



## **DRAFT** PORTFOLIO HOLDER DECISION NOTICE

### **PROPOSED INDIVIDUAL DECISION BY THE PORTFOLIO HOLDER FOR HIGH QUALITY ENVIRONMENT**

#### **TOPIC – CONSULTATION ON A LOCAL TRANSPORT PLAN FOR HAMPSHIRE**

#### **PROCEDURAL INFORMATION**

The Access to Information Procedure Rules – Part 4, Section 22 of the Council's Constitution provides for a decision to be made by an individual member of Cabinet.

In accordance with the Procedure Rules, the Corporate Director (Governance), the Chief Executive and the Head of Finance are consulted together with Chairman and Vice Chairman of the Principal Scrutiny Committee and all Members of the relevant Scrutiny Panel (individual Ward Members are consulted separately where appropriate). In addition, all Members are notified.

Five or more of these consulted Members can require that the matter be referred to Cabinet for determination.

**If you wish to make representation on this proposed Decision please contact the relevant Portfolio Holder and the following Committee Administrator by 5.00pm on Wednesday 29 September 2010.**

#### **Contact Officers:**

**Case Officer:** Andy Hickman, Tel: 01962 848 105, Email: ahickman@winchester.gov.uk

**Committee Administrator:** Nancy Graham, Tel: 01962 848 235, Email: ngraham@winchester.gov.uk

#### **SUMMARY**

- 1.1 The County Council is currently developing a new Local Transport Plan (LTP) Strategy for Hampshire covering the period 2011-2013. As part of this process the County Council is seeking views on its proposed strategy.
- 1.2 The consultation material has been produced in six sections:
  - Part A – Long Term Transport Vision
  - Part B – Emerging Strategic Transport Priorities
  - Part C – Wider Hampshire Challenges and Policy Context

- Part D – The Future of Transport in North Hampshire
  - Part E - The Future of Transport in Central Hampshire and the New Forest
  - Part F – A draft Strategy of South Hampshire
- 1.3 The core of Winchester City Council's interest is contained within the Central Hampshire area, though the plans for the South Hampshire are also of considerable interest because of their potential to impact on the surrounding rural areas, much of which is included in Winchester District.
- 1.4 Future funding levels from the Government for new Transport schemes are not known yet and are unlikely to be available until the end of this year. However, it is clear that transport will not benefit from the same levels of financial support as it has done in the past decade and therefore it is important to be clear in setting priorities for schemes and funding.
- 1.5 In terms of identifying priorities to the County Council as part of their consultation, it is considered that in the light of the likely financial restraints that the following list should be put forward as suggested priorities
1. Basic Maintenance delivery in partnership with District Councils and providing improvements to infrastructure in relation to safety and sustainable travel modes where appropriate as part of maintenance schemes.
  2. Delivery of WTAP (Winchester Town Access Plan), including the Second Stage of the Traffic Management review and the delivery of key projects such as the 20mph zone for the Town.
  3. Development of Access Plans for Market towns
  4. 'Smarter Choices' i.e. passenger transport, travel plans, cycling and walking schemes (identifiable and accessible routes), electric vehicles, car clubs, etc.
  5. Partnership Working & joint delivery of proposals and schemes.

### **PROPOSED DECISION**

That the consultation forms as attached to this Notice be submitted as the City Council's response to the County Council's consultation.

### **REASON FOR THE PROPOSED DECISION AND OTHER ALTERNATIVE OPTIONS CONSIDERED AND REJECTED**

The main role of the City Council is as a consultee in the consultation process that Hampshire County Council is undertaking in the development of their third Local Transport Plan (LTP).

Given the reduced level of funding likely to be available during the period of LTP3 it felt that good basic maintenance undertaken in partnership with District and Parish Council's, together with formulation of Access Plans and encouragement and development of smarter choice options will be the best approach to make the best of available resources.

**RESOURCE IMPLICATIONS:**

None.

**CONSULTATION UNDERTAKEN ON THE PROPOSED DECISION**

Portfolio Holder for High Quality Environment.

**FURTHER ALTERNATIVE OPTIONS CONSIDERED AND REJECTED FOLLOWING PUBLICATION OF THE DRAFT PORTFOLIO HOLDER DECISION NOTICE**

n/a

**DECLARATION OF INTERESTS BY THE DECISION MAKER OR A MEMBER OR OFFICER CONSULTED**

n/a

**DISPENSATION GRANTED BY THE STANDARDS COMMITTEE**

n/a

**Approved by: (signature)**

**Date of Decision**

**Councillor Bell – Portfolio Holder for High Quality Environment**



## Consultation on a Proposed Local Transport Plan Strategy for Hampshire - Response Form

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### Information about your response

The Hampshire Local Transport Plan 3 (LTP3) proposed strategy outlines the strategy and policy approach to transport provision and development in Hampshire for the years to 2031. This survey is intended to allow you to provide us with your views on the emerging strategy documents.

This document is part of the consultation process for the development of Hampshire's LTP3. Copies of this document are available from central council buildings such as major libraries and from offices or by requesting from the below contact details. This form can also be completed online at the below address.

The Hampshire LTP3 Strategy consultation material has been put together in six parts, which are all being circulated as part of the consultation process for the development of LTP3. You can view, download, and give us your views about the six consultation documents from the Hampshire County Council website, at the following address:

[www.hants.gov.uk/consultation](http://www.hants.gov.uk/consultation)

If you wish to contact us, please do so using the details below.

**Email:** [lt3@hants.gov.uk](mailto:lt3@hants.gov.uk)

**Telephone:** 01962 846 778

***“This survey is intended to allow you to provide us with your views on the emerging strategy documents.”***

Please follow the instructions (which are written in *italic text*) and enter your responses on this document, then post the completed document to the following address:

Freepost RSJS-XBZC-BXBS  
Joint LTP3 Strategy Consultation  
Transport for South Hampshire  
The Castle  
WINCHESTER  
SO23 8ZB



**Question B** . You should only answer this question if you are responding as a representative of a business, organisation, or other group.

**Public Disclosure**

This information, together with responses to later questions, will be made available to the public within our "Consultation Summary" document.

**Please state the name of the organisation you are answering for:  
WINCHESTER CITY COUNCIL**

**Please state your name: Andy Hickman**

Now go to **Question 1**.

**Question C** . You should only answer this question if you are an elected member of a council or Parliament.

**Public Disclosure**

This information, together with responses to later questions, will be made available to the public within our "Consultation Summary" document.

**Please state the authority for which you are an elected member, and the ward/  
electoral area which you represent:**

**Please state your name**

Now go to **Question 1**.

**Your views on Parts A to E** (please complete responses for the Parts of the consultation material that you are interested in. We would encourage all respondents to comment on Parts A and B) alongside comments on whichever of the three area-based strategies (Part D – North; Part E – Central and New Forest and Part F – South Hampshire) that are of interest to you.

## **Part A: Long-term Vision**

**Question 1: Do you agree with the transport vision for Hampshire of “safe, efficient and reliable ways to get around a prosperous and sustainable Hampshire” (set out on page 2 of Part A)?**

- Yes, I strongly agree
- Yes, I agree
- I neither agree nor disagree
- No, I disagree
- No, I strongly disagree

**Question 2: Do you have any comments regarding the transport vision for Hampshire or the general content of Part A of the consultation)?**

The Vision is a very succinct statement, it is suggested that some expansion would allow it to cover more of the priorities identified.

We have concerns about the pessimistic tone of the document, especially with reference to the future funding implications for transport. Much of rural Hampshire is already poorly served by public transport and a further decline in the support for rural facilities will do nothing to encourage travel by modes other than the private car.

**Part B: Emerging strategic transport priorities**

**Question 3. Please indicate the priority by which each of the emerging strategic transport priorities for Hampshire should be addressed** (the wording of the 16 priorities has been abbreviated in the table below)

<i>Please indicate the level of priority by which you think each priority should be addressed</i>	Highest priority	High priority	Medium priority	Low priority	Not a priority
Priority A: Providing a safe, well-maintained and more resilient road network in Hampshire, as the basic transport infrastructure on which all forms of transport depend, and the key to continued casualty reduction	✓				
Priority B: Maximise the efficiency of existing transport networks	✓				
Priority C: Apply a 'speed management' approach vehicle speeds to reduce traffic impact on community life and encourage considerate driving	✓				
Priority D: Developing coherent policy approaches to parking, including small-scale or informal park and ride arrangements as well as supporting major 'park and ride' schemes			✓		
Priority E: Promoting the installation of new transport technologies	✓				
Priority F: Working with bus operators to grow bus travel and reduce dependence on the private car for journeys on main bus routes		✓			
Priority G: Maintaining a 'safety net' of basic access to services through Community Transport, including car-based provision such as car clubs and shared taxis		✓			
Priority H: Working with rail partners to deliver long-term rail investment				✓	
Priority I: Ensuring that travel from home to school affordably serves changing curriculum needs, underpins sustainable schools and maximises individual opportunities for education and training			✓		
Priority J: Improving co-ordination and integration between transport modes through better local interchanges, for example at rail stations		✓			
Priority K: Application of 'Manual for Streets' design principles to streetscapes in towns and residential areas			✓		
Priority L: Contributing to achieving local and national carbon targets through transport measures	✓				
Priority M: Reducing the need to travel through encouragement of a high-speed broadband network, support for local delivery of services, and (primarily in urban areas) the application of 'Smarter Choices' initiatives		✓			

<i>Please indicate the level of priority by which you think each priority should be addressed</i>	Highest priority	High priority	Medium priority	Low priority	Not a priority
Priority N: Investing in walking and cycling infrastructure, primarily in urban areas, to provide a healthy alternative to the car for local short journeys to work, local services or schools	✓				
Priority O: Over the longer term, developing bus rapid transit and premium public transport provision in South Hampshire		✓			
Priority P: Outlining and implementing a long-term transport strategy to enable sustainable development in growth areas		✓			

*(please tick one box for each question)*

**Question 4: Do you have any comments regarding the emerging strategic transport priorities A to P?**

*Please make sure you state which policies your responses relate to*

In general terms the Priorities identified are supported. However, the dense urban areas should not be over prioritised, particularly Priorities O & N; it is here where economies of scale can make effective public transport commercially viable with limited public finance invested. Perversely it is the rural areas and market towns where greater investment is needed to ensure that opportunities for travel and access to a range of health, leisure, retail, employment and education facilities can be met without undue reliance on the private car.

**Part C: Wider Hampshire challenges and policy context**

The challenges listed in Part C and at the beginning of Parts D, E and F have been developed and shaped using feedback received during an earlier consultation on challenges carried out by the County Council during November and December 2009.

**Question 5: Do you have any comments on the content of Part C? Has anything important been omitted?**

It is considered that there is insufficient emphasis on rural environment and market towns, which many consider to define Hampshire. Outside the urban areas of Southampton and Portsmouth, which are covered by Unitary Authorities, a significant proportion of the population live in relatively rural areas. Whilst the car ownership per household is often high in rural areas, there can be large numbers of people with limited or difficult access to the daily needs of education, health, retail and employment purposes. Also there are certain sections of the rural population, in particular the young and the elderly, who are most disadvantaged by not having access to private cars, an access level that would be automatic in urban areas because of the close proximity of the facilities and services required.



## Part D: The Future of Transport in North Hampshire

**Question 6: Do you agree with the suggested approach to improving transport within North Hampshire set out in Part D as a whole?**

- Yes, I strongly agree
- Yes, I agree
- Neither agree nor disagree
- No, I disagree
- No, I strongly disagree

**Question 7: Do you have any comments on the suggested approach to improving transport within North Hampshire? Has anything important been omitted?**

*Please make sure you state which section your responses relate to*

No Comments – The travel patterns to, from and within this area do not impact on a considerable basis to the Winchester District.

**Question 8: Of the potential options for delivery listed, which measures would you most like to see delivered? Please explain the reasons for your views.**

*Please make sure you state which section your responses relate to*

No Comments – see above

## Part E: The Future of Transport in Central Hampshire and the New Forest

**Question 9: Do you agree with the suggested approach to transport within Central Hampshire and the New Forest set out in Part E as a whole?**

- Yes, I strongly agree
- Yes, I agree
- Neither agree nor disagree
- No, I disagree
- No, I strongly disagree

**Question 10: Do you have any comments regarding the emerging approach to transport in Central Hampshire and the New Forest? Has anything important been omitted?**

*Please make sure you state which section your responses relate to*

### **Characteristics and challenges**

The Characteristics and challenges section is supported; it provides a coherent and valuable summary of the main issues affecting the area.

### **The National Parks**

It is noted that an existing transport strategy is being updated for the New Forest National Park, therefore it would appear opportune to simultaneously develop a similar strategy for the South Downs National Park, and it is further recommended that due emphasis in such a document is placed on both the mitigation of existing traffic impacts and the implementation of future traffic management programmes to ensure that the effects of the planned growth areas both north and south of the SDNP do not cause undesirable detriment to the area.

### **Villages and rural areas**

The statistic given for rural households without a car (2%) appears unrealistically low and appears to underestimate the scale of the problem; the figure (2001 Census) for Winchester rural districts (excluding Winchester town) is 9%. Furthermore, one vehicle per household does not necessarily solve all access and transport problems; households often have a range of transport needs for different users at different times, particularly young and old are affected by lack of personal transport options.

The potential options identified are on the whole supported, but the role of supported bus services in rural areas will still remain key for many people and steps must be taken to ensure that a reasonable level of service is maintained.

### **Winchester and the Market Towns**

This section is fully supported.

### **The Strategic inter-urban network**

The importance of maintaining an effective inter-urban network is acknowledged and supported, this is a vital element of maintaining a safe and prosperous Hampshire and ensuring that the traffic impacts of the desired growth is retained within the inter-urban networks and does not impact on the rural hinterland.

## **Question 11: Of the potential options for delivery listed, which measures would you most like to see delivered? Please explain the reasons for your views.**

*Please make sure you state which section your responses relate to*

It is considered that in the light of the likely financial restraints that the following list should be put forward as suggested priorities for delivery.

1. Basic Maintenance delivered in partnership with District and Parish Councils.
2. Delivery of WTAP (Winchester Town Access Plan), including the Second Stage of the Traffic Management review and the delivery of the 20mph zone
3. Development of Access Plans for Market towns
4. 'Smarter Choices' i.e. passenger transport, travel plans, cycling and walking (identifiable and accessible routes ) schemes, electric vehicles, car clubs, etc.
5. Partnership Working & joint delivery of proposals and schemes

## **Part F: emerging strategy or South Hampshire**

The area strategy for South Hampshire is being developed in partnership with Southampton City Council and Portsmouth City Council. In light of this, a separate response form for the South Hampshire strategy consultation document has been prepared. If you would like to comment, then please do so via the electronic response survey available from the following link:

[South Hampshire Joint LTP3 Strategy Consultation Portal](#),

and click on the hyperlink in the table then select “start survey” to complete the online response form. This consultation portal is hosted by Southampton City Council on behalf of Hampshire County Council. Printable versions of this response form can be downloaded from the [LTP3 Consultation website](#)

### **Returning your Response Form**

Please use the e-mail address or postal address on page 1 to send us your completed response form.

Thank you for your input to Parts A to E of the emerging Hampshire Local Transport Plan 3 Strategy.

When this 12-week consultation closes, Hampshire County Council will publish a Consultation Summary document outlining the results of this consultation process during autumn 2010, followed by publication of the full Hampshire LTP3 Strategy (2011-2031) and Implementation Plan (covering 2011-2014) in spring 2011.

# Local Transport Plan 3

## Consultation on a draft Strategy for South Hampshire

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### Consultation Response Form

The Local Transport Plan 3 (LTP3) emerging strategy document outlines the strategy and policy approach to transport provision and development in the South Hampshire sub-region for the years to 2031. This transport strategy is being developed jointly by the three Local Transport Authorities of Hampshire County Council, Portsmouth City Council and Southampton City Council, working together as Transport for South Hampshire (TfSH).

This document is being circulated as part of the consultation process for the development of LTP3. Copies of this document are available from major libraries and from offices of the three local authorities who are producing the document. You can view, download, and give us your views about the document at the Transport for South Hampshire website, at the following address: [www.tfsh.org.uk](http://www.tfsh.org.uk)

This form has been produced to enable those without access to the internet, or those who do not wish to use the online portal to provide us with their views on the LTP3 draft Strategy for South Hampshire.

Please follow the instructions (which are written in *italic text*) and enter your responses on this document, and post the completed document to the following address:

Freepost RSJS-XBZC-BXBS  
Joint LTP3 Strategy Consultation  
Transport for South Hampshire  
The Castle  
WINCHESTER  
SO23 8ZB

The consultation period on the LTP3 emerging strategy document will run for 12 weeks, from Thursday 8th July to Weds 29th September 2010. To ensure we register your response, please ensure that we receive your response form within this time period.

If you wish to contact us, please do so using the details below.

**Email:** [tfsh@hants.gov.uk](mailto:tfsh@hants.gov.uk)

**Telephone:** 01962 846707

#### **Section 1. Information about you**

**Question 1.** *Everyone should answer this question.*

**Are you a...**

Member of the Public or a sole trader? →

*If you ticked this box, please go to **Question 2***

✓ A representative of an organisation, business or other group? →

*If you ticked this box, please go to **Question 3***

An elected member of a council or Parliament? →

*If you ticked this box, please go to **Question 4***

*(please tick one box)*

**Question 2.** *You should only answer this question if you are responding as a member of the public.*

**Data Protection**

We will not share personally identifiable information from members of the public with any organisation outside of Hampshire County, Portsmouth City and Southampton City Councils, and Transport for South Hampshire. This personal data will only be used for its original purpose, ie consultation on Local Transport Plan 3.

We will publish anonymised responses, parts of responses, or a summarised version of responses to the questions in Section 2 from members of the public, within our "Consultation Summary" document.

Your response will be stored electronically on a secure system for two years following the end of the consultation period.

**What is your home postcode?** .....

**How would you describe yourself?**

Male?                       Female?

**Is your gender identity the same as the gender you were assigned at birth?**

Yes                       No

**Are you aged...**

16 to 24?                       25 to 34?                       35 to 44?                       45 to 54?   
55 to 64?                       65 to 74?                       over 75?

*(please tick one box)*

**How would you describe your ethnic origin?**

White                       Mixed                       Black or Black British   
Asian or Asian British                       Any other ethnic group

*(please tick one box)*

**The Disability Discrimination Act (1995) defines a disabled person as: "a person who has or has had in the past a physical or mental impairment which has a substantial long term adverse effect on their ability to carry out normal day-to-day activities". Under this definition, do you consider yourself to be disabled?**

Yes                       No  *(please tick one box)*

*Now go to **Question 5.***

**Question 3.** *You should only answer this question if you are responding as a representative of a business, organisation, or other group.*

**Public Disclosure**

This information, together with responses to later questions, will be made available to the public within our "Consultation Summary" document.

Please state the name of the organisation you are answering for:

.....WINCHESTER CITY  
COUNCIL.....

Please state your name: .....Andy  
Hickman.....

Now go to *Question 5.*

**Question 4.** *You should only answer this question if you are an elected member of a council or Parliament.*

**Public Disclosure**  
This information, together with responses to later questions, will be made available to the public within our "Consultation Summary" document.

**Please state the authority for which you are an elected member, and the ward/ electoral area which you represent:**

**Please state your name**

Now go to *Question 5.*

**Section 2. Your response to the Local Transport Plan 3 Emerging Strategy**

*Everyone should answer all questions in this section which they wish to respond to.*

**Public Disclosure**  
We will publish the responses to the questions in this section, parts of the responses, or a summarised version of the response, within our "Consultation Summary" document

**Question 5. Do you agree with the transport vision for South Hampshire?**

Yes, I strongly agree       Yes, I agree       I neither agree nor disagree       No, I disagree   
disagree       No, I strongly disagree       (please tick one box)

**Do you have any comments regarding the transport vision for South Hampshire?**

No comment

*(Please write your response in the box above. If you need more space, please attach extra sheets of paper)*

**Question 6. Do you agree with the challenges facing South Hampshire that have been identified?**

Yes, I strongly agree       Yes, I agree       I neither agree nor disagree   
No, I disagree       No, I strongly disagree       (please tick one box)

The challenges as far as they go are accepted, what is also needed is a strategy to show how the challenge of delivering the Transport Vision is delivered whilst minimising and mitigating against the detrimental effects of vehicles in the rural hinterland surrounding the TfSH area which includes the new South Downs National Park.

(Please write your response in the box above. If you need more space, please attach extra sheets of paper)

**Question 7. Please indicate the priority by which each of the Transport Outcomes for South Hampshire should be addressed:**

Please tick the appropriate box for your priority for each transport outcome	Highest priority	High priority	Average priority	Low priority	Not a priority
Outcome 1: Increased modal share for public transport and active travel	✓	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Outcome 2: Reduced need to travel and reduced dependence on the private car	✓	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Outcome 3: Improved journey time reliability for all modes	<input type="checkbox"/>	<input type="checkbox"/>	✓	<input type="checkbox"/>	<input type="checkbox"/>
Outcome 4: Improved road safety within the sub-region	<input type="checkbox"/>	✓	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Outcome 5: Improved accessibility within and beyond the sub-region	<input type="checkbox"/>	<input type="checkbox"/>	✓	<input type="checkbox"/>	<input type="checkbox"/>
Outcome 6: Improved air quality and environment	<input type="checkbox"/>	✓	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Outcome 7: Promoting a higher quality of life	<input type="checkbox"/>	<input type="checkbox"/>	✓	<input type="checkbox"/>	<input type="checkbox"/>

(please tick one box for each question)

**Do you have any comments regarding the Transport Outcomes for South Hampshire that have been identified?**

**Question 9. Please indicate the priority by which each of the Emerging Transport Policies A to D should be addressed:**

Please tick the appropriate box for your priority for each policy.	Highest priority	High priority	Average priority	Low priority	Not a priority
Policy A ("Work with the Highways Agency, Network Rail, ports and airports to ensure reliable access to and from South Hampshire's three international gateways for people and freight")?	<input type="checkbox"/>	<input type="checkbox"/>	✓	<input type="checkbox"/>	<input type="checkbox"/>
Policy B ("To optimise the capacity of the highway network and improve journey time reliability for all modes")?	✓	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy C ("To achieve and sustain a high quality, resilient and well-maintained highway network for all")?	✓	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy D ("To deliver improvements in air quality")?	<input type="checkbox"/>	✓	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Policy E ("To develop strategic sub-regional approaches to management of parking to support sustainable travel and promote economic development")?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy F ("To improve road safety across the sub-region")?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy G ("To promote active travel modes and develop supporting infrastructure")?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Policy H ("To deliver high quality road-based public transport networks that are accessible, easy to use and are supported by appropriate priority measures")?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy I ("To further develop the role of water-borne transport within the sub-region and across the Solent")?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Policy J ("To deliver targeted investment in rail infrastructure and service improvements")?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Policy K ("To work with Local Planning Authorities to integrate planning and transport")?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy L ("To deliver high quality public realm improvements")?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy M ("To safeguard and enable the future delivery of highway improvements within the sub-region")?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

*(please tick one box for each question)*

**Do you have any comments regarding the Emerging Transport Policies for South Hampshire that have been identified?**

Policies B & C should have the highest priority. These will ensure that the highway network within the TfSH region is kept well maintained, and that it's capacity is maximised is recommended. This is seen as the most effective way of ensuring that traffic is retained within the regions core road network and that possible detrimental effects of traffic on the surrounding rural areas are kept to a minimum.

*(Please write your response in the box above. If you need more space, please attach extra sheets of paper)*

Now go to **Question 10**.

**Question 10. Of the potential options for delivery listed within Policies A to M, which measures would you MOST like to see delivered? Please explain the reasons for your views.**

*Please make sure you state which policies your responses relate to.*

See Above comment

*(Please write your response in the box above. If you need more space, please attach extra sheets of paper)*



**Question 10. Of the potential options for delivery listed within Policies A to M, which measures would you LEAST like to see delivered? Please explain the reasons for your views.**

*Please make sure you state which policies your responses relate to.*

No comment

*(Please write your response in the box above. If you need more space, please attach extra sheets of paper)*

Now go to **Section 3**.

### **Section 3. Keeping you informed about LTP3**

**Do you wish us to contact you if we need to clarify or discuss your response?**

Yes  No

*(please tick one box)*

**Do you wish us to inform you when we publish documents as part of the LTP3 programme?**

Yes  No

*(please tick one box)*

**Please provide us with your preferred contact details**

c/o Head of Access and Infrastructure, Winchester City Council, Colebrook Street, Winchester, SO23 9LJ

*Thank you for your response. Please post this form to the address given on the first page of this form.*