

This relates to comments received from HCC.

HCC note that the Hampshire Minerals and Waste Plan (HMWP) is mentioned within the NP. However it is only briefly mentioned with a diagram and HCC suggest that there needs to be more emphasis placed on this issue.

HCC Strategic Transport supports the overarching 'Transport and Accessibility' aim of the Neighbourhood Plan. It does have concerns with regards to the objective relating to Traffic Management, particularly in light of Hampshire County Council's Traffic Management Policy adopted in May 2016 - <https://www.hants.gov.uk/transport/roadsafety/makingroadssafer>

Specific proposals are not available to comment on at this stage, however HCC is unlikely to consider any formal traffic management measures that are not linked to casualty reduction. The speed limits on all A and B class roads throughout Hampshire, including those in Hartley Wintney, were included within the Countywide review of speed limits undertaken in recent years. The purpose of this review was to assess all speed limits on the County maintained A and B road network in relation to the road traffic collision rate for each route. Where the collision rate exceeded the threshold set by the Department for Transport, lower speed limit were considered and where appropriate implemented. The outcome of this review led to about 50 speed limit schemes being implemented which were prioritised on their collision rate.

HCC support the objective of maintaining and extending the network for pedestrians and cyclists to provide improved safe access to the village centre and surrounding neighbourhoods as this will help to reduce the number of short journeys on the local road network and contribute to improved health and well being. It is however necessary to prioritise routes based on likely level of usage and with regards to our significantly reduced maintenance budget for example resurfacing costs, additional drainage requirements and the need for street lighting. Schemes with high maintenance costs and low levels of usage are consequently unlikely to be delivered in the current climate and alternative solution may therefore be sort. The presence of common land around Hartley Wintney also affects the deliverability of such schemes, and the support of the Neighbourhood Plan / Parish Council is important to help progress application to the Secretary of State.

The level of developer contributions that could be expected from the modest amount of development proposed in the Neighbourhood Plan is not considered sufficient to provide a long term funding stream for the community transport service. HCC would encourage the community and the operators to look at alternative delivery models.