

## Appendix H - Summary of Responses to Councillor Consultation

### CIL 123 Pot Bids

Bid	Comment Received	Officer Response
Havant Shared Pedestrian and Cycle Bridge	<p>I understood from the comments and feeling from other Councillors that the Havant pedestrian and cycle bridge was NOT critical. The scaffolding is not touching the bridge so it's "just in case". Also there is No plans by BR. to electrify the line. The bridge is sound and has a 10 to 15 year life. Why is it Critical. It's not even Essential. Nice to have. A refurb paint job maybe but Not essential or critical.</p>	<p>At a strategic level the delivery of the bridge can be considered 'Critical' to the delivery of sites in the existing and emerging Local Plan.</p> <p>Rail clearances are determined by Network Rail's technical standards and allow for the future conversion of the third rail system to overhead line – a programme starting with a pilot in 2020 (CP6). Network Rail will not permit any bridging structure which does not meet their technical requirement.</p>
Bushy Lease Strategic Sustainable Access Route	<p>I am, and always have been, implacably opposed to the Bushy Lease Cycle Scheme.</p> <p>This will devalue Bushy lease as a community facility for walking and is completely unnecessary as the access to the commercial site is about 100 yards away (the other side of Parchment Place development) via a road that is closed to traffic (except the odd bus).</p> <p>We are blinded by anything that purports to support sustainable access to new business sites and need to look further into what we actually want to achieve and how best to do it. In this case bikes can use the access off Woolston Road and leave the lovely Bushy Lease site well alone for peaceful walking.</p> <p>We must stop 'concreting' over nature unless there</p>	<p>This scheme is an opportunity to expand the cycle network. In particular it will offer an alternative to the use of the narrowest section of Hulbert Road north of the Asda Roundabout by pedestrians and cyclists, which is reported as a perceived blocker to more cycle use.</p> <p>The route would open up the area to all users including mobility impaired for who many parts are at present no-go areas due to narrow, rough and overgrown paths which themselves would be improved as part of this project. Bushy Lease represents a direct route between Havant and Waterlooville and as such meets the design guidance from Sustrans that routes should be as direct as possible. Although the bid proposes a tarmac surface this is still a matter to be confirmed</p>

	is no alternative.	within the detailed design stage.  Improved access offered by the route would allow the local community to fulfil a number of local aspirations for new leisure and environmental facilities including a community orchard.
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