

Question 16b. Are there any other transport improvements that would help address the current and future transport issues within the Winchester District?

<b>Customer Reference</b>	<b>Name</b>	<b>Comment Reference</b>	<b>Agent</b>
00007	Cheriton Parish Council	00007/00001/041	
Minimising parking in new developments will only increase pressure on adjacent areas.			
00009	Compton And Shawford Parish Council	00009/00001/043	
Question appropriateness of bus lanes and minimising car parking provision in Option 1. Subject to these comments, both options should be combined.			
00010	Corhampton And Meonstoke Parish Council	00010/00001/041	
Actively promote public transport and make it more economically attractive; increase opportunities and funding for community bus initiatives.			
00013	Denmead Parish Council	00013/00001/036	
Option 1 should be changed from 'minimise car parking provision in new developments' to 'Provide realistic car parking provision in new developments' otherwise the option as written, is a not an incentive to moving to the WCC area. In rural areas, cars are the only viable means of getting to work and services. It is realistic to recognise this. Failing to do so, only generates a different problem - cars on pavements for example.			
00016	Hambledon Parish Council	00016/00001/051	
Reduce transport emissions. Impose carbon emissions charges, and congestion charges at peak times. Provide cheap/free school buses to reduce impact of school run. Encourage effective Public Transport to key destinations that minimise need for cars to reach employment and facilities. Build around existing railway stations. Extend railway lines and links (e.g. Winchester- Romsey; Alresford; Salisbury; Bristol): railways don't add congestion or adversely effect air-quality. Build houses only where work is available locally.			
00025	New Alresford Town Council	00025/00001/041	
Due to inadequate public transport, neither option is suitable for New Alresford. A lot of out-commuting, two car parking spaces per dwelling required.			

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00029	Otterbourne Parish Council	00029/00001/023	
<p>There needs to be much more emphasis on reducing the impact of commercial vehicles, including heavy goods vehicles on villages and town centres and hence quality of life.</p>			
00030	Owslebury Parish Council	00030/00001/011	
<p>Question whether subsidies will increase with extra development.</p>			
00036	Swanmore Parish Council	00036/00001/035	
<p>Should provide effective, available transport in SDA's.</p>			
00042	Wickham Parish Council	00042/00001/007	
<p>Wickham requests urgent support for measures to reduce the impact of traffic growth and its rural surroundings.</p>			
00043	Wonston Parish Council	00043/00001/040	
<p>We only selected Option 1 as the lesser of two evils. However, it is foolish to try to manage car numbers by restricting parking on new developments. Residents will not stop buying cars as a result. Instead they will park wherever they can which is disastrous in rural areas. We rejected Option 2 because, unlike Option 1, it contains no clear provision for cycle ways, walk ways and bus lanes. Why not We strongly support the regeneration of rail services by opening up former/ new stations and these need large car parks to encourage commuters and shoppers to use them. We oppose any form of indirect taxation on private car parks. The way to control these is at the planning stage. We consider it absolutely essential to create Park and Ride facilities North of Winchester. This would contribute greatly to the reduction of traffic and commuter traffic in the City and impact significantly on Town Centre pollution.</p>			
00084	South East England Regional Assembly	00084/00001/008	
<p>Welcome proposals for managing transport network and reducing travel in accordance with policies T1, T5 and SH10 of SE Plan. Look forward to their future development. Guidance being prepared on implementing transport elements of SE Plan.</p>			

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00085	Highways Agency	00085/00001/005	
Evidence is required to show that public transport measures are deliverable and in accordance with areas 72-73 of PPG 13, providing essential and genuine alternatives to the car. Clear mechanisms for delivery should be set out in the Core Strategy. The Council would be held responsible if developments proposed in the LDF would lead to a breach of air quality standards in the AQMA.			
00089	Hampshire County Council	00089/00001/036	
Support efforts to alleviate road congestion through creation of more P R, improvements to public transport and comprehensive network of green infrastructure.			
00091	Natural England	00091/00001/012	
Natural England supports any measures that promote sustainable travel and reduce the need to travel.			
00103	Network Rail	00103/00001/001	
Station car parking should not be subject to the same restrictive approach as normal car parking policies; as this may reduce use of rail stations. No new stations are planned during the plan period. It is unlikely that any could be built due to adverse impacts on capacity and journey times. With the possible exception of Botley, there is little prospect of increased train frequency. Micheldever station should continue to be a strategic freight facility. No uses on the site should compromise that, however there is possibility of re-development on part of the site away from the station area. EWS have made separate representations on this.			
00121	Mr A Foster	00121/00001/043	
On residential parking it is car use that matters not car parking provision. Don't underprovide: use other means to prevent over use.			
00127	Mr P Turner	00127/00001/046	
A new Park and Ride facility to the North of Winchester.			
00145	Mr George Gray	00145/00001/034	
Minimising new development car parking should not apply to rural developments.			

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00148	Mr Mrs Jenny And Machen Barker	00148/00001/037	
<p>Stop any further development of the area, thus no increase in traffic. Free parking at Railway Stations and greatly enlarging those sites - Botley particularly. Train and rail development greatly increased.</p>			
00156	Mr Philip Ross	00156/00002/038	
<p>A reliable transport service is something which we haven't got and which would be desirable.</p>			
00270	Ms Meriel Walton	00270/00001/042	
<p>Option 2 is unrealistic. Better frequent buses which can be relied on in Winchester so you can actually get from North to South without changing buses. The bus system is archaic.</p>			
00280	Mrs Cheryl Berry	00280/00002/031	
<p>There are severe congestion on Andover road. A major development in this area would result in gridlock at the junctions.</p>			
00289	Ms K Hill	00289/00002/012	
<p>A more frequent bus service in close in suburbs (Teg Down) as well as outer ones. Charging more for cars could kill the centre. Enough parking is required for the householder and nearby for visitors. Evening and Sunday buse are few to maintain the cultural life of the city etc</p>			
00320	Ms R Wetherill	00320/00002/046	
<p>How are you going to constrain the growth in commuting to London After all much of the growth of Winchester in recent years has been fuelled by this. There is no point making the means more sustainable if the activity in itself is not. This activity cannot be prevented, therefore isn't it much better to locate the bulk of this expansion at Micheldever, some 20 miles and 15 minutes closer to London</p>			

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<b>Customer Reference</b>	<b>Name</b>	<b>Comment Reference</b>	<b>Agent</b>
00381	Mr Paul Byers	00381/00001/030	
<p>All the above have merits - however it is not always easy to change older cities like Winchester. The relatively high cost of public transport does not help - if people own a car they would not be tempted to leave it at home at present. Having developments without car parking is not good - the people will still have car(s) or guests and will just park in the local area - although the council may introduce permit schemes this may not work except generate funds for the council!</p>			
00415	Ms Laura Clarke	00415/00002/031	
<p>Reduce the cost of bus fares - I can drive and park in town for 3 hours more cheaply than it costs to travel return on the bus with my children. I therefore have to be motivated to make the change, there is no incentive for me.</p>			
00422	Mr A S Westlake	00422/00003/028	
<p>The 1st decision to be made is what to do with the traffic in Winchester. Decide to provide suitable road network to allow traffic to flow thro winchester (wider road to avoid sonstant gridlock) or to ban all traffic in the city, making pedestrianised areas by provision of a suitable ring road.</p>			
00511	Mr Keith Story	00511/00002/044	
<p>Close all car parks dedicated to council employees or charge a commercial rate. Encourage all major employers to run their own employee bus services (including WCC and HCC). This could be a free service to employees funded by money earned from their former car parks.</p>			
00556	Mr A Gossling	00556/00002/043	
<p>Support Park and Ride south of Winchester. WCC should update survey of their staff travel (last done in 1999). Retain and promote rural buses.</p>			
00840	Mr Paul Reeves	00840/00002/039	
<p>Park Ride: long stay, secure P R, with low or free charges.</p>			
00852	Ms Norma C Goodwin	00852/00002/035	
<p>I am concerned that WCC states the importance of public transport yet reduces bus subsidies resulting in vulnerable people being without a service and having to use their motorcar negating the climate change settlement</p>			

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01008	Mr And Mrs Anthony And Helen Drury	01008/00003/026	
<p>Transport in the region is a dismal failure. It is over priced, in-efficient and un-reliable. Until these fundamental issues are addressed it will never be a success or compete with the private car.</p>			
01065	Mrs J M Lucas	01065/00002/032	
<p>Infrastructure improvements of option 2 need to precede reduction of parking provision.</p>			
01083	Ms Elizabeth Robinson	01083/00002/036	
<p>Neither of the above. Of course you must change the transport policies more radically but do you think that not providing parking in new developments really solves transport problems Do you honestly think penalising car users works to reduce the cars on the road It is purely a Labour stealth tax. You do not give us an option but to use the car- to then be penalised when there is no option is pathetic. Do something about it Even the most stupid person can see that if there is no option then the car will of course be used. In Waltham Chase for example, you have cut our bus service. And stop building flats on the car parks. Making roads narrower and full of hazards only increase the likelihood of accidents as we all circle round look for a place to park (short term of course) as we have had to drive to town as there is no alternative. Who makes up these proposals and what planet are they from It surely cannot be this one. How about reopening some railway lines How about electric trams, significantly improved rural bus options, more trains etc You have got to deal with all the thousands of extra cars that you are luring to our already overused roads.</p>			
01151	Mr C H Dore	01151/00002/032	
<p>I have ticked option 1 because even though I appreciate more limits need to be set, these could be unfairly onerous for private car parking until public transport can provide the full a to b service in an affordable way so, as things are, even the most green resident has little choice but to have a car in the drive to get those places public transport cannot affordably/efficiently serve. Better to allow car parking in new developments now but to design the space so that, when no longer needed, the space can be used for recreation and/or further accommodation. Even put a covenant on the space for family 2nd car and over such that the patch of land becomes council property once certain public transport performance targets are met.</p>			

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01234	Mr And Mrs Patrick And Margaret Spence	01234/00002/032	
If the number of new houses and businesses in South Hampshire is drastically reduced then option 1 should suffice.			
01243	Ms Serita Campbell	01243/00002/026	
Increase fuel charges and taxes on large expensive vehicles, and incorporate free bus transport, which will reduce the use of cars, especially parents driving their children to school because they are late. This will also minimise pollution, traffic and accidents.			
01265	Ms N A Holladay	01265/00002/045	
Again, this issue is important but the proposals of the LDF run counter to its goals: the spatial plan will increase journeys not reduce them. It is vital that this nettle is grasped. For example, routes into and through Wickham are already congested at peak times; the majority of the traffic is going to Fareham/ Whiteley/ Portsmouth for shops, schools, employment. Building more houses in Wickham (1000 would increase journeys by say 1500 vehicles at peak times) simply means that more carbon will be emitted not less. It is crucial that housing development is near where the jobs are, they will not be in Wickham.			
01297	Ms Ann Sadler Forster	01297/00002/026	
Depends on how rural communities are provided for. At present people rely on cars.			
01316	Mr And Mrs Paul And Valerie Shuttleworth	01316/00002/027	
Increased and improved public transport (buses) between hubs.			
01412	Ms Camilla Meek	01412/00001/042	
More, cheaper buses going where I want to go when I want to go. I currently cannot use public transport because it is too expensive, too slow and cannot get me to work, the gym or the supermarket.			
01430	Mr John F T Harris	01430/00002/024	
No more back door taxation on motorists. Provide good transport- it will be used.			

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01460	Mr Michael John Bennett	01460/00002/028	
Technology will keep the car one of the best modes of transport. Technology will also make it environmentally friendly. Any attempt to force us out of our cars will fail. We do not have and will not have acceptable public transport, particularly in rural areas			
01501	Revd David Simpson	01501/00005/033	
There is an urgent need to look at how national transportation can become greener.			
01821	Ms J Chapman-Andrews	01821/00003/019	
Widen footpaths, improve and add more cycle and bus lanes, improve bus services and encourage walking.			
01922	Mrs Lynda Parker	01922/00001/038	
Only when we have a cheaper, more frequent and improved public transport system will we see a reduction in car usage.			
01923	Captain John Ellis	01923/00001/051	
But public transport improvements must lead option 2 - it cannot follow (or happen at the same time)			
01924	Mrs Valerie Spendlove	01924/00001/038	
Greater co-ordination of public transport to serve a wider area and increase the already good "Park and Ride" scheme.			
01925	Mr And Mrs Trevor And Mavis Stevens	01925/00001/033	
Make up disused railway line- be put to better use as alternative travel i.e.; Oxford Line to Wickham not suitable for local cyclists shopping in Wickham. A32 is a DEATH TRAP no pavements- no safe verges, railway overgrown and always a WET BOG TO CYCLE THROUGH No alternative but using the car.			
01929	Mr Anthony Marshall	01929/00001/040	
We are not central London - try working towards good traffic management and not a total anti -car approach.			

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01931	Mr Micheal Cunliffe	01931/00002/044	
Whether we like it or not, transport in rural areas means cars. If parking provision in Winchester is reduced, shoppers will go to Basingstoke etc.			
01932	Mrs Joy Fox	01932/00001/012	
Smaller cars, reduce big lorries etc.			
01933	Mr David Parratt	01933/00001/020	
Any new developments should include sufficient car parking for the needs of its users.			
01937	Mrs Lesley Hallett	01937/00001/040	
Allowing minimal parking on new developments has been a disaster which leads to parking on pavements and obstructs the road.			
01939	Mrs Jean Buckle	01939/00001/042	
Get touch on bus companies.			
01941	Dr Richard Hallett	01941/00001/051	
I disagree with Options 1 and 2- suggestion of minimising car park provision in new developments- this parking is already disastrous with car parking on footways and highway obstruction.			
01945	Dr Harold Proctor	01945/00001/022	
Tax the second car. Lobby central government. Possibly more people worked. Use public transport.			
01946	Mrs Margaret Raffle	01946/00001/030	
Review policy of traffic lights in favour of roundabouts to alleviate already standing traffic.			
01947	Mrs Samantha Warman	01947/00001/031	
Believe that the use of cars particularly living in rural areas is essential.			
01948	Mr Neil Lander-Brinkley	01948/00001/027	
A modified option 1 is more realistic and attainable.			

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01950	Mrs Carol Reid	01950/00001/020	
Bus from Guilford to Southampton going through Alresford. Regular buses from Alresford to Winchester hospital.			
01952	Mr Iain Reid	01952/00002/026	
Improve peak hour frequency/late night by bus services where demand or encouragement prompts improvement.			
01954	Mr Simon Evans	01954/00002/033	
Cars are part of life in this country, producing more exciting public transport is the only viable option. Not letting people park outside there house, is not.			
01956	Mrs Barbara Holyome	01956/00002/044	
Option 2 is aspirational but not easily achievable over the term of this plan, perhaps for the next plan maybe.			
01959	Sir Patrick Rowe	01959/00001/039	
Public transport is only going to be used in rural areas if it is financially attractive and frequent.			
01960	Mr Ian Merritt	01960/00001/046	
Cycle paths around all town centres and schools/ shops etc.			
01961	Mr Daniel Wilden	01961/00001/046	
Car clubs			
01964	Mr John Beveridge	01964/00001/046	
Some of the actions in option 2 are too aggressive for adoption initially e.g.; congestion charging- also taxing private car parks must be done sensitively without damaging the economic viability of businesses.			
01965	Mrs Joyce Simmons	01965/00001/038	
Limit development to what transport infrastructure can sustain. Avoid further development at Bishops Waltham due to the long run to the motorway through Durley village and past the school.			
01968	Mr Barry Collins	01968/00001/023	
Mkae public transport economically more attractive or increase subsidies in rural areas for community buses.			

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01970	Mr David Poole	01970/00001/043	
Get the cars off the road.			
01973	Mr Ewan Simmonds	01973/00001/048	
Don't know.			
01982	Mrs Belinda Ward	01982/00001/034	
Park and ride to north of Winchester			
01984	Mr Peter Gardner	01984/00001/044	
Raise the driving age/ driving test age to 19. Forbid Peter Symonds sixthformers to drive to college, as they clog up local roads. (Or provide better parking at the lantern centre in Bereweke road and make the students park there).			
01985	Ms Angela Sealey	01985/00001/034	
More stands for bicycles like at the Discovery Centre in Jewry Street and covered bike stands.			
01987	Mr Martin Pettigrew	01987/00001/018	
Creating proper cycle lanes not like the joke between Winchester and Headbourne Worthy- dual use for pedestrians and cycles doesn't work proved by the number of cyclists still using the dark and hazardous road between Abbots Barton and Headbourne Worthy instead.			
01988	Mr Clive Jacob	01988/00001/040	
Encourage local employers to provide coaches to assist employees to get to and from work to major centres where the business is not well served by public transport.			
01991	Mr Stephen Adam	01991/00001/023	
There is desperate need for more joined up support (e.g. if Network Rail, as a minor example, close the Travel Information Centre at Winchester Station, what is the hope of more significant partnerships )			
01993	Mr Jock Macdonald	01993/00001/029	
But perhaps this is a little too stringent at this stage.			

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01994	Miss J Nicholson	01994/00001/044	
<p>Bus and train fares must be able to compete with damaging transport like aeroplanes. Putting up the fares yet more will mean they'll be used less. There is no public transport to many areas. Rural businesses depend on visitors etc who have to get there by car.</p>			
01999	Mrs Barbara Garfath	01999/00001/042	
<p>There could be "bicycle only routes to big train stations e.g. Winchester (More people would cycle to the station if they have to join heavy, fast moving traffic. Cars one way only, bikes in other lane Schemes to encourage children to walk to school.</p>			
02000	Mr Henry Garfath	02000/00001/048	
<p>Removing the so-called traffic calming measures which are actually hazards to cyclists.</p>			
02001	Mr David Briggs	02001/00001/031	
<p>Encourage use of very small vehicles for short journeys</p>			
02003	Mr Ptol Slattery	02003/00001/052	
<p>Park and ride south of Winchester helps meet main commuting traffic to/from south. Public transport reduces gridlock and carbon emissions.</p>			
02008	Mr Caesar Slattery	02008/00001/052	
<p>Park &amp; Ride and Public transport</p>			
02009	Mr Ian Embrey	02009/00001/018	
<p>Support P R south of Winchester. Seek lower fares for public transport. Retain rural services. Build houses where there are local jobs. Extend railway lines and build round existing stations.</p>			
02010	Mrs Sylvia Moss	02010/00001/017	
<p>Lower fares (public transport), retain rural services and build houses where there are local jobs. etc.</p>			
02011	Mrs Elizabeth Hutchinson	02011/00001/023	
<p>Better rail/cycle connections and facilities to promote this effective form of transport.</p>			

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02015	Mr Derek Rutherford	01927/00001/031	
<p>These transport policies are largely impractical where they relate to constraining cars, and will create their own problems.</p>			
02016	Mrs Vera Goddard	02016/00001/037	
<p>More disabled parking in town centres.</p>			
02022	Mr Michael Carter	02022/00001/039	
<p>Option 2 is authoritarian and is unlikely to be acceptable to the electorate. Option 1 may be effective in the city, but there are real problems in the rest of the District, particularly in the south. 12,500 dwellings are likely to be occupied by 20-30,000 people. The Fareham Borough LDF core strategy document estimates the population of the Fareham SDA to be 25,000. Presumably the Hedge End SDA will be home to some 12-15,000 people. There will therefore be several tens of thousands extra vehicles on the already at times saturated transport infrastructure. There will have to be a huge investment in public transport if this pressure is to be alleviated. The government has acknowledged that restricted car parking leads to inappropriate street parking (PPS 3). Thus parking is a problem that will have to be faced. These issues are of particular relevance to Wickham where there is little co-ordination of public transport and the already inadequate capacity of the A32 and Winchester and Southwick roads means that traffic problems can only be exacerbated by the development of the SDAs and 6750 dwellings in the southern part of the district.</p>			
02023	Mr Micheal Sadler-Forster	02023/00001/033	
<p>Both options are very important and are not mutually exclusive.</p>			
02038	Mr Philip Mason	02038/00001/042	
<p>But need to significantly improve the bus services opening longer hours.</p>			
02049	Mrs Wendy Thorpe	02049/00001/036	
<p>Extend car parking provision in new developments and stop people parking on roads. Lack of parking for houses means roads are full of parked cars which is dangerous and reduces traffic flow.</p>			

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02067	Mrs Patricia Daas	02067/00001/021	
Find an operator that can provide value for money, clean, reliable and on time service			
02070	Mr And Mrs Roger Hockin	02070/00001/045	
Maximise parking provision in new developments (to get parked cars off surrounding streets) and legalise safe cycling on pavements (particularly in rural areas).			
02071	Miss Alison Pontin	02071/00001/029	
Public transport should be run as a public service not a profit driven organisation.			
02075	Mr Nicholas Jonas	02075/00001/017	
Car parking at stations			
02084	Mrs Melanie Walker	02084/00001/038	
New developments need decent parking provision because no matter how good the public transport rural areas will be, we'll always need cars to get to places buses can't.			
02092	Mr Fergus Christie	02092/00001/045	
Minimise traffic congestion by limiting development at Bishops Waltham, Winchester. Improve public transport, especially rail and buses.			
02093	Mrs Jane Graham	02093/00001/030	
Railways at affordable prices. Homes built with parking slots.			
02103	Mr Bruce Horn	02103/00001/017	Southern Plannin
Strongly disagree with reducing car parking standards in the viallages and rural areas. Access to a car is vital for work, accessing services and for a social life. Existiing car parks must be retained for car parking. Town and village centres need to keep their car parks and on-street parking areas in order to help promote the centres and maintain and improve their economic viability. Increasing the use of public transport is not realistic.			

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02104	Mr And Mrs T Goss	02104/00001/028	Southern Plannin
<p>Strongly disagree with reducing car parking standards in the villages and rural areas. Access to a car is vital for work, accessing services and for a social life. Existing car parks must be retained for car parking. Town and village centres need to keep their car parks and on street parking areas.</p>			
02107	Mr T R Houghton	02107/00001/016	Southern Plannin
<p>Strongly disagree with minimising parking standards on new developments. Winchester is an area where people need to use their cars to travel around the District and elsewhere. Existing car parks need to be retained for parking. Town and village centres need their car parks and on street parking spaces to help promote the centres and maintain and improve their economic viability. Increasing the use of public transport in much of the District (including the hubs) is not a realistic proposition.</p>			
02108	Mr Mark Gregory	02108/00001/015	Southern Plannin
<p>Strongly disagree with reducing car parking standards in the villages and rural areas. Access to a car is vital for work, accessing services and for a social life. Existing car parks must be retained for car parking. Town and village centres need to keep their car parks and on street parking areas in order to help promote the centres and maintain and improve their economic viability. Increasing the use of public transport is not realistic.</p>			
02109	Mr Stephen Gregory	02109/00001/015	Southern Plannin
<p>Strongly disagree with reducing car parking standards in the villages and rural areas. Access to a car is vital for work, accessing services and for a social life. Existing car parks must be retained for car parking. Town and village centres need to keep their car parks and on street parking areas in order to help promote the centres and maintain and improve their economic viability. Increasing the use of public transport is not realistic.</p>			
02115	Mapledean Developments Ltd	02115/00001/013	Southern Plannin
<p>Strongly disagree with reducing car parking standards in the villages and rural areas. Access to a car is vital for work, accessing services and for a social life. Existing car parks must be retained for car parking. Town and village centres need to keep their car parks and on-street parking areas in order to help promote the centres and maintain and improve their economic viability. Increasing the use of public transport is not realistic.</p>			

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02118	Highbridge Properties	02118/00001/009	Southern Plannin
The LDF needs to recognise that much of the district is rural in nature and therefore needs to ensure that the policies are realistic to promote a more sustainable future whilst retaining a vibrant economy.			
02119	C D May	02119/00003/039	
Development of public transport at reasonable prices. The restriction of lorries at peak times.			
02123	Winchester College	02123/00001/017	Adams Hendry
Support Option 1 because changing transport policies more radically would penalise local employers and hamper economic growth.			
02146	Mr R Parker	02146/00001/003	
Need to consider cycling at the top of the agenda with dedicated cycle highways not just a white line at the side of the road.			
02146	Mr R Parker	02146/00002/036	
This is a loaded question. Option 2 is all stick and no carrot and designed to promote Option 1. Again, the answer to urban travel is cycling, with dedicated routes free of other traffic with additional bridges over the railway if necessary. Some property demolition may also be necessary to achieve this ideal.			
02169	Mr Brian Jezeph	02169/00001/033	
Object to the options but support improved bus frequency, short stay in centres (long stay on edge), park and ride, support low emission vehicles preferential treatment car/pool clubs. Object to loss of private spaces, minimal parking provision within new developments: undermine businesses.			
02170	Mrs Caroline Jezeph	02170/00001/042	
Object to the options but support improved bus frequency short stay in centres (long stay on edge) park and ride support low emission vehicles preferential treatment car pools/clubs. Object to loss of private spaces, minimal parking provision within new developments: undermine businesses.			

Question 16b. Are there any other transport improvements that would help address the current and future transport issues within the Winchester District?

<b>Customer Reference</b>	<b>Name</b>	<b>Comment Reference</b>	<b>Agent</b>
02171	Miss Charlotte O'Neill	02171/00001/045	
<p>Object to the options but support improved bus frequency short stay in centres ( long stay on edge) park and ride, support low emission vehicles preferential treatment car pools/clubs. Object to losses of private spaces, minimal parking provision within new developments: undermine businesses.</p>			
02174	Tichbourne Estate	02174/00001/032	Dreweatt Neate
<p>Major upgrading of existing public transport network to serve Winchester's accessible hinterland.</p>			
02181	Mr Keith Williams	02181/00001/017	
<p>Unless there is some considerable improvement in public transport it is ridiculous to penalise the use of private cars. For example, at present I have to use my car to get to work in either Winchester or Southampton because even if one journey, often at a peak traffic time, can be made on the bus the other is when there is no bus running.</p>			
02193	Mrs Dagmar Slater	02193/00001/052	
<p>Extend the park and ride scheme in Winchester and other large urban areas, reintroduce trams in large urban areas, reopen railway stations and relay railway lines. (Reducing parking in new developments and/or reducing car parking is not an option in view of the fact that this will only make the road situation more dangerous and will not act as a deterrent to motorists, lets face it the car is here to stay.</p>			
02194	W H Morrison Supermarkets PLC	02194/00001/003	Peacock And Smi
<p>Flexible car parking standards should be included and there must be sufficient parking in the town centre to make stores attractive and competitive. Need to express the benefits that an in-centre vs edge-of-city facility plus car parking eill have on the town centre by the way of linked trips and car parking.</p>			
02211	Mr And Mrs Geoffrey And Allison Matthews	02211/00002/038	
<p>Public transport has become unsustainable at currant service provision in rural areas. Proper development of parking space for private vehicles needs to be made in all places by building vertically down as well as up. Cargo and goods movements need to be moved from road to rail transport and bus lanes removed or expanded for use by cars carrying more than one person.</p>			

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<b>Customer Reference</b>	<b>Name</b>	<b>Comment Reference</b>	<b>Agent</b>
02229	Gleeson Homes	02229/00001/049	Turley Associates
<p>The "carrot and stick" policy approach sought will require the improvement in and availability of alternate modes of transport ideally before, or at any the very least in tandem with more stringent restrictions on car use. Overly focusing on car restraint measures, without first looking at ways of making alternatives more attractive and affordable, is likely to continue to have limited effect and could also hinder economic growth over the plan period.</p>			
02238	Holmes And Sons	02238/00001/033	Dreweatt Neate
<p>Major upgrading of existing public transport network to serve Winchester's accessible hinterland.</p>			
02239	Trustees Of E M Toogood Settlement	02239/00001/033	Dreweatt Neate
<p>Major upgrading of existing public transport network to serve Winchester's accessible hinterland.</p>			
02240	White Young Green Planning	02240/00001/007	
<p>The provision of adequate parking, dependent on location, has been highlighted as a significant concern for residents when considering new developments. Parking standards should reflect sustainability and changing demands on car ownership.</p>			
02243	Mr Stuart Jones	02243/00001/041	
<p>See response to question 7</p>			
02258	Mr Malcolm Tatum	02258/00001/044	
<p>Large companies could supply a service from railway stations or out of town car parks and extend to some of the smaller companies with incentives provided as complementation for giving up private car parking.</p>			

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<b>Customer Reference</b>	<b>Name</b>	<b>Comment Reference</b>	<b>Agent</b>
02269	Mr Robert Whitmarsh	02269/00001/012	
<p>Option 2 should mention cycle tracks too. Winchester cc's record on supporting cycling is pathetic viz. the removal of practically all cycle stands at the recently opened Discovery Centre and the absence of any significant new cycle lanes being built in the last decade. I agree that a new station for badger Farm and even a circular light railway around Winchester, to follow the existing mainline and Old Alresford track (east of the Itchen Valley), would help to reduce vehicular traffic in and out of Winchester.</p>			
02271	Miss Mary Parker	02271/00001/029	
<p>Option 2 is broadly preferable but it is not sensible to have no parking provision in new developments. We should be aiming to reduce car usage not car ownership. So I opposes the inclusion of "Only allow minimal parking in new developments and no parking provision for new developments in the most accessible areas;" in option 2.</p>			
02272	Mr Andy Blaxland	02272/00001/028	
<p>Traffic congestion and parking problems in the City Centre run the risk of driving businesses (particularly small business) out of the Centre- contrary to the Council's economic aspirations.</p>			
02274	Mr Peter McManus	02274/00001/046	
<p>-Support P R South of Winchester. - Seek lower fares for public transport. - Retain rural services. - Build houses where there are local jobs. - Extend railway lines and build round existing stations. - Railways don't suffer congestion and reduce congestion on the roads.</p>			
02365	Mr Ralph Pointer	02365/00001/038	
<p>A different mix of the elements within options 1 and 2 possibly. It would be more productive if individual elements could be selected rather than have them packaged, as has been done here. Apply charges to out of town shopping developments which could go toward funding public transport.</p>			
02372	Mr David Woods	02372/00001/025	
<p>Review the nonsense of reducing parking provision in new developments - just causes major parking problems on public roads - moves the problem, does not solve it.</p>			

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<b>Customer Reference</b>	<b>Name</b>	<b>Comment Reference</b>	<b>Agent</b>
02374	Campaign To Protect Rural England (CPRE)	02374/00001/048	
<p>Reduce transport emissions. Impose carbon emissions charges, and congestion charges at peak times. Provide cheap/free school buses to reduce impact of school run. Encourage effective Public Transport to key destinations that minimise need for cars to reach employment and facilities. Build around existing railway stations. Extend railway line and links (e.g. Winchester - Romsey/Alresford/Salisbury/Bristol): Railways don't add to congestion or adversely affect air-quality. Build houses where work is available.</p>			
02375	Winchester City Residents Association	02375/00001/028	
<p>Provision of improved bus services.</p>			
02376	Ms Janet Mckenzie	02376/00001/025	
<p>Have to realise that simply providing less parking spaces for a new development creates major issues and unnecessary tensions for residents.</p>			
02377	Mr Colin Penfold	02377/00001/040	
<p>Produce a subsidised integrated rail/bus network. Not the current system which relies on market forces. If it is cheaper and more convenient to travel by rail/bus (as in London) people will. Other options just look like new ways of taxing people.</p>			
02380	Mr Ian Berry	02380/00001/032	
<p>Development of Barton Farm would be disastrous to traffic on the Andover Road which is already subject to severe congestion at peak times. It would certainly result in gridlock. There is a bottleneck at the bridge over the railway line - and long holdups at the City Road junction near Winchester railway station.</p>			
02381	Mr John Doyle	02381/00001/039	
<p>I strongly disagree with the City Council imposing limits for car parking spaces without massive increases in public transport availability, and whilst allowing cars to park on the street instead (as happens in Whiteley). We need more train lines or a tram service.</p>			

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<b>Customer Reference</b>	<b>Name</b>	<b>Comment Reference</b>	<b>Agent</b>
02383	Mr Robert Fallon	02383/00001/005	
Increase fuel and motoring costs. Carbon rationing is an excellent way forwards.			
02385	Mrs Elisabeth Hopson	02385/00001/047	
Sorry but you are no going to win on this one. Buses are no-go. What Business person is going to be seen dead getting on a bus in their Armani/Gucci suit Just take the easy option and make all car parks Pay and Display - even the privately owned ones. Make all on-street car parking payable and use money to build us a decent underground system . Nottingham makes everyone pay - why shouldn't the PUSH area and Winchester areas pay			
02387	Mrs Angela Harding	02387/00001/037	
If public transport were more freely available and cheaper, this would automatically take more cars off the road.			
02392	Mr Brian Denton	02392/00001/037	
If 2000 - 3000 houses built on Barton Farm, provide a new north of WInchester Parkway railway station to convey the massive increase in commuters.			
02394	Miss Claire Jones	02394/00001/022	
More measures to encourage walking and cycling, improving the quality of walking and cycling routes/ facilities, and raising awareness of their benefits. Encourage car sharing. Introduce a (low emission) car pool.			
02397	Mr Peter Jordan	02397/00001/038	
Concentration on short term parking in city and town centres frees up spaces for a greater turn over of vehicles and encourages more traffic and journeys - more pollution and larger carbon footprint.			

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<b>Customer Reference</b>	<b>Name</b>	<b>Comment Reference</b>	<b>Agent</b>
02399	Mr Chris Southgate	02399/00001/039	
<p>Improving the road network by way of more turning lanes, phased traffic lights, extra lanes (where practical), seperating pedestrian, motorist and cyclist traffic where possible (underpasses etc) motorists will spend less time on the roads if the network flows more smoothly, pedestrians and cyclists will benefit from greater safety and less waiting at crossings and buses will become more attractive if they are able to run shorter journeys more reliably which in turn may lead to a reduction in ticket prices.</p>			
02403	Mrs Pat Mann	02403/00001/045	
<p>Where do you think you are going to put bus lanes in more rural areas Widening the roads is not an option without removing pavements and thus stop people from walking or demolishing hosuing</p>			
02404	Mr Geoffrey Faithfull	02404/00001/042	
<p>Neither 1 or 2 above.</p>			
02406	Mr Brian Purkiss	02406/00001/024	
<p>In Alresford, town parking for shopping and attending functions is already extremely difficult. The extra housing will generate more traffic in the town centre and cause people to give up on the town and drive to Winchester or Alton instead. Local retailers will suffer. 1 or 2 Park and Rides might be the answer, with some street parking for disabled and businesses by permit allocation.</p>			
02408	Mrs Sarah Bignold-Jordan	02408/00001/039	
<p>Cut down parking spaces all together in town centres. Freeing up spaces for long term parking just allows more journeys and a larger level of pollution/carbon emissions.</p>			
02409	Ms Emma Jones	02409/00001/028	
<p>Car sharing schemes</p>			
02414	Mr David Simmons	02414/00001/046	
<p>These are good things to do but will only have any effect if population growth and housing developments are limited.</p>			

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<b>Customer Reference</b>	<b>Name</b>	<b>Comment Reference</b>	<b>Agent</b>
02415	Ms Kelsie Learney	02415/00001/033	
<p>More bikeabout type schemes- one in Alresford linking to the watercress line would be good. More free back to biking lessons for adults. Make Park and Ride buses free to holders of rail or other bus tickets when they get to Winchester. Consider whether some minor country roads should be shut to through traffic to make safer for walkers and cyclists (the road between Hursley and Olivers Battery would be a possible example). Five Bridges Road in Winchester is a good example of this working.</p>			
02417	Mr Dennis Curling	02417/00001/039	
<p>Minimising parking on new developments, will not reduce car use, people will have cars fact. In rural areas cars are a vital necessity of life. If there is not enough places to park people will park on grass verges, double park on the roads, on green spaces etc as close to their homes as possible. It happens now and impacts on the character and environment of the whole area as well as the quality of life for everyone living there. It also costs money to repair the damage done. Reducing car parking spaces is typical 1990's thinking and solves nothing. The real issue is cars on inadequate roads and poor or non existent public transport. Improving these key issues should be included in the options for this item.</p>			
02419	Mr Loic Lomine	02419/00001/012	
<p>Public transport is expensive, even by bus</p>			
02421	Ms Catherine Macintosh	02421/00001/021	
<p>The option to "provide wider footpaths, new cycle lanes and bus lanes particularly in the larger settlements" to be rolled into option 2.</p>			
02424	Mr Thomas Dey	02424/00001/038	
<p>Bus lanes created without widening the road increase congestion. Any bus lanes should be created alongside existing roads or be new roads.</p>			
02425	Mrs Sophie Cutter	02425/00001/020	
<p>Encourage the most environmentally methods of transport i.e. walking and cycling by having more pavements so people can walk from villages to village and more cycle lanes. Also lower speed limits so it is safer for people to walk and cycle.</p>			

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<b>Customer Reference</b>	<b>Name</b>	<b>Comment Reference</b>	<b>Agent</b>
02427	Mr Michael Emmett	02427/00001/019	
<p>Neither option adequately embraces the potential of the spatial strategy to reduce the need to travel. As is acknowledged elsewhere in the Core Strategy, Winchester town suffers from very high levels of long distance in-commuting which could be mitigated by increased housing provision (and hence labour supply) close to main centres of employment. Its is strongly suggested that this is given greater prominence and around which other measures are focussed.</p>			
02428	Mrs Christine Gardner	02428/00001/026	
<p>Stop building new homes throughout the Winchester city area. Fewer homes fewer cars. Building new homes adds ro transport problems in Winchester. Develop elsewhere.</p>			
02430	Mr Roger Challis	02430/00001/042	
<p>Except, minimising car parking provision in new- developments just increases on-street parking and is counter productive.</p>			
02431	Mr John Godbold	02431/00001/032	
<p>Both of these options are an attack on motoring, if you make it harder to come into Winchester people will shop in Eastleigh or Southampton where the shops are better anyway.</p>			
02432	Mr Charles Nicholas Perry	02432/00001/022	
<p>This section entirely misses the point. Transport is a "sequiter" of anything decided above and could be an impediment to anything above but shouldn't govern objective decision making initially.</p>			

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<b>Customer Reference</b>	<b>Name</b>	<b>Comment Reference</b>	<b>Agent</b>
02435	Mr William Stroud	02435/00001/030	
<p>Build affordable housing on all public car parks Tax private car parks In the short term, insist that all WCC and HCC employees pay a commercial rate for parking at work. Compulsorily purchase old railway lines and reinstate services. Create car pools and Can U Go busses centred on market towns. These would be much better used if there were fewer/ no public car parks. Buses must run early in the morning and late at night. I cannot travel to Winchester for evening entertainment by bus as there is no late services: and this is to Alresford, not a remote village (and it's far too expensive) Car sharing schemes. People will only share cars if forced to do so through road pricing or incentive schemes.</p>			
02437	Mr Geoffrey Stephens	02437/00001/033	
<p>Review bus usage at non peak times to avoid running several buses an hour which are underused.</p>			
02439	Mr Ian Hassall	02439/00001/033	
<p>It would help if you stop assuming that buses and trains are automatically greener than cars.</p>			
02443	Mr Martin Froment	02443/00001/036	
<p>Within urban areas you need a simple and cheap charging system. One day bus pass etc. allowing hop on and off. All buses could be free of course. You could allocate small and large spaces at some car parks (especially long stay). Low cost for small cars, encouraging the use of smaller vehicles.</p>			
02445	Mr David Roger-Jones	02445/00001/019	
<p>Allow cycles to use footpaths in rural areas.</p>			
02446	Mr Eric Birbeck	02446/00001/044	
<p>Making use of old rail beds for cycleways, and even light transit trams to link with existing rail and bus links.</p>			
02448	Miss Lois Gravely	02448/00001/025	
<p>Option 2 will only work if public transport is superb. I currently have to drive 26 miles a day for work purposes, carrying loads that could not be carried by public transport. I also need safe access to Winchester at night which public transport does not provide.</p>			

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