

I represent residents who feel the current levels of traffic on B3335 has a huge negative impact on their daily lives, restricts their movement around the streets that they live, threatens their wellbeing from road danger, mental health effects and air quality health implications. Also the Winchester Cycle Bus Network, which regularly uses the B3335 route and J11 to take school children into Winchester secondary schools. This is already a route that is extremely challenging as a cyclist and therefore requires the physical protection of a large group for children to be able to use the route.

Notes on Annex C:

A day focussing on carbon is absolutely essential. Not simply the carbon during construction and of waste material but also carbon associated with the induced demand of operation.

Air Quality:

Effects on air quality during construction and operational phase, also impacts of the same on the wider road network and district to include B3335. There are anticipated new targets being set for NO<sub>2</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> and will these be the standard the proposed development will be held to? Impact of reduced speed limits on M3 and on B3335 and other roads on emissions and pollution as a partial mitigating measure.

Alternatives:

Mentions only alternative routes, not alternatives such as freight by electrified rail

Consideration of opportunity for modal shift- these alternatives must be pursued in the inquiry such as every stop passenger trains to provide alternative for short/medium length journeys, improvements to Winchester District bus services, local shift to active travel.

Cumulative impacts:

Environmental, human health and mental distress impacts as well as prohibitive effects on cycling and walking in Twyford and CC- WCC and HCC and the government must meet their targets of modal shift and the induced traffic associated with the proposed development will be prohibitive to this.

Consideration of impact on use of cycling and walking routes around J11. During construction and diversion phase, there will need to be consideration of the extremely unsafe crossing near Hockley Golf Course across the B3335 where there is no safe phasing of lights for crossing the road and no visibility of the lights for those attempting to cross. Also no clear and safe way for cyclists to cross Hockley link to the riverside route to Winchester. Already dangerous. With heavily increased volume of traffic this will require proper light-controlled crossings to be provided here along with lane protection for cyclists.

Consideration of impacts of increased volume of traffic leading to congestion backing up to Twyford/beyond and concomitant pollution, noise, effects on health, distress, prohibition of safe active travel. This will also be the case due to induced demand and increased traffic volumes long term. Especially with no smart motorway, there is increased incentive to exit/enter M3 at J11 rather than use M3 south of J11.

Mitigating measures: consideration of standardisation and reduction of speed limits on B3335 road for pedestrian and cyclist safety, and for noise and emission reduction. The most northerly 300m of B3335 at 60mph must be reduced to 40mph. Other speed limits to reduce including section between CC and Twyford allowing safe provision of a separate cycle lane, light controlled

crossings for pedestrians in Twyford and Colden Common. Weight restriction (except for access) for this road where villages already heavily affected by the Twyford Down construction, and the road layout in Twyford in particular is not suitable to the already heavy volume of large vehicles. Please visit to assess during times of peak traffic.

Noise and vibration:

Whether the proposed development would NEGATIVELY contribute to health and quality of life. Also consider impact on wider road network and surrounding communities and dwellings as impacted by the increased traffic.

Policy and need:

Is there any alternative or combination of alternatives that would meet the scheme objectives instead of the proposed development?

Consider whether the design minimises impacts on the whole affected network, not just around the junction.

Population and Health:

It is not clear what is meant by the first bullet point. Please could you clarify and reword this?

Increased traffic volume and the effects on: pollution, noise, health and mental health, road danger, modal shift

Traffic and transport:

Consideration of levels of induced demand/traffic generation- what assumptions have been made in this modelling? The increased numbers are counter to County's aim to reduce motorised traffic as stated in LTP4.

Wear and tear to the County's road network during construction and operational phase and the subsequent increased cost of repair and maintenance