



**DRAFT** PORTFOLIO HOLDER DECISION NOTICE

**PROPOSED INDIVIDUAL DECISION BY THE PORTFOLIO HOLDER FOR PLANNING AND ACCESS**

**TOPIC – CONSULTATION RESPONSE FOR HAMPSHIRE COUNTY COUNCIL LOCAL TRANSPORT PLAN 3**

**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 15 December 2009.**

**Contact Officers:**

**Case Officer:**

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**Committee Administrator:**

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**SUMMARY**

- All Local Transport Authorities, including Hampshire County Council, are required to produce a new Local Transport Plan (LTP) by March 2011. This will set out a long-term strategy for travel and transport within Hampshire for the period 2011 to 2026.

- The County Council has produced a consultation document, which seeks the views of stakeholders on the key transport issues for Hampshire. The results of the consultation will then be used to produce a draft LTP Strategy, which will be subject to a full public consultation in the spring and summer of 2010.
- The Consultation document is set out in Appendix 1, with the Council's proposed response in Appendix 2. Alternatively, the consultation document can be seen at <http://hantsweb-staging.hants.gov.uk/ltp-consultation>.

### **PROPOSED DECISION**

- It is recommended that the City Council respond to Hampshire County Council's Local Transport Plan 3 consultation as shown in Appendix 2.

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

Officers have assessed the document and reviewed it in the light of the Council's own policies and strategies. Detailed reasons for the responses are set out in the proposed response.

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

None.

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

None.

### **DISPENSATION GRANTED BY THE STANDARDS COMMITTEE**

N/A.

Approved by: (signature)

Date of Decision

**Councillor Keith Wood – Portfolio Holder for Planning and Access**

## **Consultation Document**

### **Public consultation on Hampshire Local Transport**

#### **Introduction**


All Local Transport Authorities, including Hampshire County Council, are required to produce a new Local Transport Plan (LTP) by March 2011. This will set out a long-term strategy for travel and transport within Hampshire for the period 2011 to 2026.

This initial consultation seeks the views of stakeholders on the key transport issues for Hampshire.

#### **How to take part in the consultation**

##### **Read the consultation document**

First, please take time to read the consultation document. You can do this in two ways:

- Read or print this web page
- Read, print, or save to your computer a PDF version of the consultation document:  
[PDF consultation document](#)  377kb

##### **Tell us your views**

You respond in three ways:

1. Use the [online questionnaire](#)
2. By e-mail. Please type “Strategy Consultation Response” in the subject heading:  
[lt3@hants.gov.uk](mailto:lt3@hants.gov.uk)
3. By post to:

LTP Strategy Approach Consultation (HTPol)  
Environment Department  
The Castle  
Winchester  
SO23 8UD.

**The closing date for comments is Thursday 31st December 2009.**

##### **Consultation document - The Local Transport Plan**

In July 2009, the Department for Transport (DfT) published guidance for local transport authorities on how to develop their new LTPs. The guidance provides for the production of long-term strategies, supported by shorter-term implementation plans. LTPs should also be consistent with regional policy (e.g. South East Plan) and local planning policy documents, and also the Government document ‘Delivering a Sustainable Transport System’ (DaSTS), published in November 2008. This sets out **five** transport goals:

1. to **support national economic competitiveness and growth**, by delivering reliable and efficient transport networks;
2. to reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of **tackling climate change**;
3. to **contribute to better safety, security and health** and longer life expectancy by reducing the risk of death, injury or illness arising from transport, and by promoting travel modes that are beneficial to health;
4. to promote greater **equality of opportunity** for all citizens, with the desired outcome of achieving a fairer society; and
5. to **improve quality of life** for transport users and non-transport users, and to promote a healthy natural environment.

The Local Transport Plan is a corporate document which is required to be consistent with other policy documents of the County Council and reflect national, regional and local planning guidance and documents.

It should be noted that the County Council is not responsible for national roads (Motorways and Trunk Roads) and that major transport proposals for highways or other transport facilities will require approval and financial support from national and regional agencies (rather than through the LTP) if they are to be delivered. The County Council and its partners will make specific bids for major projects or other initiatives which are consistent with its LTP strategy where realistic opportunities arise.

### **Proposed Approach**

It is intended that the new Hampshire LTP will be a much more concise document than the current two-volume LTP document that it will replace. The planned lifespan for the new Hampshire LTP Strategy will be 15 years (2011 to 2026).

A suggested vision for the new Hampshire LTP strategy that encompasses the DaSTS goals is:

*“a safe, efficient and reliable transport system supporting a prosperous and sustainable Hampshire”.*

A three-year LTP Implementation Plan (2011-14) will accompany the Strategy. This will be drawn up when details of Government funding provision emerges during 2010. While the Strategy may encompass longer-term plans, including major investment proposals, the three-year Implementation Plan will be confined within spending limits for maintenance and smaller improvement schemes to be announced during 2010.

While the LTP covers the whole county of Hampshire, and while many issues (like casualty reduction) are best dealt with through countywide programmes, others lend themselves to area-based strategies. It is proposed that three area strategies are produced covering the north, centre and south of the county.

1. North Hampshire area (including Andover, Basingstoke, Fleet, Farnborough and Aldershot).
2. The mostly rural Central Hampshire and New Forest Area (covering the New Forest and South Downs National Parks and market towns).
3. The 'Transport for South Hampshire' (TfSH) area, where the County works together with the cities of Portsmouth and Southampton and other partners and stakeholders. TfSH has a Joint Committee of the three local transport authorities. TfSH has produced 'Towards Delivery', which sets out its transport strategy. The LTP strategy for South Hampshire will be jointly developed and shared by the three transport authorities.

## **Key facts, figures and trends within Hampshire**

### **Demographic facts and trends**

#### *Population size and age profile*

The population of Hampshire in 2008 was estimated to be 1,290,000. It is projected to grow by over 100,000 people to 1,393,000 by 2026. The number of dwellings will increase from 524,000 to 644,000 in the same period<sup>(2)</sup>.

A future trend will see a shift in the age structure of Hampshire's population, leading to higher proportions of older people relative to young people. In 2001 in Hampshire there were over three people of working age for every pensioner. By 2016 this is projected to fall to two and a half, and then drop further by 2026.<sup>(3)</sup>

#### *Location*

23% of the population of Hampshire live in rural areas, but 85% of the land area of the county is classified as rural<sup>(4)</sup>. Between 2006 and 2013 it is estimated that the urban population of Hampshire will increase by 2.2% and the rural population will increase by 3.1%<sup>(5)</sup>.

#### *Ethnicity*

The proportion of Hampshire's population within ethnic minority groups is 4.4% across the whole county; however, data for Basingstoke and Deane Borough and Rushmoor Borough shows that more than 6% of its population are from ethnic minority backgrounds<sup>(6)</sup>.

### **Economic facts and trends**

- The three largest employment sectors within Hampshire are:
- Distribution, hotels and restaurants (138,400 employees);
- Banking, finance and insurance (137,000 employees); and
- Public administration, education and health (126,200 employees)<sup>(7)</sup>.

- There is continuing growth in out-commuting to surrounding towns and cities in neighbouring authorities.
- The trend of higher levels of economic participation by women is set to continue.
- Trade flows through the international gateways at the ports of Southampton and Portsmouth are forecast to grow. Container volumes through the Port of Southampton are forecast to increase from 2.6 million twenty foot equivalent units in 2010 to 4.9 million in 2030 <sup>(8)</sup>.

## References

- (1) – Hampshire County Council, Small Area Population Forecasts (2008 based)
- (2) – Hampshire County Council, Long Term Projections
- (3) – Office for National Statistics & Hampshire County Council, Long Term Projections
- (4) – Hampshire Local Area Agreement
- (5) – Hampshire County Council, Socio-Economic Profile of Rural Hampshire
- (6) – Office for National Statistics, experimental Ethnic Group estimates, 2007
- (7) – Office for National Statistics (2007)
- (8) – UK Port Demand Forecasts MDS Transmodal 2007

## Strategic Transport Challenges

This section seeks to relate the DaSTS goals (described in section 2) to Hampshire's transport challenges and also looks at the implications of the current economic downturn.

### ***Challenge 1: The need to take action to adapt to, and mitigate the effects of, climate change***

#### **Mitigation**

Since 1990, greenhouse gas emissions from transport have increased by 12% and now represent 21% of total UK emissions. Of these transport emissions, 92% are generated by road transport (with 58% from private cars, 20% from HGVs, 11% from vans and 2.3% from buses). [Source: DfT].

The Climate Change Act 2008 commits the Government to reducing carbon emissions by 80% by 2050 from a 1990 baseline.

#### **Adaptation**

It is now inevitable that climate change will have serious implications for transport networks. New approaches will be required, including on highway maintenance and to address the effects of more extreme weather patterns.

These will result in increased flooding incidents, while hotter drier summers will bring other problems affecting infrastructure and transport services.

***Challenge 2: The need to support Hampshire's economy through providing a well-maintained highway network, managing limited capacity and delivering targeted improvements***

Hampshire's transport networks are also important to the national and regional economies, particularly because of its three international gateways (Southampton port and airport and Portsmouth port) and its through routes to the south-west region and the Isle of Wight. The principal routes to the international gateways are essentially the same routes that Hampshire's businesses rely on. Road, rail, air and sea/ferry routes all contribute to freight and passenger movements.

The geography of Hampshire, particularly the peninsulas and estuaries in the south, inevitably leads to a concentration of traffic on key corridors.

The construction of the M27 and M3 motorways transformed transport in Hampshire in the 1980s. Development since then in locations accessible to the motorway network has naturally operated with very high car-use levels and is generally less suitable for access by public transport or other means. The continued growth of car ownership and use has now resulted in congestion on the motorways and their feeder roads.

Although traffic volumes stabilised during 2009, due to economic conditions, Government forecasts for England published in December 2008 predict a rise in traffic by 4% by 2010, 17% by 2015, 32% by 2025 (against a 2003 baseline). This is forecast to translate into a rise in congestion by 1% by 2010, 17% by 2015 and 37% by 2025.

The most congested section on the motorway network is the M27 westbound between Junctions 7 and 5. On the rest of the network, the most congested section is on routes to and from the Gosport peninsula.

In Hampshire, increased housing and employment proposed in the South East Plan will put extra pressure on the local road network as well as the motorways and trunk roads.

The Eddington Transport Study (published in 2006) looked at the long-term links between transport and the UK's economic productivity, growth and stability. The study recommended that investment to increase the capacity of transport infrastructure must be targeted on the locations where it will be most effective.

Businesses within Hampshire have said that traffic congestion is a major difficulty for them and that they would like the County Council to play a lead role in working with partners such as the Highways Agency to improve the performance of its transport networks.

Increasing the capacity of the strategic highway network to a level that would cater for the forecast traffic increases is both unaffordable and undeliverable. The County Council, along with other agencies, will need to work out a

practical and affordable way of providing a transport system that allows the economic aspirations for the county to be met.

Underpinning this, the Council believes that one of its most important economic priorities is to provide a well-maintained and reliable highway network. The highway network is a valuable asset and its condition should be protected.

***Challenge 3: The need to enhance social inclusion and promote improved access to services***

While most of Hampshire is not considered deprived when compared to national levels, pockets of social deprivation exist both in urban and rural areas.

Table 1 below shows the variation in car ownership levels between urban and rural areas in Hampshire.

**Table 1: Car Ownership - Rural and Urban Wards**

	<b>All households</b>	<b>No car</b>	<b>1 Car</b>	<b>2 cars</b>	<b>4 cars</b>	<b>4+cars</b>
Hampshire Rural Wards	74642	1890	22027	36624	10123	3978
Proportion		2.53%	29.51%	49.07%	13.56%	5,33%
Hampshire Urban Wards	275549	18172	111905	114204	23916	7352
Proportion	275549	6.59%	40.61%	41.45%	8.68%	2.67%

ONS: 2001 census

There are groups and individuals without access to a car experiencing difficulty accessing opportunities, often where conventional public transport services are expensive to deliver.

Increasingly, innovative services such as flexible taxi-bus or demand-responsive services have been provided, while community transport has an important and developing role.

There is here an important link with the 'personalisation' agenda relating to care, and potential for increased co-ordination between County Council services and with other agencies.



The County Council has been reviewing its services for community transport and other rural access problems. Pilots initiated through the Local Area Agreement have looked at, where appropriate, bringing services to people; but again cost is an important limiting factor.

Improving the availability and affordability of public transport has proved very challenging in a climate where bus industry costs have exceeded inflation. The demographic shift to an ageing population, along with higher fuel prices, is likely to have a significant impact in this area.

***Challenge 4: The need to contribute to better road safety, air quality and health***

There is a need to build on our excellent track record of reducing road casualties through targeted investment of road improvements and focused maintenance work.

The 'Village 30' programme has recently begun to introduce 30 mph speed limits in 106 villages, which contribute to an improvement in the quality of place through reducing the impact of traffic and providing safety benefits. There may be a need for more radical measures such as default speeds of 20mph in residential areas.

Air quality is a problem for a number of Hampshire communities with Air Quality Management Areas declared in Winchester, Eastleigh, Totton, Fareham, Lyndhurst, Bursledon and Farnborough. Technology will not provide a quick fix to urban air quality problems, which remain a serious health issue.

Travel planning and the encouragement of 'sustainable travel' and 'smarter choices' including increased public transport use can all contribute by both promoting healthier lifestyles and reducing car traffic and its side-effects. Considerable public support exists for investment in better public transport but for many journeys there are no adequate alternatives to the car. Many people place a high value on car-based personal mobility and may not support the promotion of alternatives.

***Challenge 5: To improve quality of life and place***

Hampshire is rich in both natural and built landscapes and emphasis is given to maintaining the quality of its environment.

Large areas of Hampshire are designated as Areas of Outstanding Natural Beauty (AONBs) and there is currently one established National Park (New Forest) and one that is in the process of being established (South Downs). Access to the countryside and heritage is important and needs to be considered as part of challenge 3 (access to services).

Quality of life and place can be improved through investment in better streetscapes, a better public transport journey experience, and investment in measures that reduce noise and air pollution from transport sources. Measures can be devised to address problems such as inappropriate use of rural lanes by HGVs.

In 2007, the Government published Manual for Streets. This outlined the need to design roads within residential areas with a number of purposes in mind other than simply for the movement of vehicles, such as play or interaction with neighbours. This guidance will be taken forward within Hampshire over future years for new developments.

***Challenge 6: The need to cope with reduced levels of Government funding***

LTP schemes are funded directly from central Government through either borrowing approvals or grants.

From 2011, it is expected that funding levels will fall and that there will be difficult choices to be made both within transport funding (for example between maintenance and transport improvements) and between transport funding and other areas of council expenditure.

According to analysis by the Institute of Fiscal Studies, total public sector investment is likely to be cut by £1.5bn in 2011/12, £5.0bn in 2012/13 and £9.0bn in 2013/14. The Treasury's own forecast is that investment will fall by half from £44bn this year to £22bn in 2013/14.

**Key Challenges for the North Hampshire area**

- Worsening congestion and need for mitigation of transport impacts of planned growth on strategic and local highway networks. This includes cross-boundary flows to/from Reading, Woking and Guildford, which have all been designated as Centres for Significant Change and Regional Hubs in the South East Plan.
- Ensuring timely delivery of transport infrastructure to support new development in Andover (4,400 new dwellings by 2026) and Basingstoke (18,900 new dwellings by 2026). The latter has been designated as a New Growth Point and a Regional Diamond for Investment and Growth.
- Supporting the regeneration of Aldershot, including major development identified of up to 4,500 new dwellings.
- Improvement of public transport access to Heathrow from the west/south-west.
- Securing investment from Government to improve capacity and journey time reliability on strategic national corridors (M3 and A34).
- Enabling the rail network to play a greater role in catering for local commuter journeys.
- Reducing car dependency through development of high-quality public transport alternatives, in partnership with operators and smarter choices programmes, to encourage behavioural change.

**Key Challenges for the Central Hampshire area**

- Addressing congestion on inter-urban motorway and trunk road corridors and in centres such as Winchester and Lyndhurst.
- Mitigation of transport impacts of planned housing growth on strategic and local highway networks.
- Mitigation of the adverse impacts of traffic on rural communities and market towns.
- Delivery of appropriate transport solutions to support sustainable development in Whitehill Bordon eco-town, which will accommodate 5,500 new dwellings and employment development offering 7,000 new jobs by 2026. There is a need to improve self-containment and reduce car dependency for existing and new residents.
- Addressing access issues for those without access to a car including the use of limited resources to tackle problems of poor accessibility for disadvantaged people.
- Managing transport services and investment within two National Parks (New Forest and South Downs).
- Whilst recognising that the car is likely to remain the main mode of travel in rural areas, improving accessibility for people without access to a car.

### **Key Challenges for the South Hampshire area**

- Addressing increased congestion and the need for mitigation of transport impacts of planned growth on strategic (international/national) and local highway networks.
- Securing investment from Government to improve capacity and journey time reliability on strategic national corridors such as the M27 and M3.
- Enabling the rail network to play a greater role in catering for local commuter journeys.
- Reducing car dependency through development of high-quality public transport alternatives (such as Bus Rapid Transit) and smarter choices programmes to encourage behavioural change.
- Where appropriate promotion of Park and Ride facilities.
- Ensuring timely delivery of transport infrastructure to support planned growth (83,000 new dwellings up to 2026 and 2 million square feet of new employment floorspace) in the Urban South Hampshire area, which has been designated as a New Growth Point and Regional Diamond for Investment and Growth. Two Strategic Development Areas are identified, one to the north of Hedge End and another to the north of Fareham.

- Coping with impact on transport networks of forecast growth in passenger and freight traffic using international gateway ports and airports which link to the Isle of Wight, Europe and the rest of the world.
- Utilising and exploiting the freedoms presented by being one of the few areas nationally to have developed a Multi-Area Agreement (MAA).

### **Potential Scenarios and Options: looking at different emphases in approach**

#### *Scenario 1: Focus on the economy*

This approach would reflect the economic reality of a heavy reliance on car-based mobility, with targeted investment in highway maintenance and tackling the worst congestion bottlenecks.

*‘supporting essential sustainable transport services and measures, but accepting that the private motor vehicle will be the predominant mode of transport for the foreseeable future’.*

#### *Scenario 2: Focus on improving sustainability and tackling climate change*

This approach would seek to move Hampshire much more quickly towards a future based on sustainable mobility, for example by prioritising alternatives to the car for local journeys. The priority would be on ‘reduce’ and ‘manage’ measures. It is based on a premise of:

*‘Prioritise sustainable transport services and measures to offer attractive alternatives to the private motor vehicle’.*

#### *Scenario 3: Mixed approach – sustainable growth*

This approach would seek to support a more sustainable future combined with economic growth by encouraging the most ‘fit for purpose’ transport mode for journeys and designing new development with high-quality alternatives to the car in place from the outset. Walking, cycling and bus would be encouraged for local journeys, and bus/coach, rail, lift-sharing or the car would be promoted for longer inter-urban journeys. Its underlying premise is:

*‘Improve sustainable transport services and measures, and help to reduce reliance on the private motor vehicle in urban areas’.*

This third scenario will require effort across ‘reduce, manage and invest’, with strategies developed for each theme.

### **Potential goals for the Hampshire LTP3**

Having set out the context, thoughts on key transport challenges and some potential scenario options, we would now like to invite you to consider what the LTP strategy might aim to do, and how it would do it.

Listed below are a set of eight proposed strategic goals for the new Hampshire LTP, most of which are related to the Department for Transport’s

'goals' set out in DaSTS (the final goal relates to Local Development Frameworks [LDFs]):

1. Provide a well-maintained road network in Hampshire;
2. Enhance the economic competitiveness and productivity of Hampshire by innovation in how we deliver transport services, promoting better use of existing transport networks and targeted investment in measures (such as park and ride and additional station car parking);
3. Reduce the impact of climate change, reduce greenhouse gas emissions and improve air quality;
4. Improve quality of life through attractive streetscape design, improvements in road safety and tackling issues of local importance (such as noise, congestion, severance and pollution);
5. Improve accessibility to retail, services and employment and promote equality in the transport system;
6. Provide a transport system that seeks some rebalancing of the highway network (e.g. in favour of pedestrians) where it makes sense, and that is sympathetic to rural, historic and cultural environments;
7. Respond to the specific transport problems of rural Hampshire, including development of community transport services; and
8. Develop and maintain an LTP implementation plan, outlining priority schemes and detailing funding sources, delivery agents, timescales, outcomes and policy links to LDFs and other plans.

### **Consultation Questions**

Q1: Which of the five national transport goals listed in Section 2 do you consider to be the most and least important in relation to transport in Hampshire? Are some of these goals more or less important for different parts of the county (e.g. within Growth Points, planned eco-towns, market towns, rural areas, National Parks etc.)?

Q2: Does the proposed vision for the Hampshire LTP Strategy suggested in Section 3 sum up in broad terms what the strategy should aim to achieve?

Q3: Having considered the strategic transport challenges identified in Sections 5 to 8, are there any you do not agree with as priorities? Are there other challenges that you would like to see addressed by the Hampshire LTP Strategy?

Q4: Are traffic delays a significant problem? If they are, what measures do you favour to tackle them (for example more junction capacity, better provision of travel information, greater promotion of 'smarter choices' measures, bus priority measures, demand management measures, better co-ordination of street works/ events/ incidents etc.)?

Q5: With a limited budget to support transport services and improvements, how can the County Council best respond to cost increases and reducing budgets? What should be the priority areas for transport funding?

Q6: What are the key road safety messages that we should be promoting within Hampshire (e.g. drink driving, speeding, etc.)?

Q7: Which of the three proposed long-term strategy approaches identified in Section 9 do you support and why? What have we omitted from the three approaches that is important?

Q8: Do you support the proposed goals listed in Section 10? Do they cover all the key aspects that you would like the Hampshire LTP strategy to address?

Please add any other comments you would like to make on the subjects covered in this document.

### **Next Steps**

We will use your responses to help inform the production of a draft LTP Strategy, which will be subject to a full public consultation in the spring and summer of 2010. All organisations and individuals who have responded to this initial consultation will be sent details of the public consultation, including how to respond

### **LTP 3: Consultation Draft Response by Winchester City Council**

**Q1:** All five goals are crucial for the whole of Hampshire and reflect the objectives of the Winchester Community Strategy. However, goal one, *‘to support national economic competitiveness and growth, by delivering reliable and efficient transport networks’* seems to be the most important. Hampshire’s road networks need to become more efficient and reliable to realise the four other goals.

The LTP’s second goal is to reduce emissions. Tackling climate change is also important in Winchester, having a designated air quality management area, and an active involvement in WINACC (Winchester Action on Climate Change). However, the car is likely to remain the main mode of travel in rural areas if public transport is not improved. Those in rural areas with cars may wish to reduce their emissions but cannot due to the decreased public transport services. The LTP must, therefore, look to continue to improve accessibility in urban and rural locations.

The City Council also supports and encourages actively, the delivery of the objectives on safety and quality of life. Perhaps the quality of life objective should also refer to the quality of the built and natural environment,

**Q2:** Winchester City Council supports the vision. Accessibility issues should also be included.

**Q3:** All challenges mentioned are priorities. An increase in services for rural buses should be prioritised as part of the need to enhance social inclusion and promote improved access to services. Though the strategy is recognising that the car is likely to remain the main mode of travel in rural areas, there are many who live without a car and depend on rural buses. These services, running once maybe twice a day, are depended upon. Reducing car use should be a priority for a county trying to reduce their carbon emissions, but this will have to be counteracted with an improvement in public.

Under climate change, the LTP needs to mention travel reduction.

Delivering solutions to the issues on the strategic road network, particularly the M27 and M3 should be included. Key junctions such as M3 junction 9 at Winnall should be a key priority.

Air quality issues in Winchester are very much linked to the traffic management and one-way systems and hence it is important to prepare and implement the Winchester Town Access Plan.

**Q4:** Traffic delays are a problem in every area. Winchester is affected by city traffic, but becomes congested when delays are evident on the trunk roads and the local motorway network. In these situations, better provision of travel information is needed. Junction 9 of the M3 is a key junction that requires more capacity as bottlenecks here are a daily occurrence.

Inner City congested does have an impact on Winchester's public transport. With a new Park & Ride due to open in April 2010, bus delays need to be minimal for the system to correctly work. Bus priority measures are a key issue for Park and Rides.

Winchester suffers from cross town and through traffic due to its one-way system. If this was minimised, congested would greatly decrease.

The co-ordination of street works and events are prevalent already in the Winchester area. This should be a priority for all of Hampshire. Some small scale measures at key locations can have a marked effect.

**Q5:** Maintenance of existing transport infrastructure should be a priority, before building new infrastructure. Developer contributions should be utilised to the best effect. They should be focusing on delivering the LTP objectives and priorities.

**Q6:** The main focus for road safety campaigns and schemes should continue to be speed reduction. A thorough campaign in relation to other road safety issues such as drink and drug driving, seat belts and the use of mobile phones are also important.

The school travel plan and safer routes to school programme is supported in relation to child casualty reduction and changes in travel behaviour.

**Q7:** In order to deliver the LTP objectives, a balanced approach of scenarios is needed.

The LTP must recognise that the private motor vehicle is essential and not every trip can be made using public transport, walking and cycling, therefore even though scenario 2 has the correct stance on sustainability and climate change, it is not suitable, especially in the rural areas on the Winchester district. Scenario 3 is the most acceptable approach by combining economic growth with fit for purpose transport mode and strongly encouraging walking, cycling and public transport. Integration should be a key feature of this scenario as it is very rare that sustainable travel is completed without the integration of two or more transport modes.

**Q8:** Winchester City Council supports the goals listed. They cover all aspects of transport that the LTP 3 strategy should address. They also reflect the Winchester Town Access Plan goals.



