

European Commission
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TEN-T
B-1059
Brussels

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Dear Sir/Madam

TEN-T Consultation Response

I am grateful for the opportunity to comment on the consultation on the TEN-T Green Paper. Hampshire County Council welcome this Policy review and broadly supports the approach set out and would like to make the following points

The process of identifying where funding should be focused and the processes for securing this funding, should be as simple and straightforward as possible. The process also needs to recognise the full wider benefits of any proposal submitted to TEN-T funding, and how it can support the wider transport network. In particular fuller cost benefit analysis should be carried out, perhaps based on NATA, than is currently to case.

The focus on the TENT-T priority projects, should be expanded, where a sound business case can be demonstrated, to include the wider TEN-T Network. Within the south east of England, this would include the strategic links to the ports in south Hampshire from both London and the midlands.

Overall there needs to be stronger links between both the TEN-T priority projects and regional and local transport priorities. Currently the TEN-T funding is focused on priority projects in isolation without consideration of the role local transport network can play in both linking into the TEN-T Network and also providing added value to projects, which are being delivered.



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The County Council therefore supports the development of a priority network rather than the priority projects which are currently identified. This will help to ensure that the benefit of linking to major facilities, such as ports, are fully



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RESPONSE TO TEN-T

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captured as the TEN-T network is developed. The links between the TEN-T network and major development areas, such as South Hampshire is vital, to help ensure continuing economic prosperity. TEN-T funding can also act as a lever for local and private sector funding for infrastructure, helping to strengthen the links and movement of goods and people in the area.

For the reasons outlined above the County Council supports the dual layered structure, based on a comprehensive network and a core network. This will allow maximum flexibility and ensure that funding is directed towards areas which can offer the greatest value for money.

Yours Sincerely

Kevin Travers
Principal Transport Planner