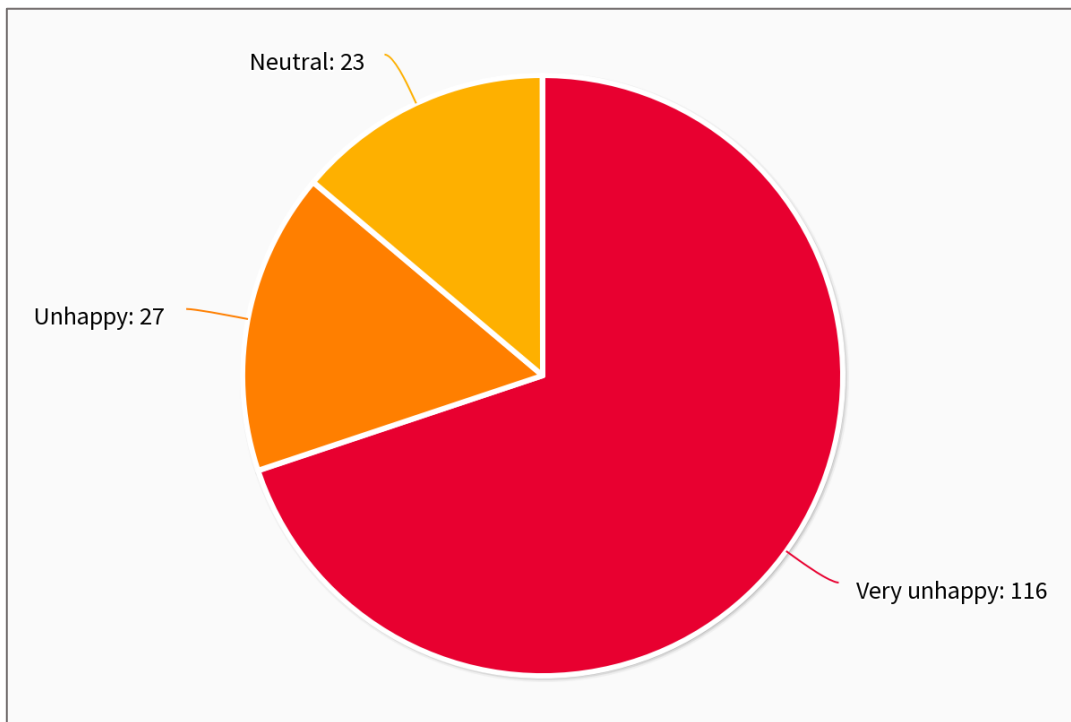
Q15. How easy is it for you to travel from your home in Whitehill & Bordon to the following purposes by only walking, cycling or using public transport?



4.19. The responses to Question 15 indicate that the majority of respondents find it difficult or impossible to travel by active modes or public transport to access key daily facilities. Only 6% (24 no.) of the responses identified that respondents can access facilities/services either “very easily” or “easily” by walking, cycling or public transport. A total of 48% (194 no.) of all responses suggest that it is “not possible” to access any of the facilities by walking, cycling or public transport.

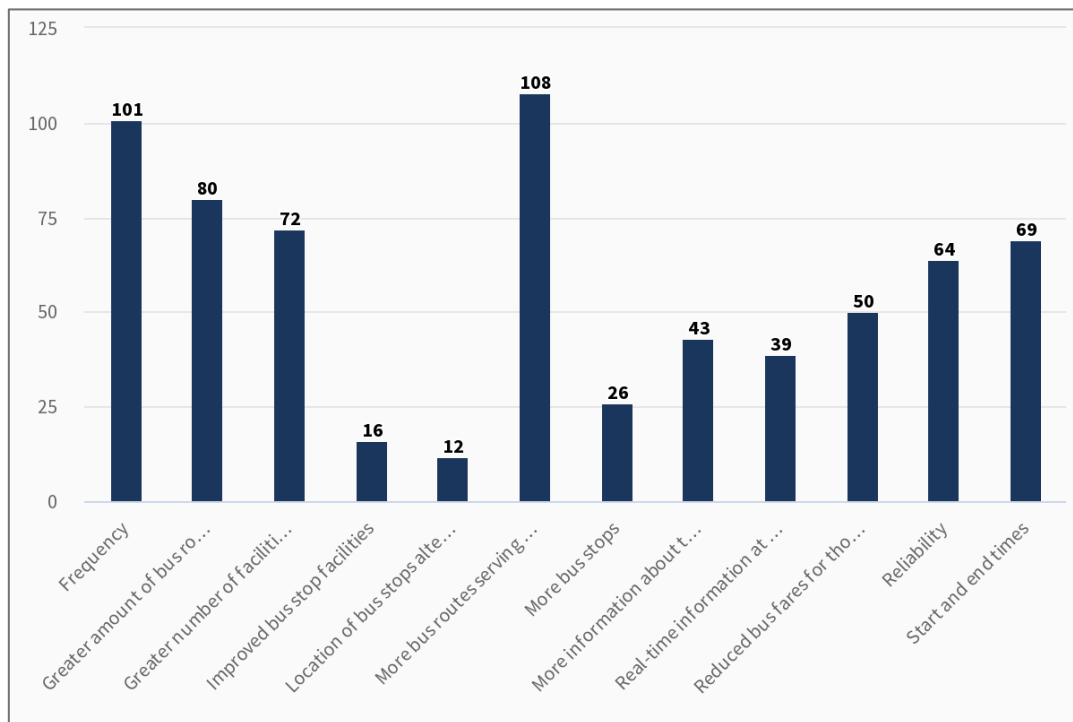
4.20. The responses to this question of the travel survey suggest a need to improve the provision of public transport services, and to offer a greater number of facilities and services (employment, health, shopping, leisure) in the Whitehill & Bordon area, in locations where these would be accessible by convenient and inclusive routes.

Q16. How do you feel about the current public bus provision in Whitehill & Bordon?



- 4.21. Question 16 was a sentiment-based enquiry as to how residents of Whitehill & Bordon felt about the current public bus provision. 70% (116 no.) of respondents are “very unhappy” and another 16% (27 no.) of respondents are “unhappy” with the bus provision. 14% (23 no.) of respondents were “neutral” towards the public bus provision in Whitehill & Bordon. No “happy” or “very happy” responses were received to this question.
- 4.22. The Whitehill & Bordon Residents’ Survey 2018 also enquired about attitudes towards public transport, finding that over half of residents (53%) were dissatisfied with local transport and only 10% were satisfied.

Q18. What would encourage you to use the private car less and public bus service more in Whitehill & Bordon?



NB: data categories (left to right) are as follows: Frequency / Greater amount of bus routes serving W&B / Greater number of facilities in W&B i.e., employment, shops, health / Improved bus stop facilities / Location of bus stops altering / More bus routes serving different destinations outside of W&B / More bus stops / More information about timetable, routes and journey planning / Real-time information at bus stops / Reduced bus fares for those travelling frequently / Reliability / Start and end times.

4.23. When enquiring as to what would encourage residents to use the private car less and public bus services more, the two most popular responses were:

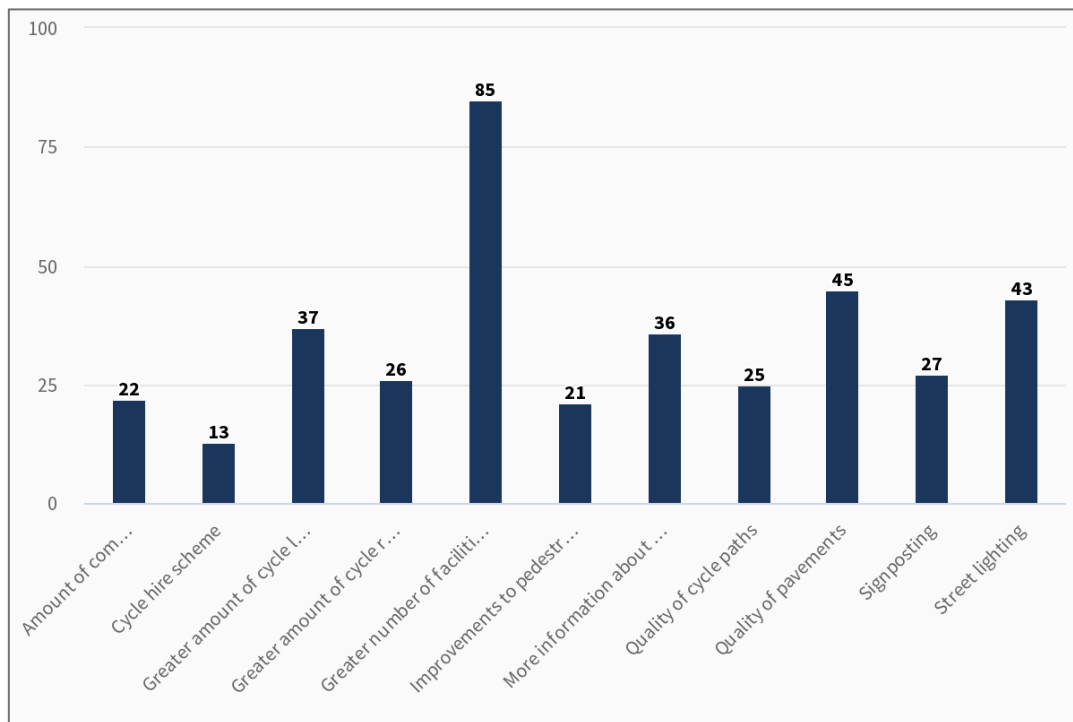
- more bus routes serving different destinations outside of Whitehill & Bordon (16%, 108 no. of all responses); and
- frequency (15%, 101 no. of all responses).

4.24. Factors attributed to the bus stops themselves i.e., their location; improved bus stop facilities; more bus stops; and real-time information were identified as the least effective changes for encouraging the local community to switch from the private car to the public bus service.

4.25. Aspects relating to the actual bus services and routing were identified as the most popular ways of encouraging greater bus patronage in Whitehill & Bordon.

4.26. It should be noted that 11% (72 no.) of all responses suggested that people would use the car less and bus services more if a greater number of daily facilities i.e., employment, shops, health services were located within Whitehill & Bordon.

Q21. What would encourage you to use the private car less and walk and cycle more in Whitehill & Bordon?

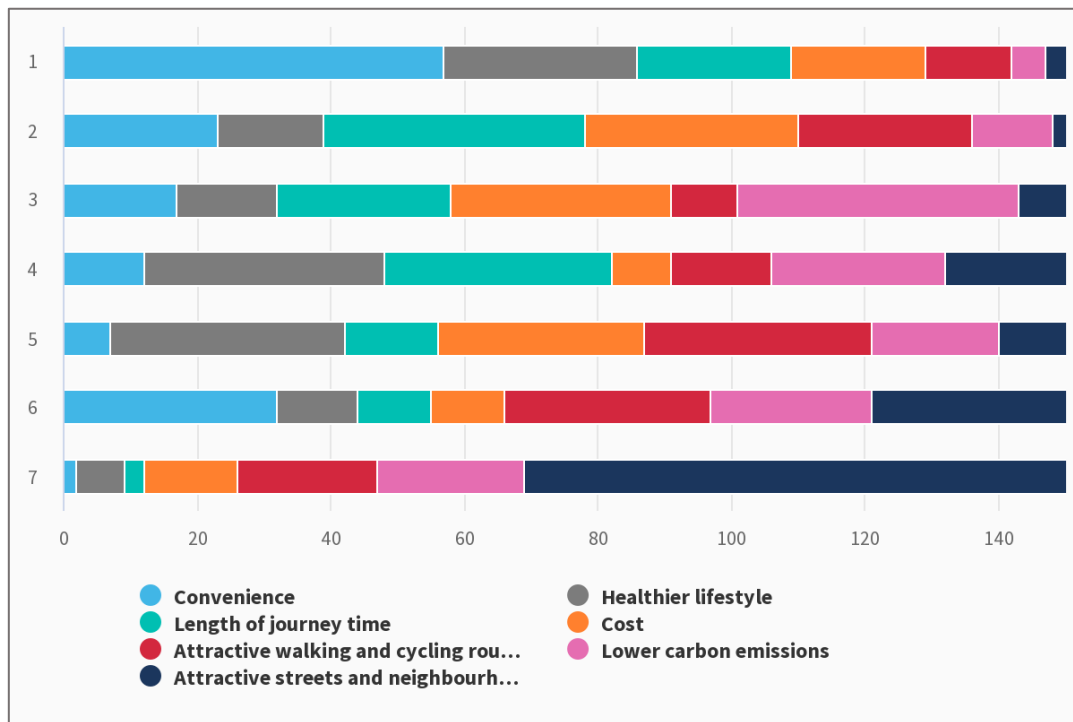


NB data categories (left to right) are as follows: Amount of community cycle parking / Cycle hire scheme / Greater amount of cycle lanes on/off road / Greater amount of cycle routes / Greater number of facilities in W&B i.e. employment, shops, health / Improvements to pedestrian/cycle crossings / More information about walking and cycling paths / Quality of cycle paths / Quality of pavements / Signposting / Streetlighting

4.27. Question 21 had a similar objective to Question 18, but instead enquired about incentives to encourage active travel. A “greater number of facilities in Whitehill & Bordon i.e., employment, shops, health services”, was the favoured response, with 22% (85 no.) of all responses stating this would encourage more active travel. A larger number of services in the local area could reduce travel distances, thus making journeys more achievable by walking or cycling modes to a greater number of residents.

4.28. A cycle hire scheme was the least popular way of encouraging greater active travel with only 3% (13 no.) of responses seeing this as a form of incentivising mode shift from the private car to active travel modes.

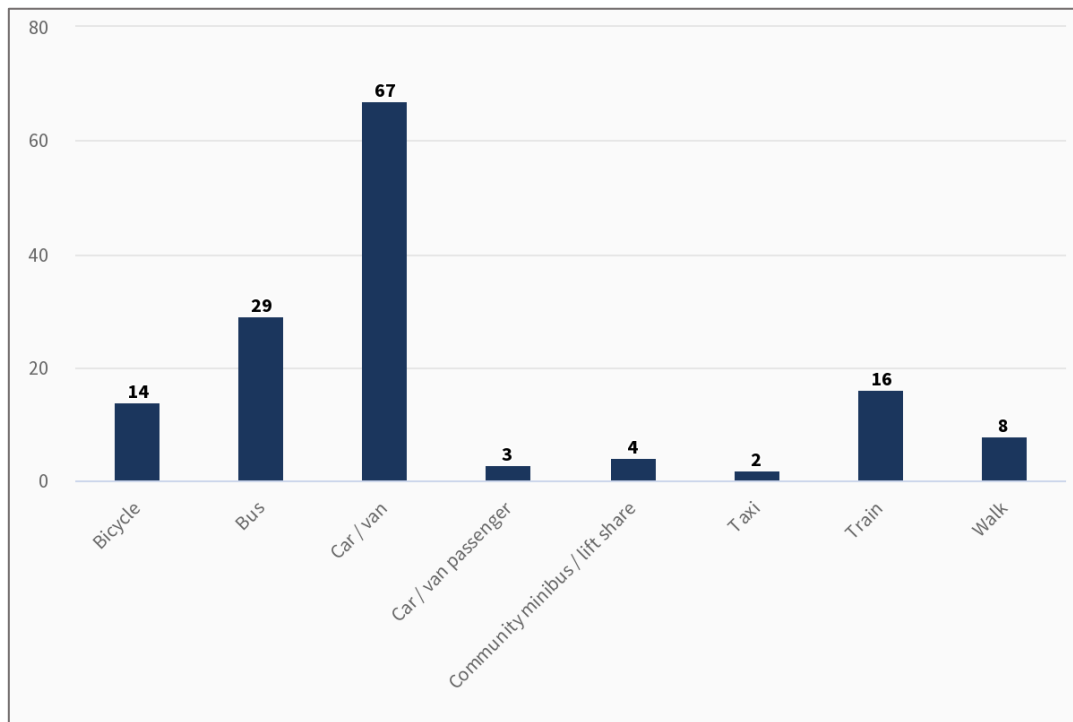
Q22. In terms of travel choices, what is most important to you?



4.29. “Convenience” is the most important consideration when making a travel choice with 38% (57 no.) of respondents identifying this as their priority, although healthy lifestyles also featured strongly. The second most important consideration was found to be “length of journey time”, with 26% (39 no.) of respondents ranking this second. This implies that residents prefer quick and easy journeys.

4.30. The least important consideration when making travel choices was found to be “attractive streets and neighbourhoods” with 54% (81 no.) of respondents suggesting that this has the least effect on their decision-making out of the seven pre-defined options. With regard to the impact of how cost impacts travel choices there was no clear outcome. Some respondents ranked cost as a very important consideration, whilst others less so, although more respondents ranked cost in the top three of their considerations rather than in the bottom three.

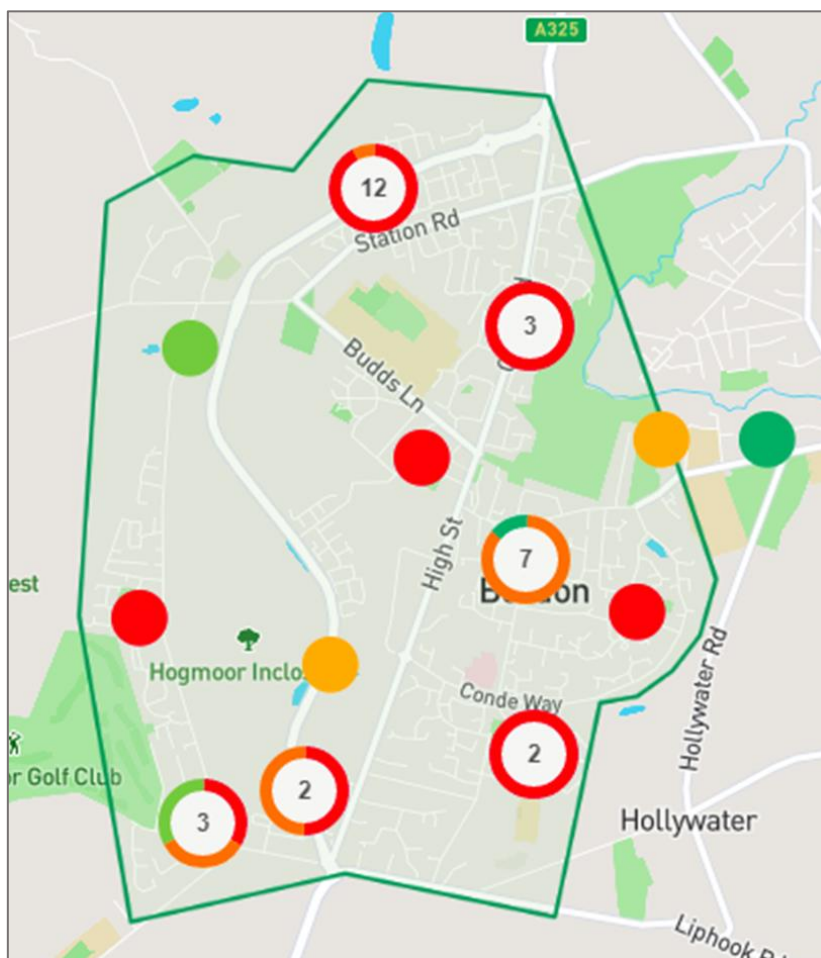
Q23. What is your desired future mode of travel in Whitehill & Bordon?



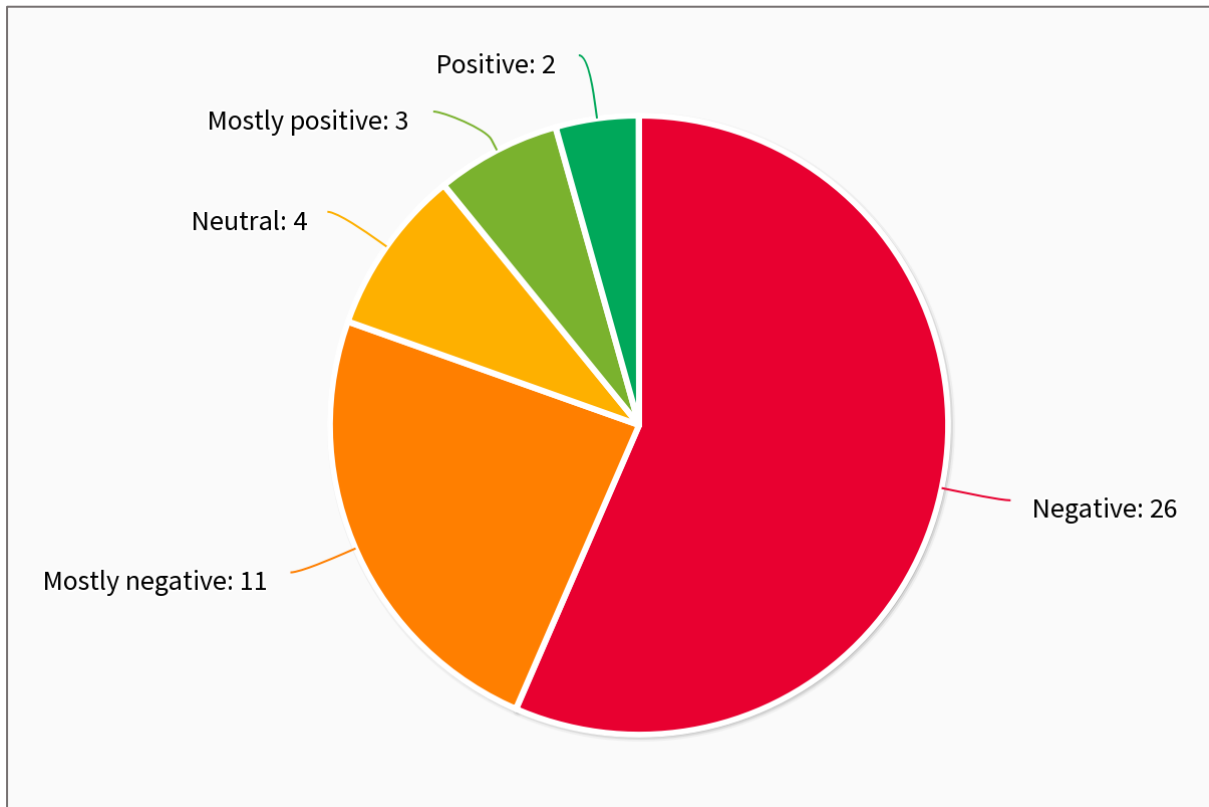
4.31. 47% (67 no.) of respondents' favoured mode of future travel is the car/van. Interestingly, 20% (29 no.) of respondents have stated travel by bus is their desired future mode, despite the lack of satisfaction and use of existing bus services (see Questions 8 and 16). Some (11%, 16 no.) respondents expressed train as their desired future mode even though there is no rail station in Whitehill & Bordon. The least desired future modes of travel by local residents in Whitehill & Bordon are: taxi; car/van passenger; and community minibus/lift share.

5. Summary of Responses: Phase 3, Parking in Whitehill & Bordon

- 5.1. The final part of the consultation enabled Whitehill & Bordon residents to inform EHDC of issues, concerns and good examples in respect of the existing residential parking provision in their local area. This information can be used to help shape the designs and policies relating to future residential parking through the Council’s emerging Local Plan.
- 5.2. Residents were asked to “put their pin on the map” to tell us where residential parking currently works well and not so well in a designated area of the study for Whitehill & Bordon. After dropping their pin, residents were then asked the following pre-defined sentiment question with a follow-up free text explanatory answer:
- How do you feel about the residential parking in this area? (Positive/ Mostly positive/ Neutral / Mostly negative / Negative)
 - Tell us why you feel this way about the residential parking at this location.
- 5.3. The resulting map (below) shows the areas that have received the most comments and indicates the sentiments expressed about residential parking in these areas. Pins coloured red indicate unhappy to very unhappy; orange indicates neutral sentiment; and green indicates happy to very happy.



5.4. It was also possible for residents to “agree” with comments left on the interactive map. In total the interactive map received 46 sentiment responses, 37 comments and 23 agreements. The following pie chart displays the sentiment responses towards current residential parking provision in Whitehill & Bordon.



5.5. The largest proportion (56%, 26 no.) of respondents have a negative sentiment towards residential parking in Whitehill & Bordon. Following this 24% (11 no.) of respondents responded with mostly negative sentiment. Only 11% (5 no.) of responses expressed a positive or mostly positive sentiment towards residential parking.

5.6. Overall, there was more negative sentiment expressed towards current local residential parking in Whitehill & Bordon. The following table identifies the key findings from the interactive map in terms of specific locations for residential parking in Whitehill & Bordon. The key findings from the interactive map purely relate to residential parking. Comments made about commercial parking (i.e. supermarkets) have not been included as the purpose of the interactive map was to gain information relating to residential parking only.

Interactive Map Key Findings

- **A325 and Whitehill & Bordon generally** - to allow car use to be reduced, improvements to local public transport must first be focused on. New development in Whitehill & Bordon is very likely to attract car users as there is no other viable transport scheme to utilise. Residential disabled parking needs to be accommodated in development designs.
- **Hogmoor Road** - the existing arrangement of parking in the lay-bys works very well. It helps to slow the speed of traffic. It is thought this could be further enhanced by lengthening the lay-bys to increase parking and implement road humps as a form of traffic calming.
- **Grasmere Close** – a dense residential area with increasing number of cars due to young adults living at home for longer.
- **Waterside Close** – often not able to park outside property as no allocated parking.
- **Oxney Way** – no pavements so unsafe for pedestrians.
- **Artillery Drive** – no alternative parking apart from private driveways and no provision for visitor parking. No pavements present making it dangerous for pedestrians.
- **Sunbury Close** – not enough parking for the number of residences.
- **Badgers Place** – insufficient residential and visitor parking (1 visitor space for 15 residences), with residents unable to fit cars in their garages or choose not to use the garage for vehicular parking. Residents also own greater number of vehicles than their property has parking provision for. The absence of pavements, marked parking spaces and road markings hinders the situation further. Results in on-street parking, which then reduces the width of the road preventing access to waste collection and emergency vehicles as well as dangerous accessibility for pedestrians.
- **Atholl Road** – amount of commercial vans parking on-street, thus narrowing the road.
- **Limber Grove** – insufficient amount of parking for residents resulting in on-street parking. This makes it very difficult for pedestrians and disable residents to use the pavements.
- **Baston Mews** – no provision for visitor parking.
- **Robinson Way** – insufficient number of parking spaces for all residents. Can result in no parking being left available if arrive home past 3pm.
- **Sunbury Close** – too many cars and commercial vans parking on-street.

6. Conclusions

Overview

- 6.1 First and foremost, East Hampshire District Council would like to thank local residents for their contributions on issues associated with “low car” residential design. These contributions will inform the future direction of local planning policies and guidance. The level of interest and engagement from residents has been impressive: more than 300 people have offered more than 600 individual contributions across the three distinct phases of the consultation, creating the wealth of information that has been included in this report.
- 6.2 The consultation exercise has shown that online-only, digital consultation can be effective at providing planning officers with useful “food for thought” and evidence. The emerging Local Plan needs to provide a policy framework for tackling the climate emergency, whilst also deliver a range of other social, environmental and economic objectives that are relevant to land-use planning. Some common themes relating to residential car parking can be readily identified from the responses to the consultation across its different phases. These themes are:
- The achievement of net zero carbon development in the context of limited public transport options;
 - Providing new housing that is designed to respect and serve the everyday needs of residents (i.e. in planning jargon: development that offers high levels of residential amenity), whilst being accessible to all;
 - The wider implications of the suggested low-car designs for street and building design;
 - The feasibility of households owning fewer cars given the demands of modern living;
 - The parking issues currently facing residents of Whitehill & Bordon.
- 6.3 Detailed conclusions on the above themes are offered in the sub-sections below. However, the results to this consultation do not constitute an end point. Other studies and evidence will also need to be considered, in order to determine the best strategy for dealing with residential car parking. This report nevertheless provides valuable evidence for EHDC and its partners, for purposes of (e.g.) drafting the policies and proposals of the emerging Local Plan and other policy documents, such as any local design codes.
- 6.4 With regard to the Local Plan, a key question is whether flexibility on parking standards is warranted in Whitehill & Bordon. The climate emergency and the need to plan for a future where emissions from vehicles have been vastly reduced is a key factor here: there is a need to ensure that planning policies recognise their effects on future travel choices and do not lead to urban designs that would be unsuitable. Balance is, of course, needed – there is no intention of removing the private car from future house designs, or of preventing car ownership. Some respondents feared otherwise. Nevertheless, it would be remiss of EHDC not to reflect on the potential for cars to be used less frequently in the future, when services are

increasing delivered online or at home and goods are increasingly delivered to peoples' doorsteps; whilst the health benefits of more walking and cycling become increasingly apparent. Cars are expensive assets, so if households would have a lower daily dependence on them, there is a reasonable prospect that they would consider owning fewer; and if the choice is then made to economise, this could mean that less space is required for parking. A local plan looks to the future – in the case of the emerging East Hampshire Local Plan to 2040 – so planning authorities need to ask residents now about what the future could look like; even if, today, many people would certainly decide that they need all of the cars that they currently own.

- 6.5 One learning point from this consultation is that information on social, economic and environmental trends may need to be disseminated in an easily digestible manner *in advance* of public consultations on planning for a long-term future. Pre-engagement on the context for decision-making appears to be preferable, as providing this information when consulting on new proposals is not always effective: for example, some responses suggested that a transition to electric vehicles would be sufficient to address the climate emergency, enabling high levels of car ownership and use to persist; but as noted previously and discussed below, the reality is more complex. Planning officers sought to pre-empt this kind of response by means of a 'frequently asked question', but this approach wasn't wholly successful.
- 6.6 Many responses were concerned that EHDC might be planning to restrict car ownership despite an evident need for personal transport, due to the lack of suitable, convenient and accessible public transport alternatives. Overall, the consultation responses expressed a need to accommodate car parking in residential areas, both now and in the future. This is something that planning policy will be mindful of in developing a future parking strategy for Whitehill & Bordon and when reviewing parking standards more broadly. For decision-making and in advance of adopting a new Local Plan, parking standards should continue to be applied, recognising that [the existing standards](#) already outline circumstances in which lower levels of car parking may be appropriate.
- 6.7 The phased approach to engagement allowed EHDC to ask questions concerning a range of issues without inundating local residents with a great volume of consultation material at the outset. However, levels of engagement with the consultation reduced from phase 1 to phase 3. If a similar phased approach is adopted in the future, phase 1 should focus on the issues where local engagement would be most effective from EHDC's perspective. This was the approach adopted for the low-car designs consultation, as EHDC has more control over future urban design policies than it does over local transport provision, or existing car parking issues. Results from all phases of the consultation will be shared with those who have more direct influence on issues such as local transport provision, including Hampshire County Council's transport planners.
- 6.8 One of the most significant outcomes for the proposed low-car designs is that, even where a clear preference was expressed between competing design approaches, no option has been identified as "problem free". Across all of the designs, respondents identified concerns of a practical nature, or in relation to potential visual impacts, or in terms of the design's implications for accessibility, mobility, personal health or safety. This confirms that there is no "one-size-fits-all" approach to residential car parking that will be considered suitable by all

households. It is likely that a range of different parking solutions should be offered as part of the design of new housing development.

- 6.9 Having recognised that there is no ‘one-size-fits-all’ approach, it is nonetheless important to note that **four** of the low-car designs are worth exploring within site-specific approaches to residential parking. This is on the basis of these design approaches receiving a reasonable level of support from the public through this consultation. This does not mean that they are necessarily supportable; any and all urban designs would need to be meet national and local planning policies. Nevertheless, there is more local interest in some of the designs than in others.
- 6.10 Where lower residential densities would be appropriate, the **tandem parking** design was generally preferred, often from a pragmatic perspective; although some respondents noted the inconvenience associated with having to re-shuffle or move the cars on the driveway, to deal with the arrival/departure of family members or visitors. Where designers are keen to explore higher residential densities, house designs whereby the **ground floor accommodation could be flexibly converted** from car storage to living space (and back again) could be investigated. However, many respondents were keen to stress that there should be sufficient living space notwithstanding, to ensure that people had a genuine choice and would not be forced into making difficult compromises between car parking and residential storage space.
- 6.11 In medium density environs, there was no clear preference between the two designs, but some positive comments were received for both rear garden flexibility and front driveway designs. Many fears were expressed on the potential impacts of these designs on street scenes or on residential amenity. These concerns would need to be considered and overcome; but both designs could be reviewed and tested within emerging proposals.
- 6.12 Finally, turning to the issue of demographic representation, it is notable that very few young residents engaged with this consultation. Opportunities to engage young people were restricted by the fact that the consultation had to be undertaken during school holidays, in order to meet the Government’s timescales for projects funded under PropTech – Round 2. This meant that there was limited opportunity to catch the attention of school pupils or college students through (e.g.) advertising at local bus stops, because they would not have been travelling to school or college at the time. Generally speaking, the planning policy team will need to consider how the attention of younger people can be captured, so that their views may also be considered in the plan-making process. Whilst young people are seldom the heads of households and those below the age of 17 may not be car drivers for some time to come; the amount of space that is devoted to car parking will affect how much public space remains for other purposes and how the local urban environment looks and feels. In addition – and as noted above – car use and ownership has implications for our efforts to tackle climate change at a local level, which is an cross-generational issue.
- 6.13 The following sub-sections provide more detailed conclusions in relation to the matters outlined in paragraph 6.2.

Net zero carbon and public transport

- 6.14 The provision of convenient, good-quality, frequent and well-connected public transport options is very important for helping residents to tackle the climate emergency, through making more sustainable transport choices that generate less carbon emissions. Respondents were clear that if people are to be encouraged to use their cars less – so that households don't need as many parking spaces – there needs to be a realistic alternative for journeys that could not be undertaken on foot or by bike. However, at present, a large majority of respondents have told us that public transport alternatives were lacking and that they were not happy with the current public bus provision.
- 6.15 Through the travel survey element of this consultation, convenience has been identified as the most important consideration when deciding how to travel; whilst a wider range of destinations and an increased frequency of public transport options were factors thought to encourage greater travel by bus. East Hampshire District Council is not the transport authority for Whitehill & Bordon (or indeed the rest of the Council area) as this is a county council function. However, EHDC works in partnership with Hampshire County Council and will use the evidence from this consultation in its discussions with the county council on land-use planning and regeneration in Whitehill & Bordon. Other considerations affecting future public transport provision will likely include the continuing constraints on public finances; the commercial viability of public transport, following reductions to patronage in the pandemic and immediate post-pandemic period¹⁰; and how the on-going digital revolution might affect future transport behaviours and options. Nevertheless, it is clear that reductions in car parking provision need to be matched by realistic alternatives for meeting people's transport needs.
- 6.16 The local communities' aspirations for future travel modes indicates that planning is required to encourage a greater amount of participation in sustainable travel modes. On-going regeneration of the Bordon Garrison area will include a new town centre that offers a range of services and facilities, located in walkable and cyclable distances of new housing. This could help to reduce the need to travel by less sustainable modes of transport. Nevertheless, many respondents travel more than 10 miles for (e.g.) work or leisure purposes and may continue to do so in the future. Applicants will need to be realistic in their assumptions regarding travel behaviours, taking account of the outcomes of this and other Whitehill & Bordon transport surveys.

Implication: EHDC will continue to work with partners including Hampshire County Council, taking account of the traffic survey outcomes, to identify ways in which carbon emissions could be mitigated through offering more sustainable transport alternatives to the private car. Improved walking and cycling connections to an increased range and number of local facilities and services can help to address the climate emergency; but the lack of public transport alternatives needs to be fully taken into account for longer journeys. The design of

¹⁰ For more details, see for example: <https://www.ice.org.uk/news-insight/news-and-blogs/ice-blogs/the-infrastructure-blog/what-is-the-future-of-public-transport-after-covid-19>

new residential development should be informed by realistic assumptions regarding future transport choices.

Serving the everyday needs of residents

- 6.17 The low car designs that were presented in this consultation did not show whether electric vehicle charging points would be provided nor where these would be located on the property, nor how they would be regularly accessed by residents. Many responses to the design picked up on this and stated that electric vehicle charging points must be mandatory in all designs. Whilst it was not the aim of the illustrations to show these details, electric charging infrastructure will be very important. Its convenient location is a particular concern for designs that do not feature a driveway or garage.
- 6.18 EHDC recognises the importance of electric vehicle charging infrastructure and will continue to do so through the planning process. As stated in the EHDC Vehicle Parking Standards Supplementary Planning Document (SPD)¹¹ the need for electric vehicle charging points is high, namely to help reduce CO₂ emissions but also to support the national policy of halting the sale of petrol and diesel cars/vans by 2030. Consequently, EHDC already encourages all residential developers to provide all future houses with an electric vehicle charging point, with the Joint Core Strategy Policy CSWB18 (Low Carbon Vehicles) specifically referring to future development in Whitehill & Bordon and developers providing the necessary infrastructure to enable this.

Implication: opportunities to provide electric vehicle charging infrastructure should be investigated as part of the design process and, wherever possible, residential designs should include this infrastructure in a manner that is safe and convenient.

- 6.19 Many responses suggested that reducing car ownership at a household level was unrealistic, due to the commonality of young adults choosing to remain living at the family home for a much longer period. This was held to be in response to the current unaffordability of housing. This is thought to be a key contributor to high car ownership¹², specifically in rural areas, as the number of adults living in one property is no longer the stereotypical two parents but instead two parents and multiple former children that also own a car/s. The higher the number of car dependent adults living in one property, the greater the pressure on parking resources, with car ownership likely to outstrip the parking provision thus resulting in more frequent instances of on-street parking. The interactive map element of the consultation cited specific examples and locations in Whitehill & Bordon of where this is commonly occurring, resulting in increased parking in already crowded residential streets.

Implication: applicants should consider the level of parking provision for new homes in Whitehill & Bordon taking account of expected household size and composition. For family-

¹¹<https://www.easthants.gov.uk/media/4895/download?inline>

¹²Travel survey element of the consultation revealed that 76% of respondents own two or more cars.

sized homes (three or more bedrooms), local data from the 2021 Census should be reviewed (when available) and the sufficiency of parking considered, taking account of the propensity of these households to include young adults of working age. Notwithstanding this, the proximity of new homes to facilities, services, public transport and job opportunities should be taken into account in the context of the climate emergency (see above). The existing parking standards continue to apply unless and until they are superseded by (e.g.) the emerging Local Plan, noting the opportunity to apply these flexibly as per the adopted SPD.

- 6.20 The presence of young adults residing in the family home also increases the need for internal living space i.e. three to four bedroom properties as opposed to two bedrooms. In higher-density environs, the **ground floor flexibility design** could be most suited to accommodating a larger number of residents in one property i.e. young adults remaining at home, but it may not be helpful in terms of accommodating the associated number of vehicles on the plot, as storage space may be converted into internal living space. It is therefore essential that other forms of reliable transport are obtainable and useable in Whitehill & Bordon to make lower car ownership realistic and desirable. Many responses to the consultation clearly state that a better and improved public transport system is required to serve the local area, connecting to more destinations. It is recognised that improvements in local public transport need to occur before widespread reductions to car ownership or usage can be made.

Implication: future parking strategies at both town- and site-based scale need to recognise local public transport provision and accessibility. Reductions to residential parking below the adopted parking standards will need to be justified as exceptions on a case-by-case basis until significant improvements to transport options have been made.

- 6.21 Four of the six low car designs include parking provision via a garage. Responses suggest that few Whitehill & Bordon residents use their garage(s) for car parking¹³ and many perceive the garage to have the function of acting as a general storage room and/or additional accommodation, rather than for the original purpose of storing a vehicle. Consequently, reservations were expressed as to whether the designs incorporating a garage were realistic and would be used by residents for storing a car. If not, such designs would be inefficient, as additional home storage could be provided in ways without the need for a direct connection to the street. The inclusion of garages would not make the best use of residential development land.
- 6.22 The reluctance to use a garage could result in unallocated on-street parking issues, which is a known (via this consultation) parking issue/irritant for residents of Whitehill & Bordon. Storing a car in a garage should be as convenient as possible so as not to put off residents from regular and full utilisation of its intended use. Residents would need to get into the habit of parking in a garage and for it to become part of a daily routine; residential designs should facilitate this and not exacerbate existing issues by providing insufficient space for home storage. Additional rooms or buildings for storage should take account of the need for storing gardening and outdoor sports/leisure equipment.

¹³Question 2 of the travel survey (phase 2) of the consultation; results available at Appendix 3.

Implication: residential designs that include a garage must overcome the current barriers to their use for car parking, which are: limited household storage space; and inappropriate sizing for modern vehicles. The need to provide infrastructure for electric vehicle charging should also be considered. The design of future homes should carefully consider the accommodation need of residents based on likely household size. If garages are to be included, then they should be used for car storage by being of a realistic size and in an accessible and convenient location to the main home.

- 6.23 The **rear garden flexibility, alternating garages and gardens** and **combined tandem parking** designs all have implications for decreasing the size of rear and/or front gardens of residences. Loss of a front garden and the consequential impact on street appearance (including the amount of vegetation/street trees) were voiced as an important concern to many. The multi-functional benefits of trees and planting for the local environment need to be recognised. In particular, concerns were raised regarding the loss of garden and enjoyable outdoor space in the **rear garden flexibility** design. A number of responses did not think that parking space in the rear garden of a property was suitable, as it could cause disruption to neighbours by noise and reduced air quality (the generation of vehicle emissions in close proximity i.e. over a fence). Loss of garden space in designs should be considered carefully in terms of the immediate impacts but also on how this might affect townscapes through reductions in space for planting (especially trees). Further consideration should be given to losses in garden amenity and whether this can or should be compensated by the provision of greater amounts of communal green space to benefit the local community.

Implication: future plot designs need to recognise the importance of tree planting and green space to be provided to both individual properties via garden(s) or via shared green space in the streets. Residential parking needs to be designed in a manner that is considerate to allowing natural features to be enjoyed in a residential setting.

Street and Building Design Implications

- 6.24 A range of perceived drawbacks to the low-car designs were identified through the consultation process, and whilst some of these were specific to the designs themselves, others focused on the potential wider implications for the built environment. These included visual impacts from a higher building densities and more hard surfacing to accommodate cars on smaller residential plots (e.g. for the medium density, **front driveway** and **rear garden flexibility** designs) to perceptions on the safety, inclusivity and attractiveness of residential streets, taking account of on-street parking.
- 6.25 In theory, all of the six plot designs would be compatible with a range of street designs, but for sake of illustration and to be consistent with the different categories for residential density (low, medium, high), different approaches were included in the visuals for the six different designs. For example, lower density designs showed footpaths that are separated from the carriageways, whilst some of the medium and the higher density options featured shared street surfaces, where pedestrians and vehicles are allowed to mix together. Some respondents disliked the shared surface approach, whilst for many of the designs,

respondents perceived that there could be difficulties accommodating visitor parking or ensuring that disabled residents could park close to their home. Some comments identified the importance of providing space for trees within the street. Concerns regarding pedestrian safety and on-street parking capacity/convenience may reflect existing issues in the local area that were identified for Oxney Way, Waterside Close, Sunbury Close, Badgers Place, Limber Grove, Robinson Way and Baston Mews.

Implication: applicants must carefully consider residential street design, ensuring that any new streets are of a sufficient width and layout to accommodate all users in ways that are “fit for purpose” i.e. safe, inclusive and attractive. Parking should be considered holistically, with on- and off-plot arrangements complementing each other, to meet the needs of residents and visitors. Innovation is likely to be required at higher densities, to avoid the perception of car-dominance (e.g. accommodating sufficient trees and planting, which will also offer climate-resilient environments).

- 6.26 As indicated above, many respondents were sceptical that the **ground floor flexibility design** would offer a genuine choice for residents between car storage or internal accommodation, because homeowners would likely prefer to use their floorspace for living purposes. This was informed by a perception that people had more possessions than could be adequately stored within the home, unless garaging was converted to additional storage space. To address this, the storage requirements of modern living need to be considered when designing residential buildings, so that unintended consequences that would have an impact on car parking – such as the use of garages as additional rooms – does not become the norm, rather than the exception.
- 6.27 Designers should think about the storage needs for gardening, play equipment, outdoor eating and leisure/sustainable transport. Parking for bicycles, including e-bikes, should be considered as part of the design process. Some responses to the low-car designs featuring garages observed that all of these storage needs could undermine the capacity of a new garage to accommodate a modern car.
- 6.28 Residential plot designs that integrate car parking with the main residential building will need to think about how this can be achieved whilst providing sufficient accommodation for the proposed household size, including storage; and in a way that is convenient and attractive to residents so that floorspace can be used for vehicle parking, where desired. Similarly, where garages are proposed, other residential buildings must have sufficient floorspace to meet everyday needs, so that the garage is likely to be used as intended.

Implication: it will be important for architects and urban designers to take a holistic approach to devising internal layouts, floorspace requirements and car parking arrangements, whenever on-plot parking is being proposed within a building, whether that is the main house or a separate garage. The need for storage for outdoor living should be taken into account as well, so that vehicle parking arrangements would function as intended.

Feasibility of low-car ownership

- 6.29 Travel by car is by far the dominant mode of travel for any purpose in Whitehill & Bordon. This consultation found that 75% (399 no.) of responses to the travel survey favour this mode. This contrasts unfavourably with the Government's target that by 2030, 50% of all journeys in towns would be undertaken on foot, which is a key commitment of the Decarbonising Transport Plan¹⁴. It is recognised that East Hampshire is a rural district and that achieving such a commitment in the context of Whitehill & Bordon for all journeys is a tall ask, particularly for leisure and work, but it is a key indicator that needs to be recognised as one route to net zero carbon emissions.
- 6.30 The current perception of the local public transport system is negative, so it is likely to be a challenge to change perceptions and encourage people to use an improved transport system, if one is to be provided. Until such improvements are made, new residential development in Whitehill & Bordon is likely to attract residents who would be heavily reliant on their vehicles. For example, it seems likely that a continual positive change in the local bus system would be required, over a substantial period of time, before residents would consider the feasibility of reducing the number of cars owned in a household and increase their local travel by public transport.
- 6.31 Through the travel survey, respondents suggested that an increase in the number of local facilities is another important requirement that would need to be met before low-car lifestyles can be considered in Whitehill & Bordon. Internalising journeys within Whitehill & Bordon, for multiple purposes, would reduce trip lengths and therefore increase the possibility of active travel or public transport being used. However, it is likely that it is not just the facilities but local infrastructure too, such as cycle storage, improved pavements, street lighting etc that is also required to aid such a shift to sustainable modes as current travel undertaken by bicycle is low frequency (less than once a month).
- 6.32 Convenience is also key to enticing residents to rely on other transport modes, thus reducing the need for them to own multiple cars in one household. Convenience would be achieved by the provision of local services and facilities served by a robust and frequent transport system and/or in a walkable or cyclable distance for all members of the community.

Implication: future Whitehill & Bordon transport strategies should focus on improving the local public transport services serving the residential areas and connecting to the key facilities and transport hubs, such as local train stations. Transport infrastructure that would increase regular engagement in active and public transport needs to be identified in future developments to secure funding and delivery.

Current parking issues

- 6.33 Examples of current parking issues in Whitehill & Bordon were expressed in responses to all three elements of the low car design. Unallocated on-street parking seems to be the most

¹⁴ *Decarbonising Transport: A Better, Greener Britain*, Department for Transport, 2021. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1009448/decarbonising-transport-a-better-greener-britain.pdf

common frustration, in that it narrows streets and pavements by both parked cars and commercial vans. The main highlighted issue was that inconsiderate or illegal on-street parking causes pavements to be obstructed to pedestrians, with the greatest perceived inconvenience being to those requiring wheeled access, such as wheelchairs and pushchairs. Concerns were voiced that parked vehicles obstruct the pavements making passing difficult, unsafe, or impossible. This kind of on-street parking could de-incentivise the community from engaging in active travel which is the opposite to what is needed to address the climate emergency and to encourage healthy, active lifestyles. Other concerns were that badly parked vehicles can hinder or prevent access from larger vehicles, specifically emergency and waste services.

- 6.34 It is fully acknowledged that some existing properties in Whitehill & Bordon rely on on-street parking as part of their regular lifestyle in storing a vehicle. Residents that do park on-street (with specific locations referenced in the interactive map), have reported being unable to park outside of their own property due to other unallocated on-street parking. This is said to cause tensions in the local community due to inconveniencing residents in their daily tasks e.g. unloading heavy shopping and walking a longer distance to their residence. In association, another reported issue is there not being enough available allocated/unallocated space in a residential street due to high car ownership per household. This is a tricky community tension to overcome. People can fall into routine behaviours and become accustomed to regarding specific parking locations as “theirs” when in reality there are no formal arrangements. The reduction in car ownership per household, by swapping to alternative sustainable modes, could help overcome such current contentious issues.
- 6.35 Unallocated on-street parking can cause inconveniences to others, but it can also reduce the visual attractiveness of the street. Streets full of large numbers of parked cars can reduce opportunities for vegetation and street furniture, thus again potentially contributing to less desire to engage in walking for a local journey purpose.

Implication: any proposals for on-street parking need to be appropriately designed so that spaces form part of an attractive street environment, and can be used without detriment to pedestrian safety, the convenience of walking and cycling modes and access by other vehicles (including emergency and service vehicles).

- 6.36 The six low car designs did not specify any detail regarding visitor parking, such as how the provision and quantity of this could vary according to the different proposed residential designs, as this issue was not the focus of the consultation. This was picked up by many responses and some in detail relating to current problems that are experienced in visitor parking. One of these problems is the regular use of visitor parking spaces as auxiliary parking by those residents owning multiple cars, instead of to accommodate visitors. This is a management issue that cannot generally be addressed retrospectively by land-use planning, but it is one that is linked to generally high levels of car ownership. From a planning and transport strategy perspective it will be important to provide households with realistic alternatives to owning multiple cars; but also to recognise that these are contemporary issues, so that there is a corresponding need to design visitor parking to ensure that it is likely to serve its designated purpose. For example, it might be that not all visitor parking would need

to be as conveniently located for access to individual homes, thus making it less convenient for residents to use it as additional parking for their household.

Implication: applicants must give consideration to visitor parking spaces and how these can be designed to be used by visitors. EHDC in conjunction with applicants must consider visitor parking in conjunction with the adopted SPD.

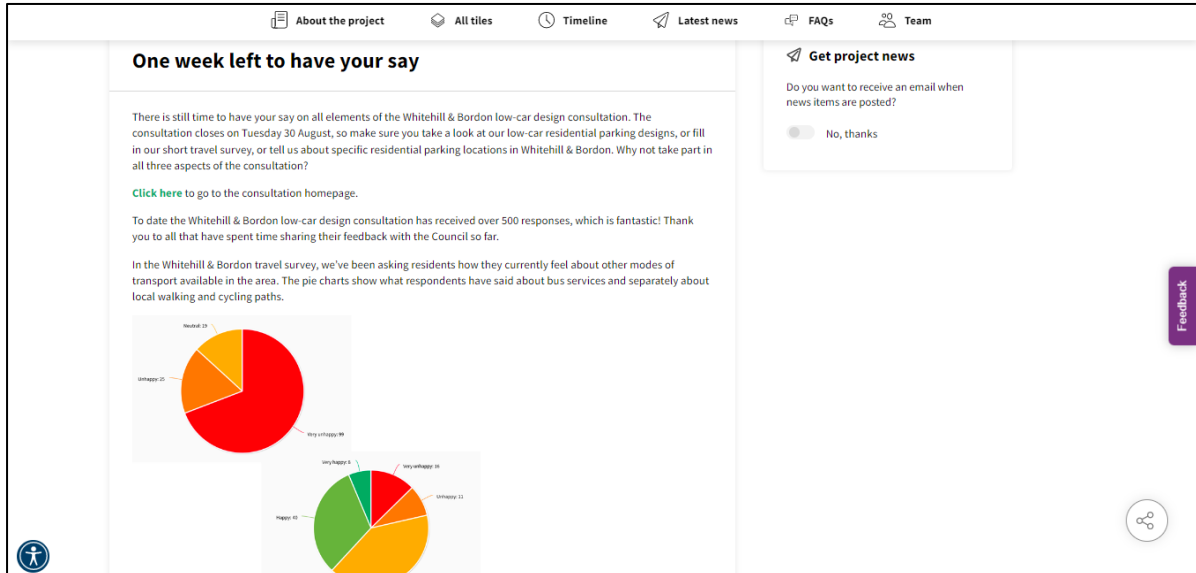
Next Steps

- 6.37 The findings and conclusions of this low-car design consultation will be shared with key partners and stakeholders, specifically: Hampshire County Council's Strategic Transport and Travel Planning teams, EHDC's Regeneration and Communities teams, Whitehill & Bordon Town Council and Whitehill & Bordon Regeneration Company. By sharing these findings and conclusions, organisations will be aware of the most current issues that need to be considered for residential car parking, informed by the perspectives of local residents from Whitehill & Bordon.
- 6.38 In connection with the emerging Local Plan, EHDC will use these findings to review existing parking standards and to decide on a strategic approach to vehicle parking for proposed new residential development in Whitehill & Bordon. If a formal review of the Council's Vehicle Parking Standards SPD were to be required, then the consultation responses will be considered for purposes of drafting any initial amendments to those standards for further public consultation.
- 6.39 EHDC may also use the findings and conclusions of this report to inform decision-making on residential planning applications in Whitehill & Bordon. The government's planning practice guidance makes clear that: "*Local planning authorities and applicants are encouraged to proactively engage an inclusive, diverse and representative sample of the community, so that their views can be taken in to account in relation to design.*" (Design: Process & Tools, Paragraph: 019 Reference ID: 26-019-20191001). This consultation has been an example of such pro-active engagement with residents from the local community in Whitehill & Bordon. Its outcomes can be considered as material considerations, although specific proposals will likely attract specific comments from residents and other stakeholders through the planning application process, and these may identify material considerations that are of greater weight than the general implications emerging from this consultation.

End of Report.

Appendix 1 – Consultation Information

Screenshot of news post delivered to subscribers during the consultation, to encourage further participation:



Report on social media campaign, used to encourage participation:



Paid Social Promotion Campaign

Objective: Engagement

Channels: Facebook & Instagram

Spend: £2000

Start Date: 18th July

Planned End: 30th August

Campaign Duration: 6 weeks

Landing Page:

<https://lowcardesignwb.commonplace.is/>

POC: Emma Hooper and Adam Harvey



People who match:

- Interests: Environmental technology, Climate, Cars.com, Renewable energy, Natural environment, Cars and Bikes, Housing and Development Board, Property or Solar power

Creatives/ Captions for Phase 1

East Hampshire
DISTRICT COUNCIL

Is there a better way?

Have your say on housing designs that could support low-car lifestyles in Whitehill & Bordon.

DO YOU LIVE IN WHITEHILL & BORDON?
Have your say on housing designs that could support low-car lifestyles!

1. East Hampshire District Council is seeking the views of local residents on housing designs that could support low-car lifestyles in Whitehill & Bordon. The council wants to hear local residents' thoughts on this and residents can have their say by taking part in a consultation this summer.
2. Low-car living means less driving and less space devoted to parking. It is one option for helping to address the climate crisis through the Council's emerging Local Plan. East Hampshire District Council wants to hear local residents' thoughts on this! Have your say and be part of the development in your local area!
3. East Hampshire District Council wants to implement new housing in your local area in the most eco-friendly way, by efficient use of land, enhancing the community's sense of place and supporting a high quality of life. Have your say so that you can support the way East Hampshire district develops!
4. East Hampshire District Council wants local residents' views on housing designs that could support low-car lifestyles in Whitehill & Bordon. Would you like more cycling and walking routes or climate-resilient neighbourhoods? Let us know and click on the link below!
5. Did you know that housing designs can be built to help the environment? East Hampshire District Council is doing just that by asking views of local residents on housing designs that could support low-car lifestyles in Whitehill & Bordon. Have a look at the plan and place your views on the new developments!

Creatives/ Captions for Phase 2 - Travel survey Launched 9th August



1. We want to hear how you currently travel in Whitehill & Bordon! Less space for parking the car at home, reducing the need to travel by car and alternative travel options are all interlinked and must be considered together.
2. Let us know your thoughts! We want to have a greater understanding of what possibilities there are to tackle the climate crisis through the Council's emerging Local Plan!
3. Let us know what transport modes are available to you! How often do you travel by the following modes for any journey purpose? How easy is it for you to travel from your home in Whitehill & Bordon to the following destinations by only walking, cycling or using public transport?
4. In terms of travel choices, what is most important to you around the Whitehill & Bordon area! Click on the link and take part in the travel survey, a greater understanding of what possibilities are available will help support the Council's emerging Local Plan!

Heatmap creative and Caption!



Help support the Council's emerging Local Plan around Whitehill & Bordon by clicking on the link to "put your pin on our map" to tell us about your experience with residential parking around the local area.



Appendix 2 – Low-car designs (Phase 1 of the consultation)

Imagery for Alternating Garages & Gardens option (a low-density design)







Imagery for Combined Tandem Parking (a low-density design)







Imagery for Rear Garden Flexibility option (a medium-density design)







Imagery for Front Driveway option (a medium-density design)





Imagery for On-street Combinations option (a high-density design)

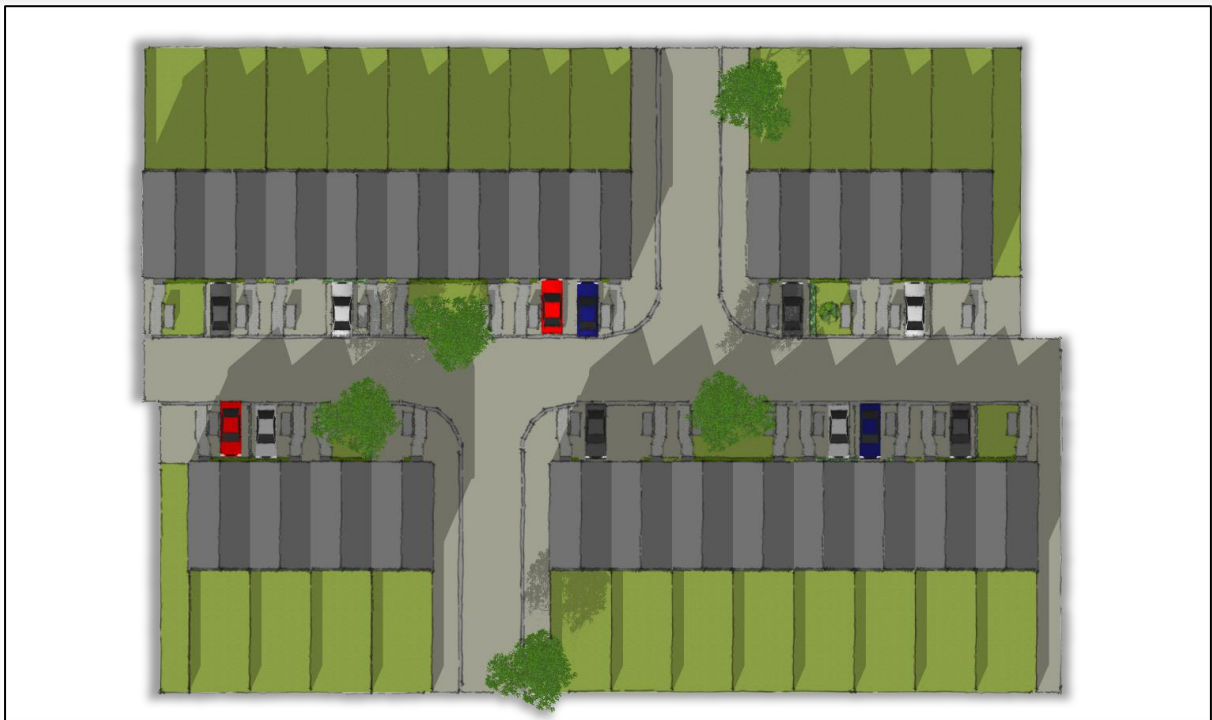






Imagery for Ground Floor Flexibility option (a high-density design)



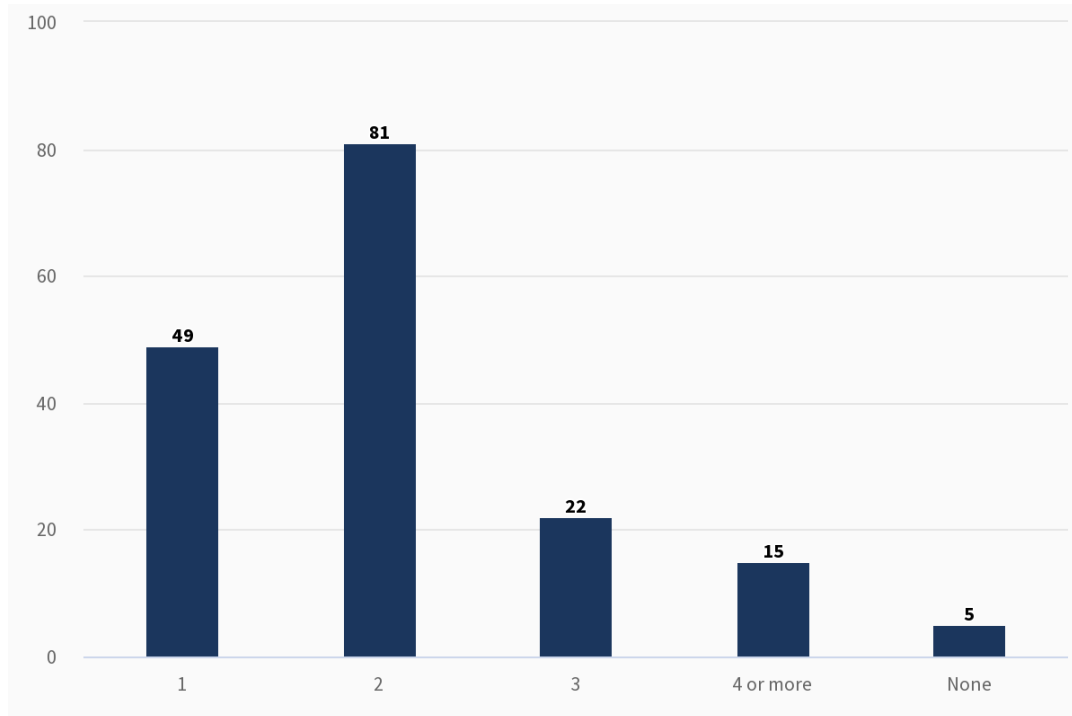




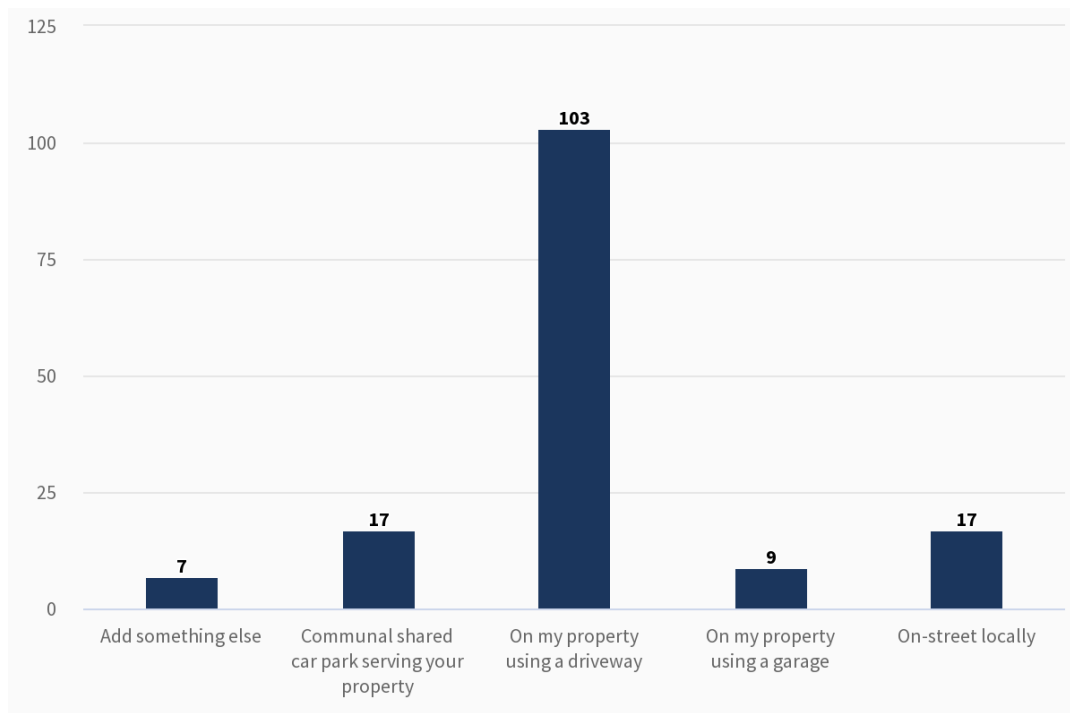
Appendix 3 – Travel Survey Outcomes

The following graphs and illustrations show the outcomes to all of the Travel Survey questions from Phase 2 of the consultation.

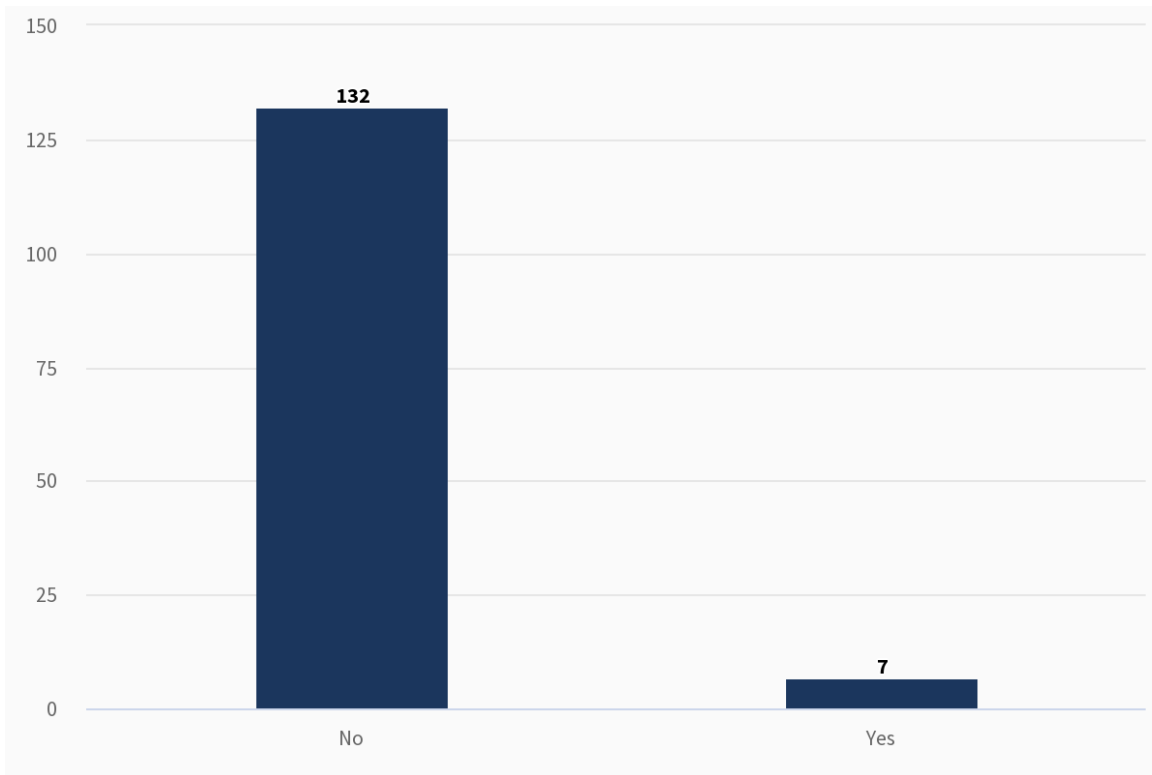
Question 1: How many cars or vans are owned by members of your household?



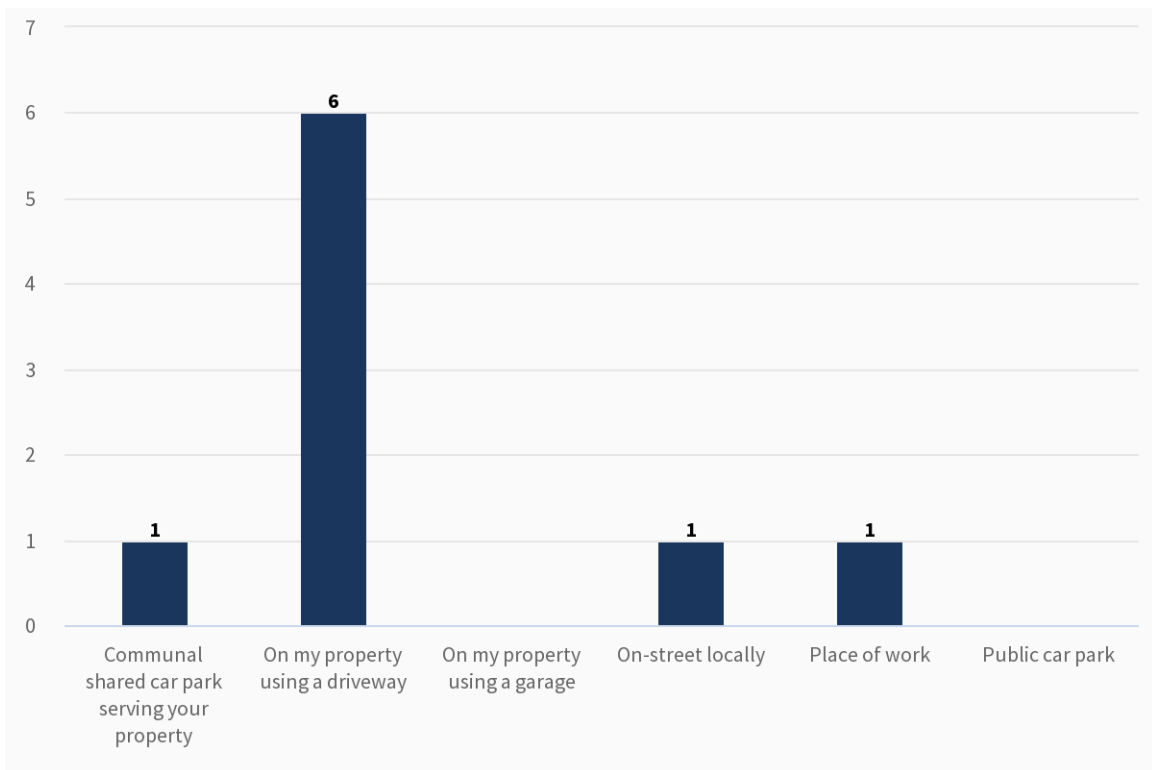
Question 2: Which of the following best describes how your household most frequently park the car/van when at home?



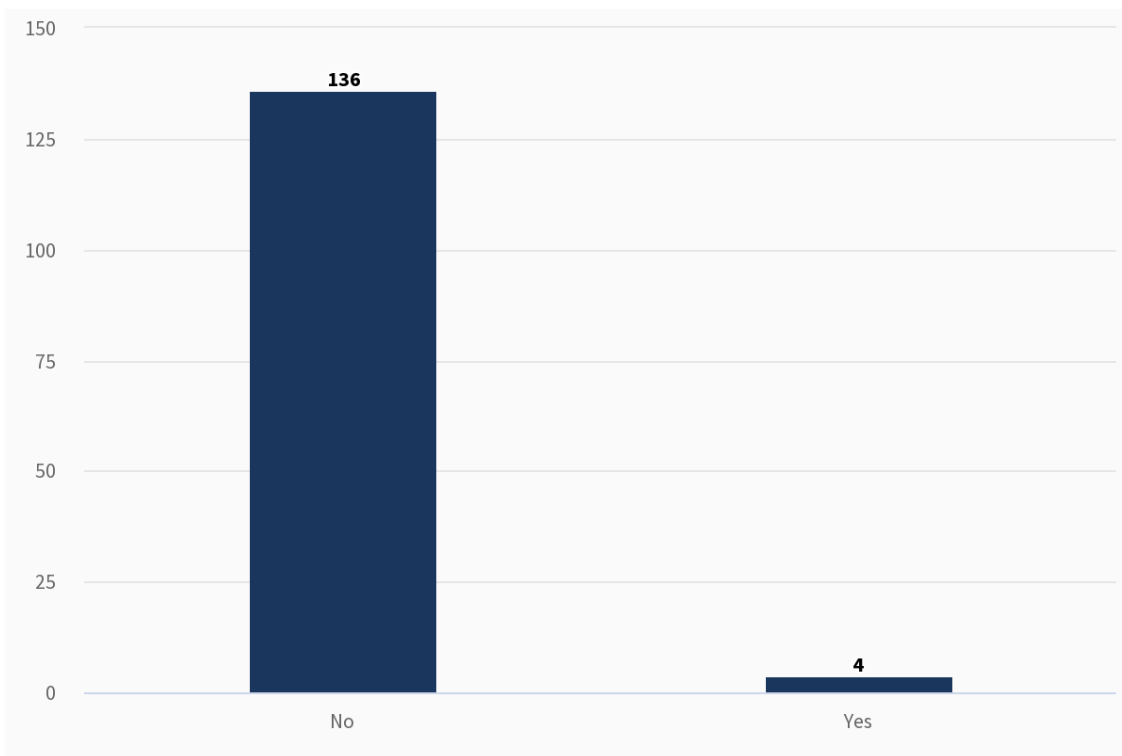
Question 3: Do you own/are you responsible for a commercial car/van when at home?



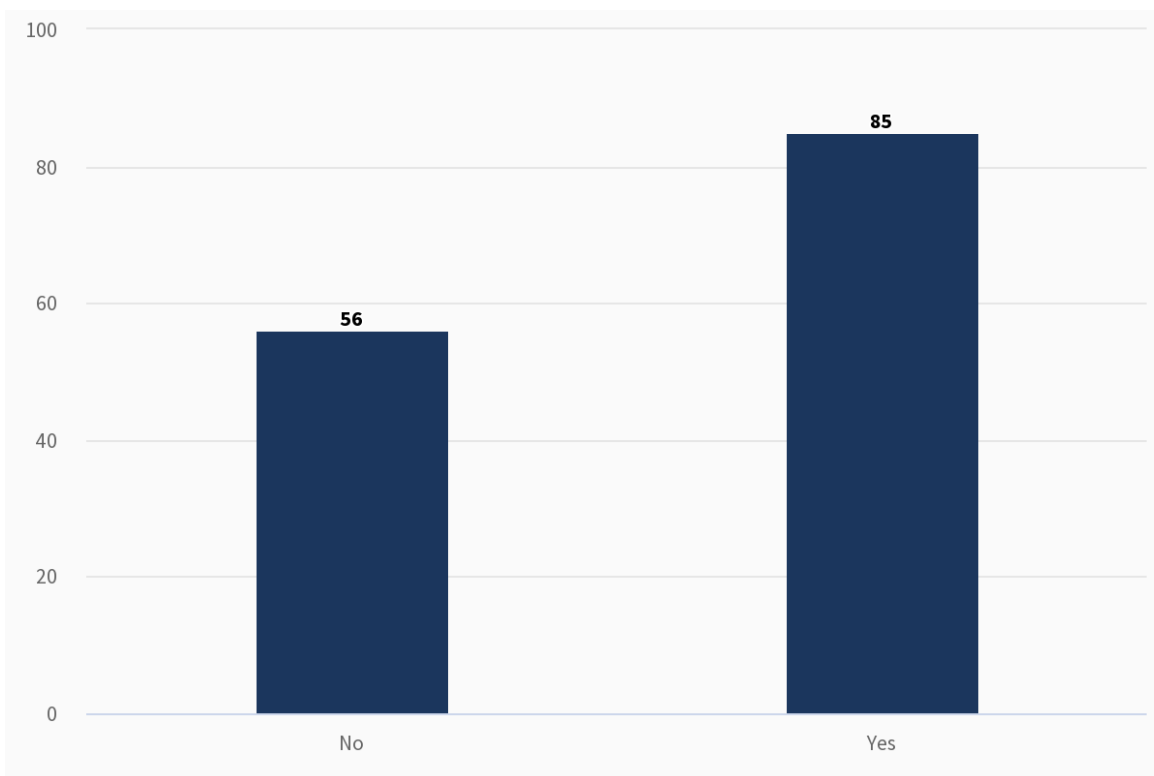
Question 4: If you own/are responsible for a commercial car/van at home, where do you park this vehicle when it is not being used for commercial purposes?



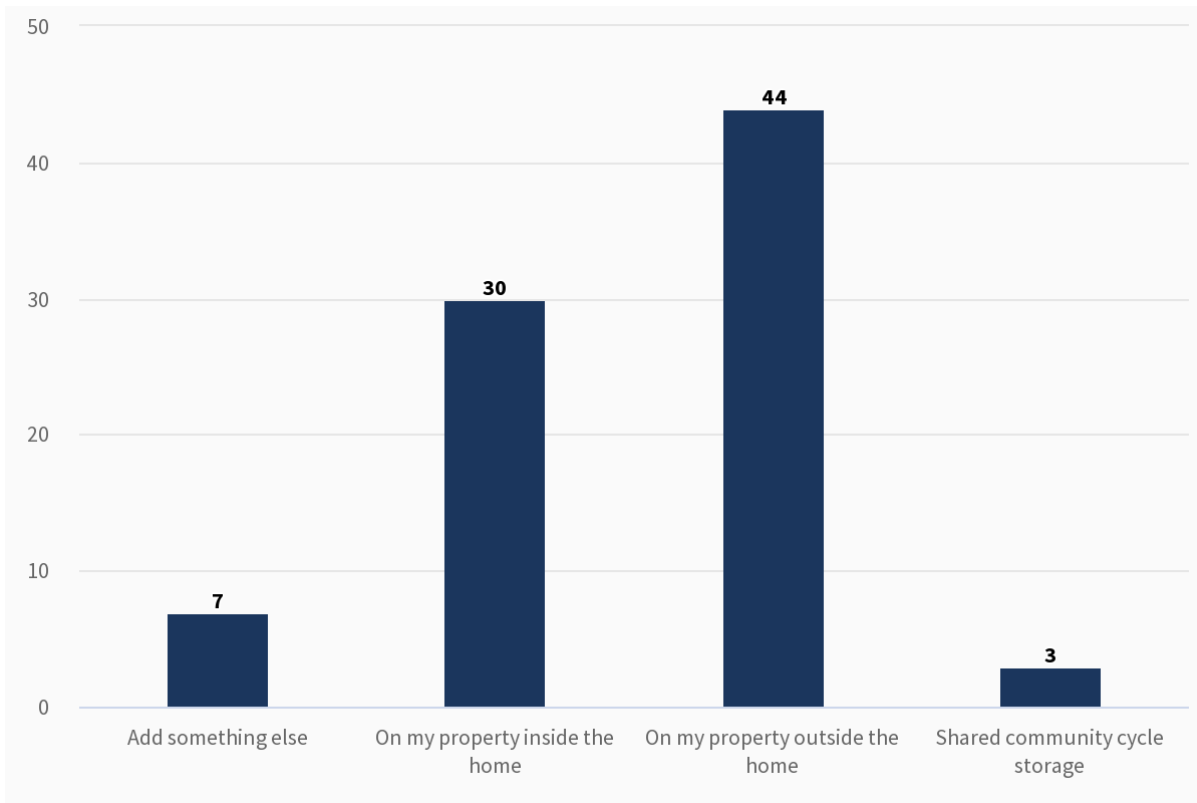
Question 5: Do you own an electric charging vehicle?



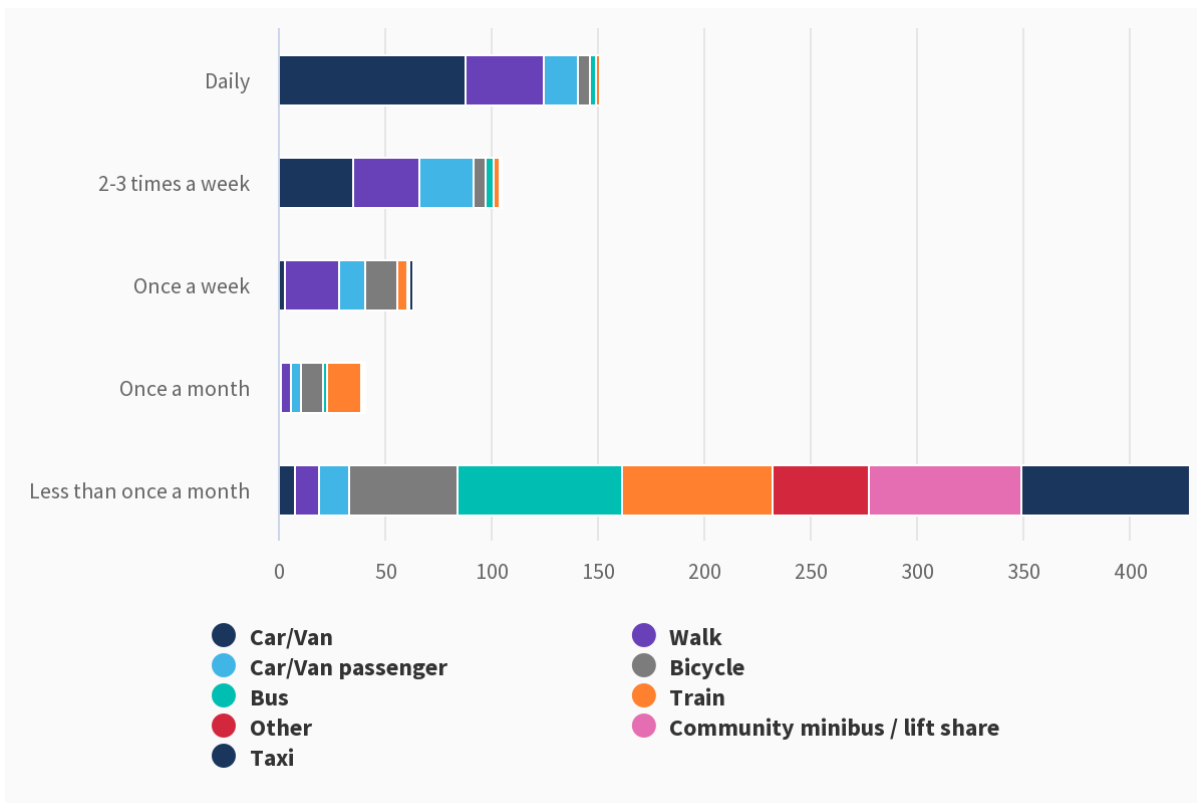
Question 6: Do you own a bicycle?



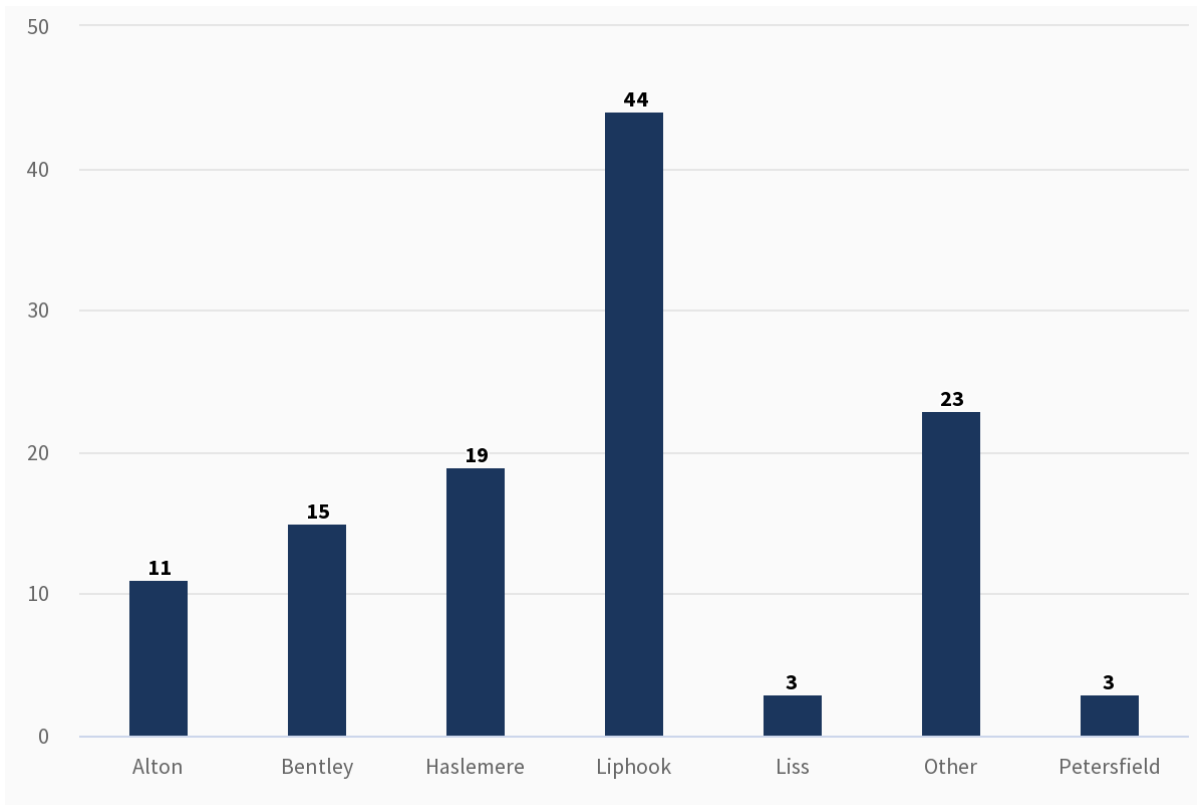
Question 7: Where do you store your bicycle?



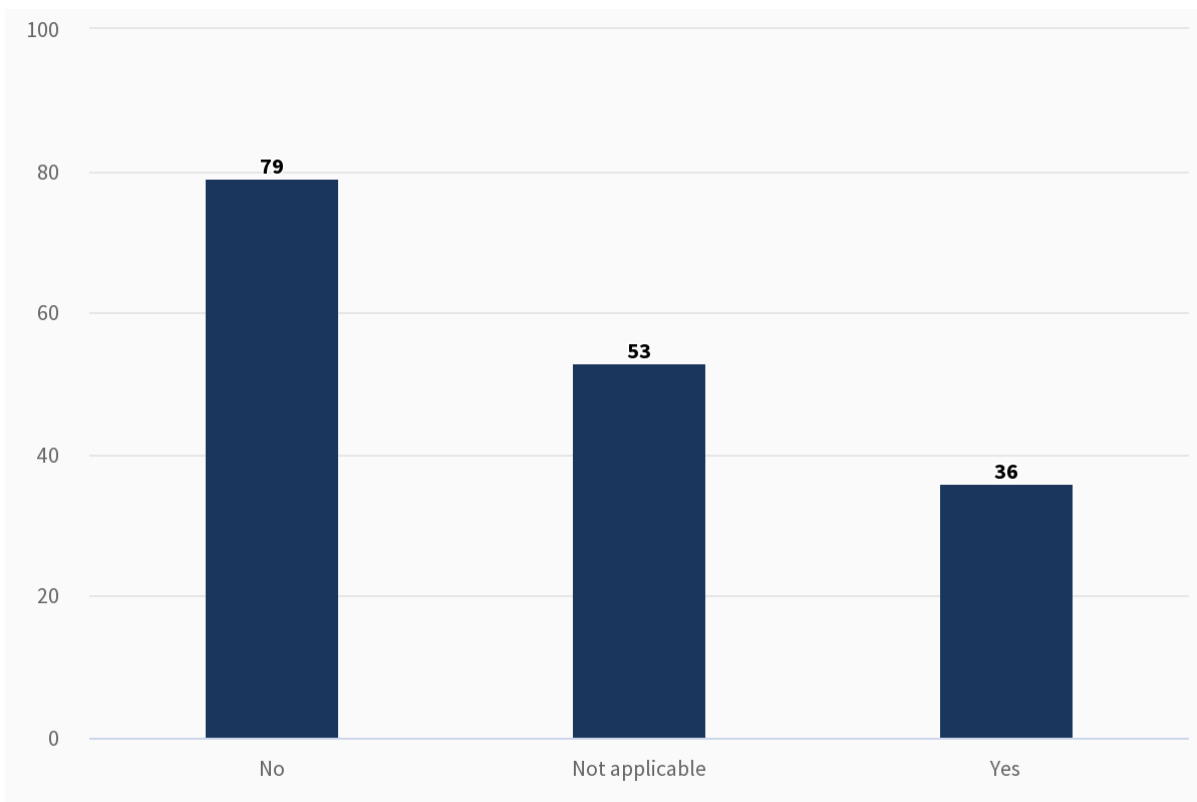
Question 8: How often do you travel by the following modes for any journey purpose?



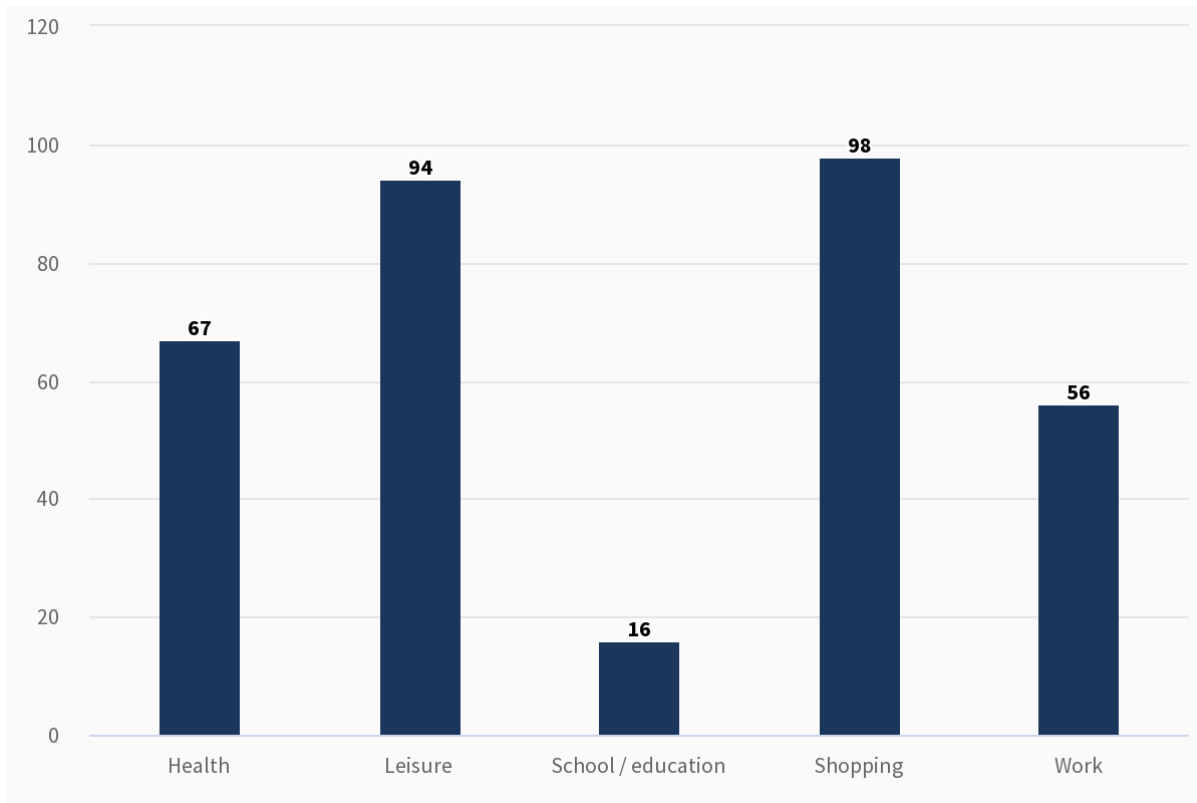
Question 9: When travelling by train for any purpose, which local train station do you most frequently travel from?



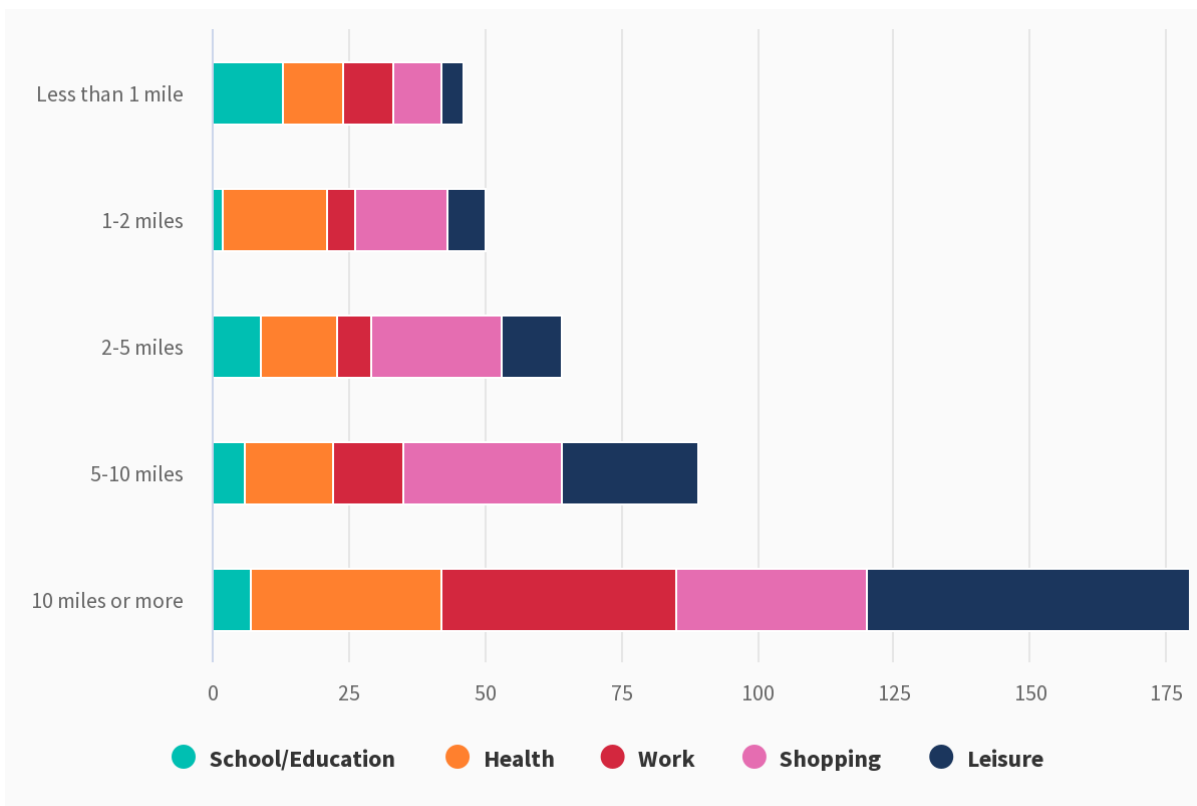
Question 10: If you are employed, are you predominantly working from home?



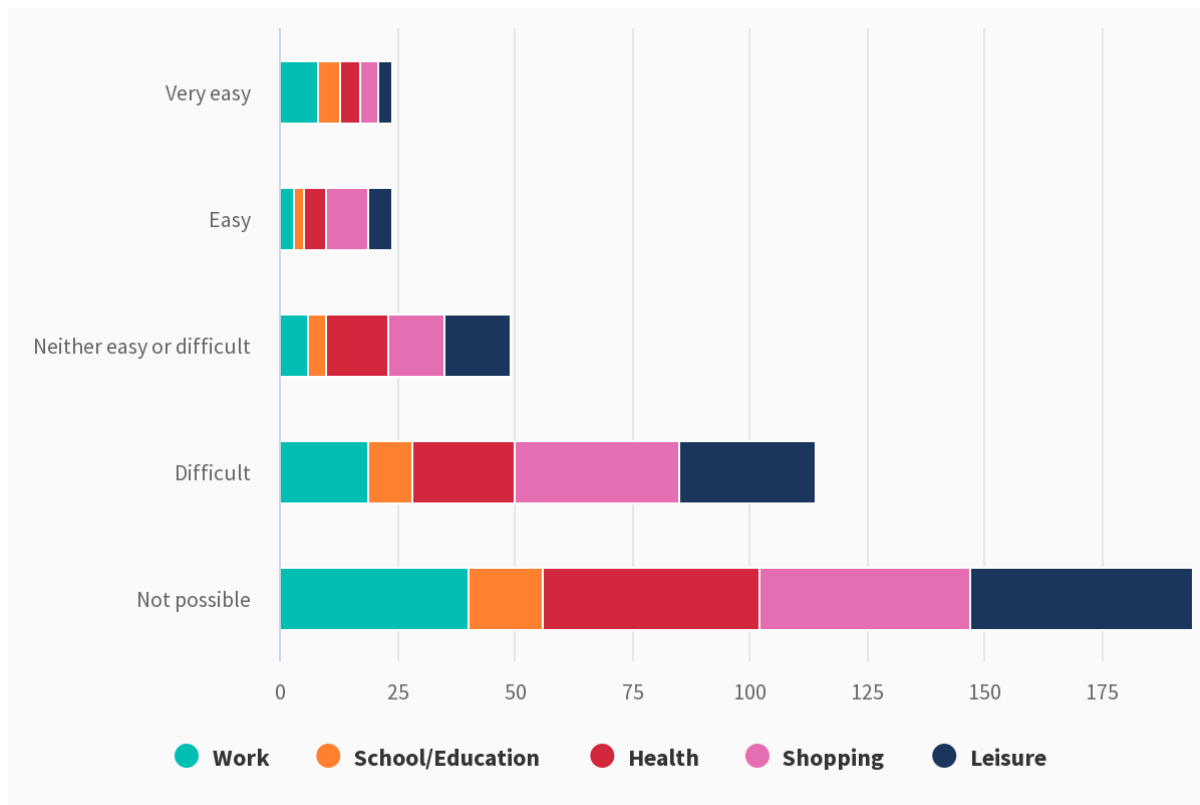
Question 13: Do you regularly travel outside of Whitehill & Bordon for any of the following purposes?



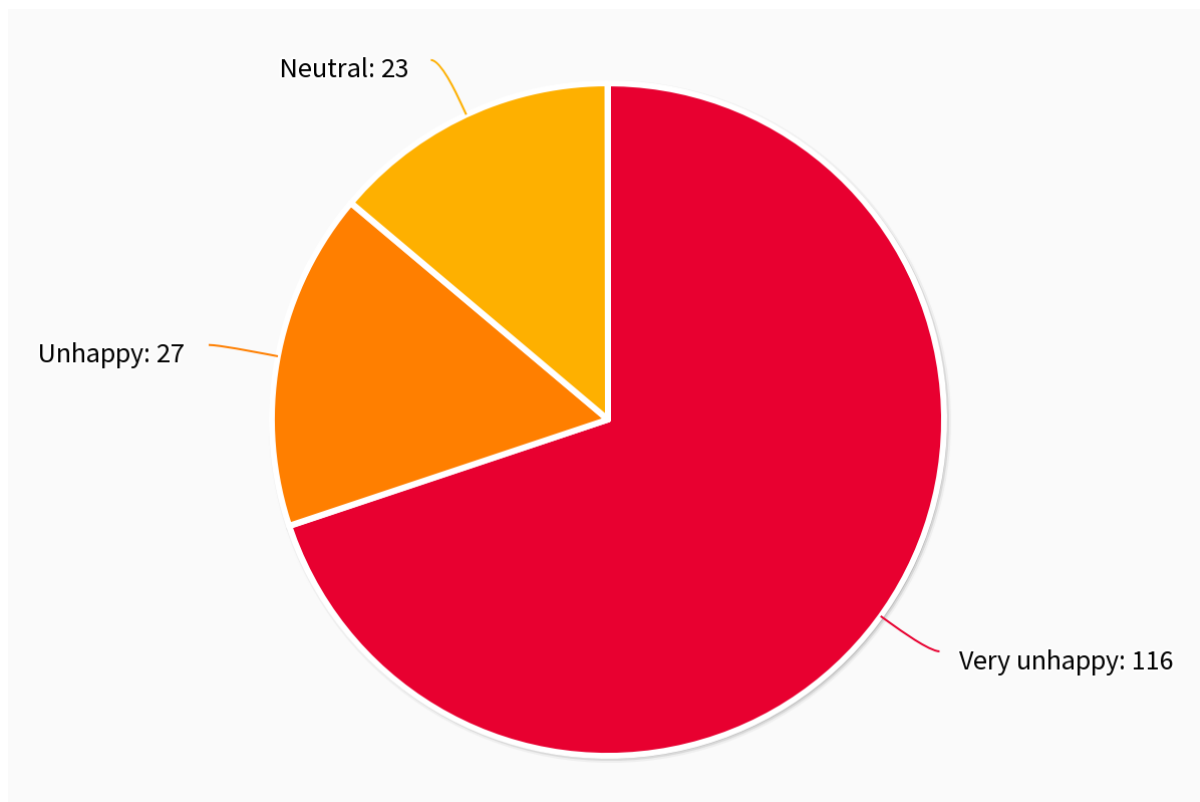
Question 14: What distance do you usually travel for the following purposes?



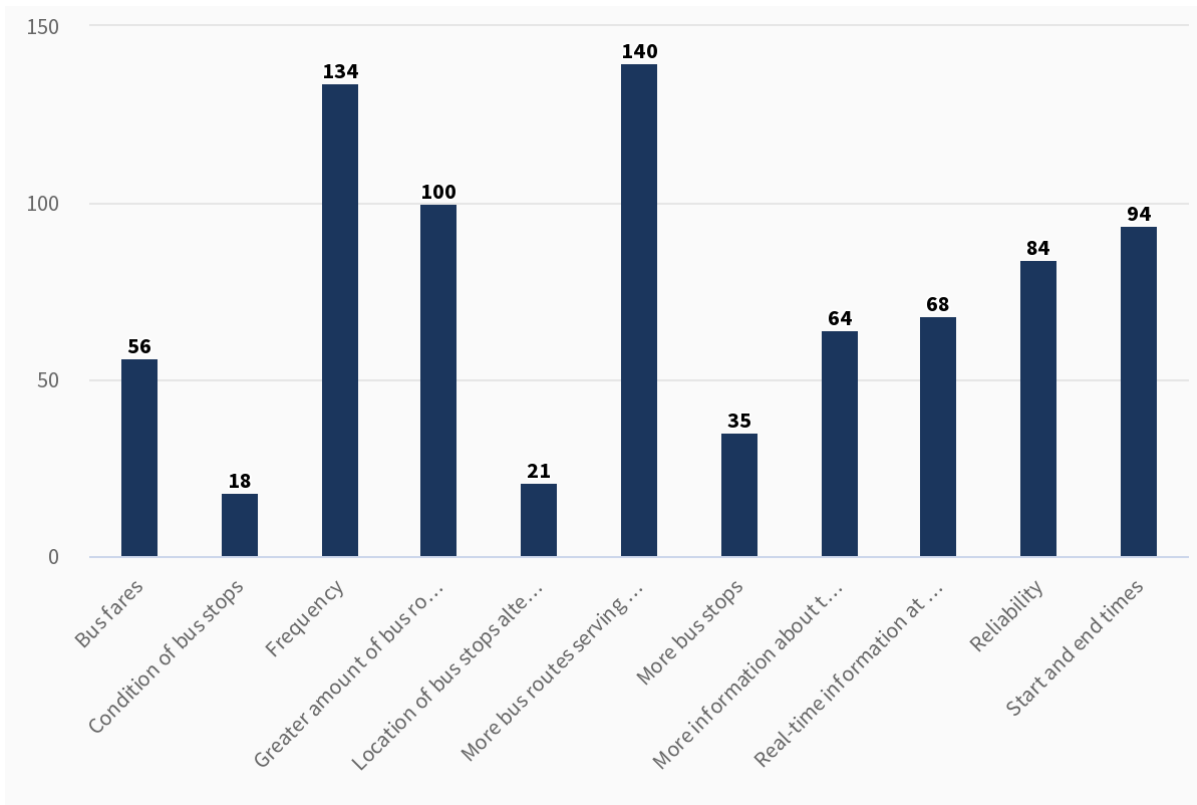
Question 15: How easy is it for you to travel from your home in Whitehill & Bordon to the following purposes by only walking, cycling or using public transport?



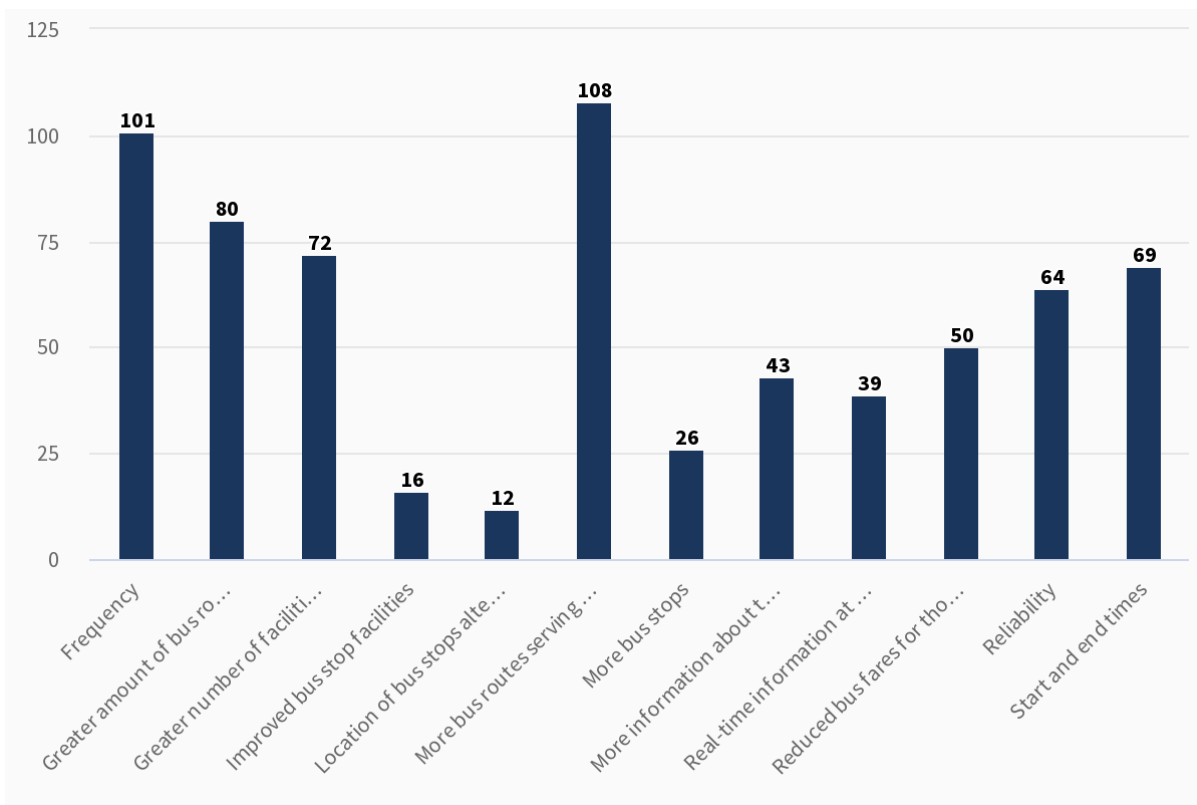
Question 16: How satisfied or dissatisfied are you with the current public bus provision in Whitehill & Bordon?



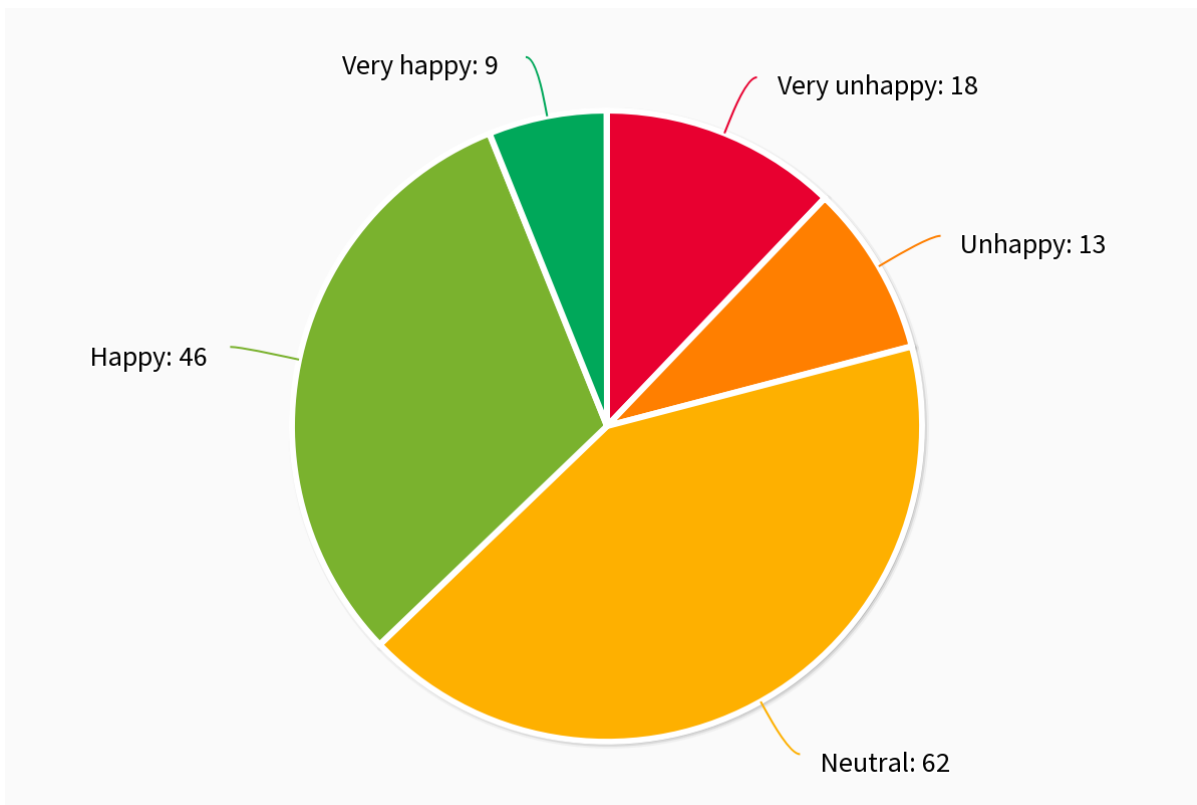
Question 17:: Which of the following aspects of public bus provision could be enhanced in Whitehill & Bordon?



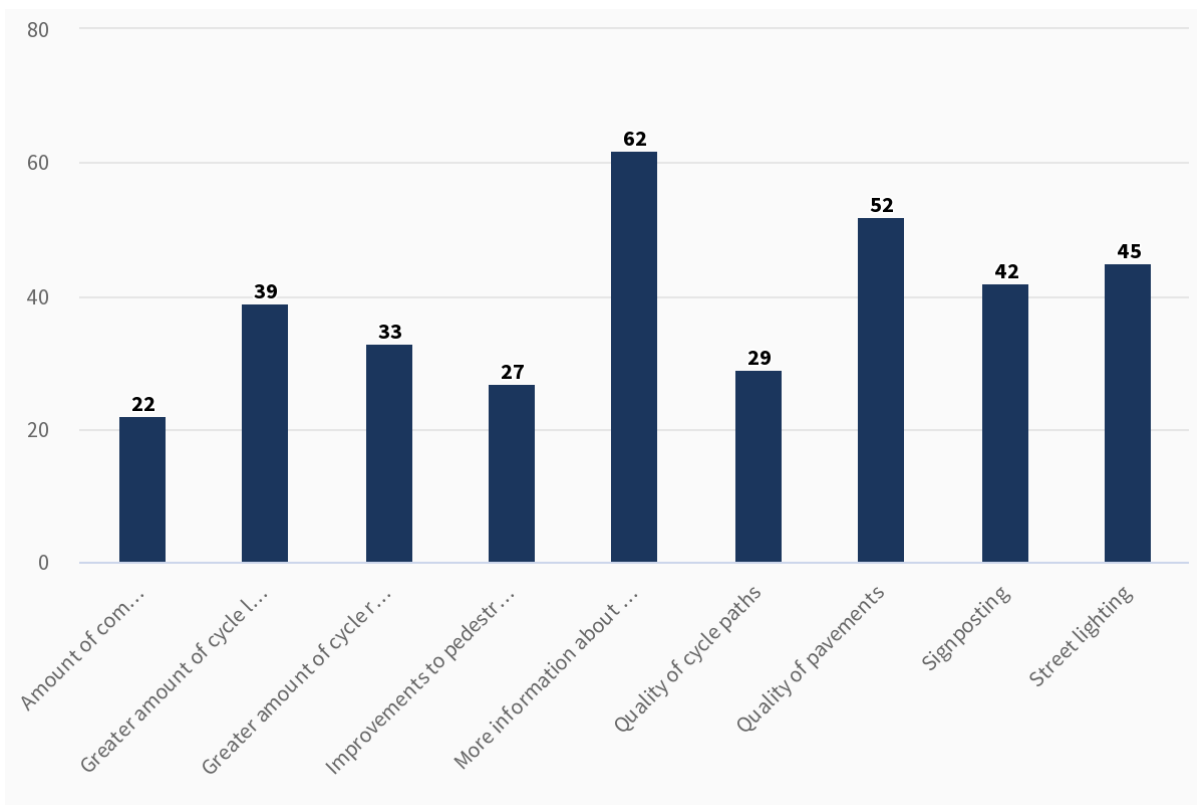
Question 18: What would encourage you to use the private car less and the public bus service more in Whitehill & Bordon?



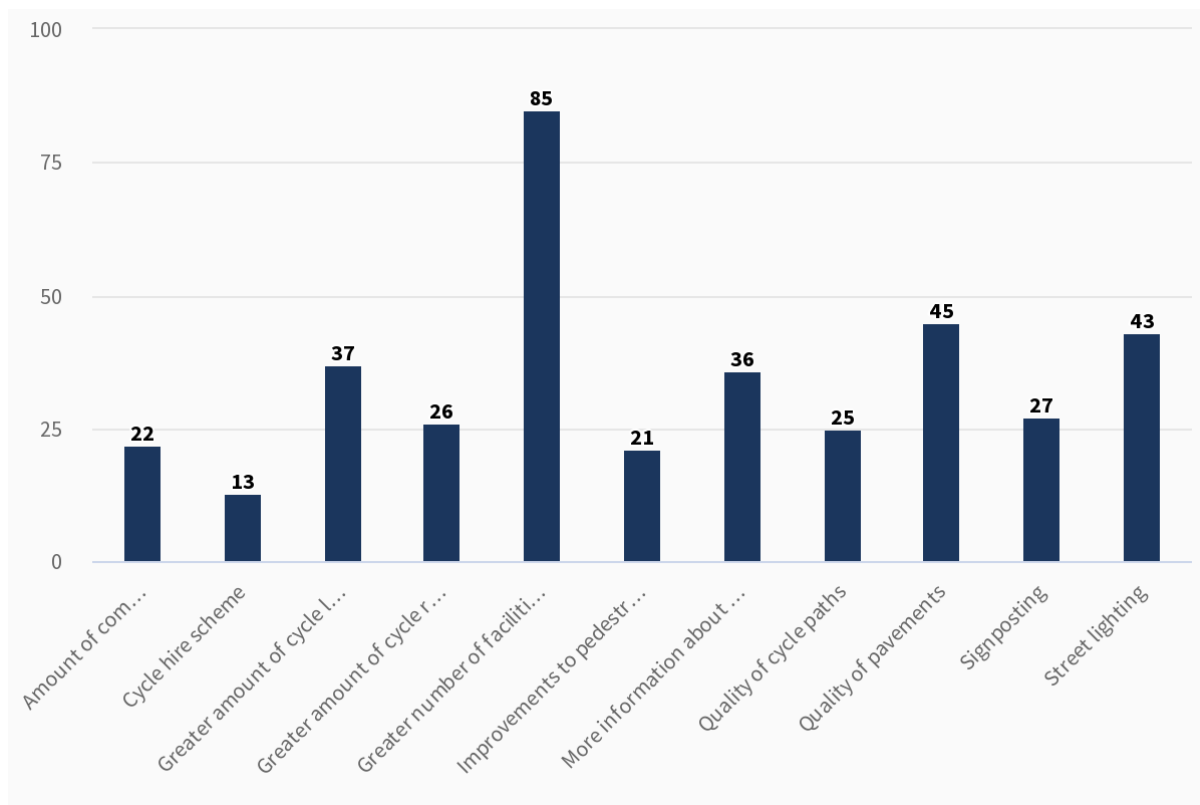
Question 19: How satisfied or dissatisfied are you with the current walking and cycling paths in Whitehill & Bordon?



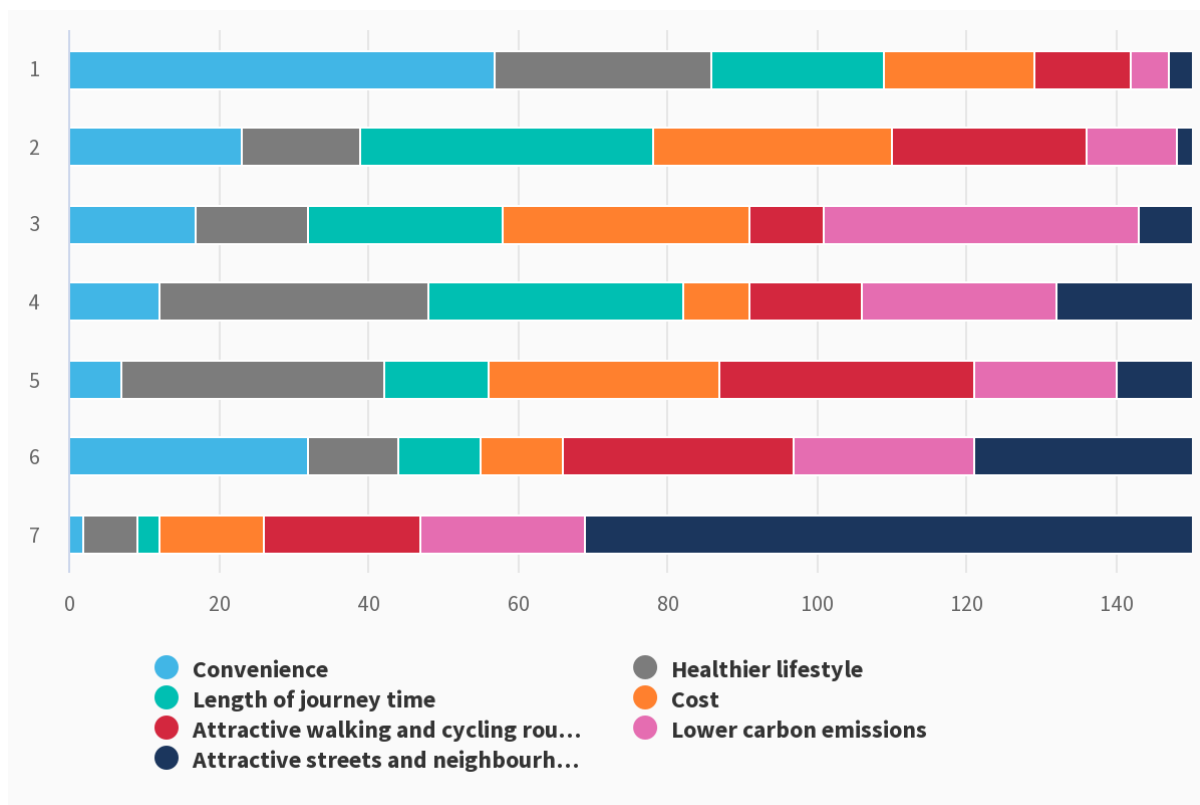
Question 20: Which of the following aspects in relation to walking and cycling paths could be enhanced in Whitehill & Bordon?



Question 21: What would encourage you to use the private car less and walk or cycle more in Whitehill & Bordon?



Question 22: In terms of travel choices, what is most important to you?



Question 23: What is your desired mode of future travel in Whitehill & Bordon?

