

Summary of responses from public consultation

Note: figures in brackets in the comments column relate to the number of respondents who made the same remark.

TM1 Traffic Regulation Orders		
Q1 Do you agree with the approach to the provision of Traffic Regulation Orders?		
9 responses (2 "yes", 6 "maybe with amendments", 1 "no")		
Respondent	Comments	Response
Unknown	One option doesn't always fit all situations. (1)	The proposed policy is very flexible and there has to be a consistent process for implementing TROs.
Resident	More urgency required to implement TROs faster, especially where pedestrians are at risk. (1)	HCC's part of the process is as quick as it can be. The statutory process must be followed.
Non motorised user organisation	HCC must observe the laws. There is an expectation that permanent TROs should mirror any temporary TROs which precede them. This is not always the case. Temporary TROs should not exceed time limits provided by statute. (1)	Temporary TROs can't be made into permanent TROs, but Experimental TROs can. HCC follows all statutory procedures.
District council or National Park Authority	Consider adding National Park Authorities as organisations which have statutory powers to progress TROs.	Although it is acknowledged that National Park Authorities can progress TROs, these relate to roads which are predominantly unsurfaced. Rights of Way are not included in this document.
Non motorised user organisation	Welcome inclusion of policy to encourage walking, cycling or the use of public transport but policy should include reference to the use of TROs for contraflow cycling. (1)	Changes to legislation are anticipated in the near future which will mean TROs are not required for contraflow cycling.

TM2 Speed limits		
Q2 Do you agree with the approach to the provision and setting of speed limits?		
23 responses (7 "yes", 8 "maybe with amendments", 8 "no")		
Respondent	Comments	Response
Unknown	One option doesn't always fit all situations. (1)	As above.
Unknown & residents	Main 'A' and many 'B' roads are vital for undertaking journeys of medium and long distance. Unnecessarily low limits are frustrating and costly to the economy. Limits below 50 mph should only be used in exceptional circumstances. 'C' and unclassified roads are dangerous as they tend to have blind bends, no pavements and are often muddy, wet or icy. The limits on these roads should be very low. Many routes also have frequent variations in limits. There are many inappropriate speed limits in Hampshire. (3)	All 'A' and 'B' class speed limits have recently been assessed taking into account the use of the road, its character and following analysis of injury accidents. The policy should not result in speed limits being introduced if it is highly unlikely that the majority of drivers will obey it.
Other	Effective speed limits are those whose purpose is understood by motorists and as such are more likely to be obeyed. They should reflect the safe speed at which a road can be driven. A	As above. The proposed policy states consideration should be taken as to the

	plethora of differing speed limits reduces driver respect and thus compliance and increases distraction, as well as adding to the general signage clutter. (1)	impact on the surroundings in the use of traffic signs, including those with a regulatory function such as speed limits.
HCC team	There is some reluctance to approve a road as being suitable for promotion as a cycle route when the speed limit is above 30 or 40 mph. The reasons given for lowering a speed limit do not include the promotion of a road as being suitable for cycling. This leads to a situation where on-road links in cycling routes cannot be promoted, even though they are in use and are physically suitable for promotion as a cycle route. (1)	A reduced speed limit on its own without supporting measures is unlikely to result in a significant reduction in traffic speeds. However, the presence of pedestrians and cyclists is a consideration that is taken into account.
Parish council	Improvements should be made to the appearance and unnecessary quantity of speed limit signs. They are not sufficiently discreet and the reflective glare gives rise to unnecessary light illuminations. (1)	Where repeater signs are required, HCC must have regard to national guidance on how far they are spaced else there may be issues with enforcement. Signs should have been placed so that glare from reflected headlights is reduced. Reports of specific issues will be investigated.
Resident	Some speed limits seem to be set without reason, in places where there are no dangers or no history of accidents. It may be better to consult with residents who know the local area before setting speed limits. (1)	All speed limits are assessed through looking at injury accident records and surveys of existing speeds, amongst other factors. Most requests for lower limits usually come from local residents.
Member	We should be allowed to put in 30 mph repeater signs where there are street lights. (1)	Legislation is very clear in that repeater signs in street lit areas are not permitted. It would potentially cause confusion if repeater signs were provided in some street lit areas but not others. To put up repeater signs in all street lit areas would be cost prohibitive and significantly add to sign clutter.
Unknown	Policy appears to be political rather than road safety driven. (1)	The policy closely follows national guidance.
Resident & Non motorised user organisation	Policy needs to expressly recognise the value of reduced speed limits for cyclists and other non-motorised users. In particular the policy on 20 mph limits is extremely restrictive making it difficult for these to be introduced The introduction of 20 mph limits can trigger a cultural change with regard to appropriate driving speeds. (2)	HCC's approach to 20 mph limits shall be reviewed after the current pilot scheme has been assessed.
Resident	The criteria for consideration of a 20 mph zone does not take into account narrow residential country lanes with no pavement. Also, although consideration is given to a poor safety record, is this limited to accidents causing injury? (1)	No new 20 mph limits are being considered until the current pilot scheme has been evaluated. Injury accidents are taken into account. Damage only accidents are not routinely recorded by the police.
Member	The policy states speed limits are set with regard to existing average speeds and not with regard to the safety of the highway. If average speeds are 50 mph and the speed limit is 30 mph the authority actually considers raising the speed limit. This is incomprehensible to the public. (1)	Measuring current mean speeds is only one part of assessing a speed limit. It indicates what drivers perceive to be the right speed. If mean speeds are significantly higher than the lower limit that is desired it suggests that other measures will be needed to enable a lower limit to be introduced. Lowering a limit on its own is unlikely to result in significant reductions in speed.

Not known	The blanket 30 mph 'village' restrictions are inappropriate. (3)	The 'Village 30' was a previous initiative. Only villages with a qualifying level of frontage development were included in the scheme. New assessments for 30 mph limits would use the proposed policy.
Parish council	Specific constraints on vehicle speed must be applied in high risk areas. (1)	Measures other than speed limits may be required to slow traffic in areas identified as high risk in terms of accidents.
Non motorised user organisation	The document says there is little benefit in reducing the national speed limit on minor rural single track roads because the geography of these environments dictates speed. It is the use of such environments that should dictate the speed. Non-motorised use is disenfranchised because of the current policy. The policies are not consistent because it states that removal of white lines is not possible on high speed roads yet they are removed where the national speed limit is obviously not appropriate. (1)	There is a wide variation in the width and alignment of rural single carriageway roads. Altering the speed limit for each of these roads and each part of the road where its alignment/width/geometry changes would result in such frequent changes to the speed limit that it would cause confusion to drivers and a significant increase in the amount of road signs.
Non motorised user organisation	Sustainable transport such as cycling and walking are being promoted but not catered for. Minor 'C' roads are perfect for non-motorised use but such use is not prioritised. If all roads without a white line were a standard 30 mph there would be much more use by cyclists, horse riders and walkers. A positive rural community benefit with the spin off of less maintenance, pollution, and protection for the countryside. (1)	There is such a wide variation in the standard of minor roads that it would not be possible to apply such a blanket policy. 30 mph limits are generally thought to be well-understood by drivers as meaning built-up areas and village centres. If these were widely applied to minor rural roads drivers may be less likely to obey them because the reason for the lower limit be not be apparent. Drivers are more likely to obey a speed limit if they can see the reason for it.
Resident	The speed limits already in force need to be policed as many are simply ignored. Would welcome more cameras. (1)	The police are responsible for speed enforcement. Residents may be able to set up Community SpeedWatch. Speed cameras are the responsibility of the police.
Parish council	The policy seems to treat the DfT guidance as absolute rules rather than guidance. There seems to be little effort to treat each case on its own merits particularly where footpath, horse rider and cyclist movements are involved. (1)	It is important that speed limits are assessed in a standard way so there is consistency across the country. All road users are taken into account and the policy does enable greater consideration of a lower limit where there are high numbers of non-motorised users compared to a road where there are less of these users.
Resident	Not in favour of further blanket reductions in speed limits. The limits are already low comparative to vehicular performance. Speed limits should not be decided on moral grounds, but a considered approach to both road safety and keeping traffic moving. Why not have variable limits outside schools?	The proposed policy does not introduce blanket reductions in speed limits. A variety of factors are considered when assessing speed limits. It is possible to introduce advisory 20 mph limits outside of some schools which only operate at school times.

TM3 Traffic signs, road markings and bollards		
Q3a Do you agree with the approach to reducing sign clutter?		
10 responses (8 "yes", 1 "maybe with amendments", 1 "no")		
Respondent	Comments	Response
Unknown, resident &	There is too much sign clutter and the situation seems to be getting worse. Too many temporary and permanent signs. (3)	The proposed policy aims to ensure new signs are used considerately and that existing signs are re-considered when being maintained.

parish council		
Resident	Some signs, particularly ones that ban turns, should be made more visible. (1)	The visibility of signs is always taken into account when they are placed.
Non motorised user organisation	Horse riders appear to be extinct according to this draft. They are the most vulnerable road user of all and yet there is no mention of them. (1)	Warning signs cover various hazards and convey numerous messages, which cannot all be covered in a policy. The draft will be amended to make reference to horse riders, where relevant.
Other & District council or National Park Authority	Too many signs can distract drivers. Design and location of bollards should reflect the character of an area and not impede the needs of pedestrians or cyclists. Guidance is not always followed and bad practice continues to occur. Is a need for strategies to ensure policies are acted on by staff. Design objectives for all new works should involve evaluation of signage to minimise clutter. Need to reduce existing sign clutter especially in rural areas and National Parks. (1)	The policy actively encourages Highways staff to pay particular attention to the use of signing. Existing signing can be reviewed when other works are being undertaken.

Q3b Do you agree with the approach to the provision of signs, bollards and verge marker posts?		
10 responses (6 "yes", 3 "maybe with amendments", 1 "unsure")		
Respondent	Comments	Response
Resident	More bollards or bell bollards are needed in certain areas to prevent vehicles mounting the pavements, putting pedestrians at risk. (1)	The proposed policy enables bollards to be provided in such situations. It is not always possible to provide them if footways are very narrow.
HCC team	Can direction signing be provided for village shops? These shops are often the only shop in the village and need direction signing to help boost footfall via passing traffic. They are effectively a public facility and part of the rural infrastructure.(1)	Traffic signs cannot be used for advertising and are intended to help road users. However, sole village shops could be considered to be a public facility and consideration could be given to permitting such signing, subject to certain conditions and sign clutter implications.

Q3c Do you agree with the approach to the provision of road markings (including double white lines, 'Keep Clear' and 'slow' markings)?		
9 responses (6 "yes", 2 "maybe with amendments", 1 "no")		
Respondent	Comments	Response
Resident	These need to be carried out in consultation with local residents who know the area far better than HCC. (1)	Unfortunately it would be take too long to consult with residents on all road markings HCC uses.
Unknown	Lane destination markings should not be used at roundabouts. The rules of the Highway Code are quite clear. (1)	The Highway Code and traffic regulations do permit the use of lane markings to improve traffic flow or to aid lane discipline.
Unknown	There are far too many. When roads are resurfaced and the lines are often missing for a few days/weeks there are no problems, proving that they're unnecessary. (1)	The proposed policy aims to ensure markings are only used where necessary. Where some markings have been removed HCC often receives requests for them to be reinstated.
Resident	Slow signs should be painted on the road to highlight a transition to a lower speed limit. (1)	'Slow' markings are used to warn of hazards rather than lower speed limits. The proposed policy states where speed limit roundel markings could be used.

TM4 Parking restrictions		
Q4a Do you agree with the approach to the provision of residents parking schemes?		
9 responses (3 "yes", 3 "maybe with amendments", 2 "no", 1 "unsure")		
Respondent	Comments	Response
Unknown	New builds need to take into consideration that some households have 3 cars, and that you still need to provide extra for visitors. (1)	This policy document does not cover parking for new developments. Further information on such matters can be found at http://www3.hants.gov.uk/highways-development-planning.htm
Resident	Where I live the problems are caused by people who park on bends, junctions and partly across private driveways. Before we introduce restrictions, I would like more effort put into stopping bad parking practices. (2)	In the 9 districts that have powers to enforce parking, most problems except parking in front of dropped kerbs for instance, can only be enforced if a traffic restriction is in place. Dangerous or obstructive parking can only be dealt with by the police.
Unknown	Residents should not have to pay to park outside their own homes. Also makes it difficult for visitors. (1)	It may be necessary to charge for parking permits to contribute towards the cost of administering and enforcing the scheme.
Resident	Parking enforcement is minimal in the area where I live. (3)	Enforcement is carried out by most of the district councils on the County Council's behalf. Residents should contact their district council if drivers are regularly contravening a restriction (except in Gosport, where the police are responsible).
Member	In residential areas it is a given that residents and their visitors will be permitted to park outside of their homes within reason and that where non-residents would otherwise habitually take up their parking spaces, permits should be considered. Unless we do this some areas will have effective parking rights outside their homes and others will not depending on whether the council or railway or event organisers require "protection" of their revenue stream. (1)	The draft residents' parking policy is intended to achieve a balance over the need to help residents who are experiencing continual parking difficulties whilst ensuring such schemes can be self sufficient in terms of balancing their operating costs with the revenue they generate.
Resident	Need restrictions on parents dropping off children at school, causing congestion, inconvenience & a risk to pedestrians. (1)	Parking restrictions can be applied outside of schools.

Q4b Do you agree with the approach to the provision of disabled parking bays?		
8 responses (7 "yes", 1 "unsure")		
Respondent	Comments	Response
District council or National Park Authority	The suggestion of carrying out a review of disabled bays if there are concerns that there are too many in one road and more able residents are having difficult to park would be difficult to achieve in practice. (1)	There is no straight forward approach to dealing with concerns that a road has too many disabled bays. Reviewing existing usage as suggested in the policy may reveal some bays are no longer required, that users no longer meet criteria, or that bays are under-used.

Q4c Do you agree with the approach to the provision of other parking restrictions?		
8 responses (4 "yes", 2 "maybe with amendments", 1 "no", 1 "unsure")		
Respondent	Comments	Response
Unknown	Parking restrictions are a cynical attempt to force motorists to	If streets in the vicinity of car parks were not restricted it would be

	use expensive car parks. (1)	difficult for residents to park and obstructive parking is likely to occur.
Non motorised user organisation	Would welcome the inclusion of enforcement measures to or signage to prevent parking in dedicated cycle lanes. (1)	The document states that parking restrictions can be used to help improve access for cyclists, and this would include their use in cycle lanes.
Unknown	HGVs should be forced to unload before 6am or after 8pm. (1)	The policy would enable loading restrictions to be used where unloading regularly causes delays to traffic.

TM5 Movement restrictions		
Q5a Do you agree with the approach to the provision of bus priority measures?		
9 responses (4 "yes", 1 "maybe with amendments", 3 "no", 1 "unsure")		
Respondent	Comments	Response
Unknown	They cause more traffic snarls and delays. Bus priority measures should only apply during peak periods when buses are busy. (2)	The policy allows flexibility in operating times, but full time operation is preferred as they are well understood by drivers.
Resident	We should encourage more people to travel by bus, but it also needs to be affordable. (1)	The cost of public transport is outside the scope of this document.
Unknown	I cannot see what the policy is. This document should be complete and more succinct. (1)	
Non motorised user organisation	If 2-wheeled power vehicles are to be included in bus priority measures, the impact on cyclists must be considered as an important criterion. (1)	The impact on cyclists would be a major consideration in allowing PTWs to use a particular bus lane.

Q5b Do you agree with the approach to the provision of HGV restrictions?		
8 responses (6 "yes", 1 "maybe with amendments", 1 "unsure")		
Respondent	Comments	Response
Resident	I support the restriction but is it enforceable? (1)	The police are responsible for enforcement. The restriction is most effective when applied to short sections of road rather than on an area basis.

Q5c Do you agree with the approach to the provision of all other movement restrictions?		
9 responses (5 "yes", 2 "maybe with amendments", 2 "unsure")		
Respondent	Comments	Response
Resident	Are they enforceable? (1)	The police are responsible for their enforcement.
Resident	There is nothing wrong with the approach but the decisions made are very open to question in many instances. (1)	
Non motorised user organisation	When considering the introduction of one-way traffic, consider a cycle contraflow. Where access is to be restricted, there should be a general presumption in favour of excluding cyclists from that restriction. (1)	The need to consider cyclists and provide exemptions is stated in the document, but this can be clarified in certain areas.

TM6 Road classifications		
Q6 Do you agree with the approach to road classifications?		
9 responses (1 "yes", 6 "maybe with amendments", 1 "no", 1 "unsure")		
Respondent	Comments	Response
Resident	Classifications have to be realistic and made in accordance with the number of vehicles using each road, particularly during peak times. (1)	The proposed policy on assessing classification enables these factors to be taken into account.
Unknown	All main through roads connecting significant towns should be classified as 'A' roads and have restricted parking and, where possible, national speed limits, to enable free flow of traffic. (1)	Such routes are generally classified as 'A' roads in Hampshire. It would not be practical to impose restrictions on parking and have higher speed limits on all 'A' roads because many pass through populated areas.
Resident	No – the policy is inconsistent. (1)	No details were provided to explain this comment.
Non motorised user organisation	'C' roads should be prioritised to encourage use by non-motorised users. These minor rural roads are natural cycle and bridleways. With the emphasis on sustainable transport the dominance of motor vehicles must come to an end. (1)	The level of traffic and speeds vary considerably across 'C' roads, therefore it would not be appropriate to take a blanket approach of promoting such roads as suitable for non-motorised users. The document could be amended to highlight that non-motorised users should be considered when assessing classification.
Non motorised user organisation	The policy should recognise the importance of the unclassified road network for cyclists. Cyclists are much more likely to use these roads than 'A' or 'B' Class. (1)	A future revision to the policy document should include a new section on facilities for cyclists.
Other	Where a road is declassified following provision of, e.g., a bypass or relief road, measures should be taken to restrict road space to reflect the new reduced use. (1)	This usually happens in practice but the policy could be clarified so that this is taken into account.

TM7 Pedestrian and cycle crossings		
Q7 Do you agree with the approach to the provision of crossing facilities?		
9 responses (3 "yes", 3 "maybe with amendments", 3 "no")		
Respondent	Comments	Response
Unknown	There are not enough proper pedestrian crossings and there seem to be no Zebra crossings being installed. These are by far the best type of crossing as they allow pedestrians to cross almost straight away and do not hold up traffic. (1)	The proposed policy will mean more locations should meet the criteria for zebra crossings than has previously been the case.
Non motorised user organisation	Number crunching does not sit happily with promoting safety, accessibility and convenience. More weight should be given to the vulnerability of the non motorised users. (1)	The numerical criteria are only a starting point, and other factors are also considered. The proposed policy gives more weight to vulnerable pedestrians compared to the previous policy.
District council or National Park Authority	Special regard must be given where pedestrian crossings are provided on high speed roads. (1)	The speed of traffic is taken into account when designing new crossing facilities.
Unknown	Traffic islands are no substitute for proper Zebra crossings. There seems to be a misguided view that these, along with	In locations where the number of pedestrians crossing the road is lower, or there are more gaps in traffic, it can be more cost effective

	lower speed limits, help pedestrians cross the road. (1)	to provide traffic islands.
Non motorised user organisation	Some main roads cause community severance. If we wish to encourage healthy, active lifestyles then more must be done to make non motorised users feel safe to cross busy roads. (1)	Crossings will be provided if there is an identified need, if the geometry of the road means it is feasible, and if there is funding available.
Non motorised user organisation	Policy on pedestrian refuges should take account of the impact on cyclists on reducing the carriageway width so that cyclists are not "pinched". The document makes no reference to other cycle facilities such as cycle ways, advanced stop lines, etc. When determining the need for specific crossing facilities and general cycle provision, HCC's policy to encourage this form of transport should be reflected and assessment of usage should also include an element of predicted demand. (1)	The document should be amended to note the comment about refuge islands. The ability to predict demand when assessing the need for crossings is limited, but this will be undertaken where possible such as crossings proposed at new developments. A future review of the document is likely to result in an additional section on cycle facilities.
Other	Where appropriate in towns or villages, consideration should be given to pedestrian priority areas, rather than crossings. This also has the effect of keeping traffic speed down. (1)	This may be appropriate in very low speed areas, but in general is unlikely to be a suitable approach to requests for crossing facilities at specific locations.
HCC team	As Pegasus crossings are designed for horse riders as well, should this be reflected in the text? (1)	The main text makes reference to horse riders.
HCC team	The value PV^2 is defined as P=pedestrians, V=vehicles. Should P include cyclists and horse riders, and if it already does should this be explicit? (1)	The text will be clarified to state that "P" includes cyclists and horse riders.

TM8 Traffic calming		
Q8 Do you agree with the approach to the provision of traffic calming measures?		
19 responses (2 "yes", 8 "maybe with amendments", 9 "no")		
Respondent	Comments	Response
Resident	This needs to be done in consultation with local residents who know a particular road or area. (1)	Residents would be consulted directly if a traffic calming measure is proposed outside of their property. Parish and town councils should be consulted too.
Unknown & resident	Traffic calming is an outdated 1980s idea. It encourages speeding up and slowing down and takes the driver's attention away from general observation. It forces drivers onto other routes and creates a hazard. (3)	Traffic calming continues to be a useful tool for slowing traffic in the right circumstances. HCC receives many requests from residents for such measures to be provided.
Non motorised user organisation, unknown & resident	Some calming measures put cyclists and powered two wheelers at risk, such as pinch points. Gaps should be provided for cyclists. Where gaps are provided for cyclists they often have neglected surfaces or are full of debris. (3)	Cyclists should be considered in the design of schemes and gaps provided wherever possible. The document could be more explicit on this point. Reports of debris or damage to surfaces in gaps can be reported to the County Council on its web site: http://www3.hants.gov.uk/index/transport/roadproblems.htm
Resident	Humps are a hazard to all road users and an obstruction to emergency vehicles. They damage vehicles. Local authorities should be encouraging the free flow of traffic. (2)	The document could be amended to state that humps should only be used if other measures have been assessed to be inappropriate.

Resident	They are applied inconsistently. (1)	The introduction of the proposed policy should provide consistency.
District council or National Park Authority	Visible warnings of traffic calming measures must be displayed to avoid accidents. (1)	All traffic calming measures are assessed to ensure they are visible to all road users, and signs provided where necessary.
Non motorised user organisation	Full width speed humps should be avoided.(1)	The proposed document identifies round top humps, the most severe vertical measure, as being the least favoured traffic calming technique for use in Hampshire. Full width flat top humps may still be used because they are effective at reducing speed, but the gradient can be altered so they do not cause issues for cyclists.
Other	Care should be taken that traffic calming does not have a detrimental effect on the amenity of an area by encouraging excessive braking and acceleration. (1)	Inappropriate traffic speed can also have a negative effect on the amenity of an area. The benefits and disadvantages of traffic calming should be made apparent during consultation.
Unknown	Police enforcement of all types of bad and dangerous driving is required instead of speed cameras and traffic calming. (1)	Traffic calming may be required to help lower speeds where there would otherwise be a heavy reliance on enforcement.
Unknown	The need for traffic calming and other measures only appears to take injury accidents into account, but not other accidents. (2)	Injury accident data is used because damage only accidents are not routinely recorded by the police. This means injury accident data is more reliable. Priority is also given to treating locations where injury accidents have occurred.

Q9 Any other comments		
Respondent	Comments	Response
Resident	With the increasing impatience of drivers "Red light running" is becoming an increasingly serious hazard at signalised junctions. (1)	This is a police enforcement matter.
Resident	Enforce what is in place and then add further restrictions once it has proved workable. (1)	Many restrictions can be a deterrent in themselves, but enforcement is still required in many instances.
Unknown	Traffic should be discouraged from country lanes by reducing speed limits and maybe splitting some into two to prevent them being through roads. (1)	There are a variety of measures that can be applied to country lanes, but what can be done depends on the location and use of the road.
Unknown	Please better maintain cycleways and provided more surfaced tracks for cyclists. (1)	The cycle network is continually being expanded and improved throughout Hampshire.
Non motorised user organisation	The policy of responding after an accident is somewhat negative. Local requests for intervention should not be set against data, rather respect for their common sense may prevent action having to be taken after an event. (1)	Locations where there has been a pattern of accidents occurring are treated as a priority, but action can still be taken if there are significant community concerns about a traffic problem and there is an affordable and appropriate solution.
Member	Budgets are too low and Traffic Management is understaffed. (1)	Schemes are prioritised by Members locally each year.
Non motorised user organisation	The document does not integrate cycle policy into the general highway management policy. If cycling is to be encouraged greater integration is required. (1)	Additional reference to the needs of cyclists and other non motorised users could be added to the document.

Other	Protection and enhancement of quality of place should not be an aside but central to the policy. There should be clearer application of the principles in Manual for Streets 2 within the broader policies. (1)	The proposed policy makes reference to the need to consider the impact of traffic management schemes on the street scene and landscape.
District council or National Park Authority	Reference to the National Park Act 1947 should be made. Any public organisation working in a National Park has a responsibility to have regard to the purposes of the National Park. (1)	This should be added to the document.
District council or National Park Authority	The document ought to show a clear understanding that highways in the National Parks have additional requirements. (2)	The need to have regard for the National Parks, their policies and strategies, should be included in the document.
District council or National Park Authority	Is the document is welcomed but is it policy, guidance or both? (1)	The document does state where there are absolute requirements and where there is room for flexibility.
Resident	You should not use these policies to indulge in social engineering - we all pay for the roads, we all can use them and there is scant mention of horse riders, or motorcyclists. On the ground implementation of new schemes is often poor strategically and in detail. (1)	HCC's higher level policy in respect of its approach to highways and transportation is detailed in it Local Transport Plan: http://www3.hants.gov.uk/transport/local-transport-plan.htm The document makes reference to horse riders and motorcyclists where it is relevant to do so.
Resident	You need an audit function to test whether these policies work. Tax payers need to know that maintenance is prioritised until you've got our roads in a usable condition. (1)	The success of traffic management measures is assessed whenever possible, although this is not carried out routinely due to resources being prioritised for other work.

Organisations that responded to the consultation

The British Horse Society

Campaign to Protect Rural England (Hampshire)

*Eastleigh Borough Council

Ellingham, Harbridge & Ibsley Parish Council

HCC Countryside Access Team

HCC Economic Development Team

Hythe Parish Council

New Forest National Park Authority

South Downs National Park Authority

Winchester CTC

* Note – several of the nine district councils that have Traffic Management Agency Agreements with HCC responded to an earlier internal consultation on the draft policy document.