Connected Southampton – Transport Strategy 2040 – Consultation feedback and response

Contents

Introduction

1. Southampton City Council undertook public consultation on the draft Connected Southampton Transport Strategy 2040 (Southampton's Local Transport Plan). The consultation ran for 12 weeks between 25 July 2018 and 16 October 2018.

2. Southampton City Council have a statutory duty to prepare a Local Transport Plan for the city and to keep it up to date. The Council are proposing a new draft Local Transport Plan called Connected Southampton - Transport Strategy 2040. This draft document sets out a long term vision for how people and goods will move around Southampton over the next twenty years. The strategy sets out how Southampton City Council and partners propose to deliver a variety of transport projects that will contribute towards making Southampton a more successful, healthy, and sustainable city. This will support the plans for the growth and transformation of Southampton and will set out what transport success will look like for all different types of travel in 2040.

3. The proposed draft Connected Southampton Transport Strategy 2040 was discussed at Cabinet on 17 July 2018 and the Cabinet agreed that the proposed new draft should be consulted on with key stakeholders and the public before final decisions are taken.

4. This report summarises the aims, principles, methodology and results of the public consultation. It provides a summary of the consultation responses both for the consideration of decision makers and any interested individuals and stakeholders. It both supplements and contextualises the summary of the consultation included within the Cabinet report.

Aims

5. The aim of this consultation was to:
    a. Communicate clearly to residents and stakeholders the proposed draft Connected Southampton Transport Strategy 2040.
    b. Ensure any resident, business or stakeholder who wishes to comment on the proposals has the opportunity to do so, enabling them to raise any impacts the proposals may have.
    c. Allow participants to propose alternative suggestions for consideration which they feel could achieve the objective in a different way.
    d. Provide feedback on the results of the consultation to elected Members to enable them to make informed decisions about how to best progress.
    e. Ensure that the results are analysed in a meaningful, timely fashion, so that feedback is taken into account when decisions are made.

6. The consultation was not a vote, it enabled participants to read about the preferred option, answer questions and make comments that will enable a final decision to be made. Decision makers need to consider the representations made during the consultation period but a majority view will not necessarily dictate the final decision. It is also important to note that the consultation is just one element that will feed into the final position.

Consultation principles

7. The council takes its duty to consult with residents and stakeholders on changes to services very seriously. The council's consultation principles ensure all consultation is:
    a. Inclusive: so that everyone in the city has the opportunity to express their views.
    b. Informative: so that people have adequate information about the proposals, what different options mean, and a balanced and fair explanation of the potential impact, particularly the equality and safety impact.

c. Understandable: by ensuring that the language used to communicate is simple and clear and that efforts are made to reach all stakeholders, for example people who are non-English speakers or disabled people.

d. Appropriate: by targeting people who are more likely to be affected and using a more tailored approach to get their feedback, complemented by a general approach to all residents, staff, businesses and partners.

e. Meaningful: by ensuring decision makers have the full consultation feedback information so that they can make informed decisions.

f. Reported: by letting consultees know what was done with their feedback.

8. Southampton City Council is committed to consultations of the highest standard, which are meaningful and comply with the following legal standards:

a. Consultation must take place when the proposal is still at a formative stage

b. Sufficient reasons must be put forward for the proposal to allow for intelligent consideration and response

c. Adequate time must be given for consideration and response

d. The product of consultation must be carefully taken into account.

9. Public sector organisations in Southampton also have a compact (or agreement) with the voluntary sector in which there is a commitment to undertake public consultations for a minimum of 12 weeks wherever possible. This aims to ensure that there is enough time for individuals and voluntary organisations to hear about, consider and respond to consultations. It was felt that a 12 week consultation period would be the best approach.

Consultation methodology

10. Deciding on the best process for gathering feedback from stakeholders when conducting a consultation requires an understanding of the audience and the focus of the consultation. It is also important to have more than one way for stakeholders to feedback on the consultation, to enable engagement with the widest range of the population. Previous best practice was also considered in the process of developing the consultation methodology.

11. The agreed approach for this consultation was to use a combination of online and paper questionnaires as the main basis, supported by a range of meetings and public drop-in sessions. Feedback was also received through emails and letters.

12. It was felt that it was important to provide face to face contact with consultees to provide clarity and answer any questions. The public drop-in or stakeholder sessions were designed to both increase awareness of the consultation but also to answer questions. Those who attended were also encouraged to complete a questionnaire to capture their feedback.

13. This approach of open consultation, supported by a wide range of communications ensured that as many people as possible were aware of the issues and could have their say if they chose to.

Questionnaire

14. The main vehicle for gathering feedback through the consultation was a combination of online and paper questionnaires. Questionnaires enable an appropriate amount of explanatory and supporting information to be included in a structured questionnaire, helping to ensure respondents were aware of the background and detail of the proposals. It was deemed the most suitable methodology for consulting on this issue.

Meetings and public drop-ins

15. To support the questionnaires, a range of engagement events were run across the city from the 4 September to 29 September. In total there were seven separate engagement events (4 public drop-in events, a staffed exhibition at the sustainable city expo conference, and 2 briefings to businesses and other groups). The aim of these were to give people the opportunity to find out more about the local transport plan, have questions answered and thoughts discussed with officers and complete the consultation questionnaire. In total around 70 people engaged with this programme of events.

Additional feedback channels

16. Any emails addressed to senior officers or Cabinet members were collated and analysed as a part of the overall consultation.

17. Respondents to the consultation could also write letters to provide feedback on the proposals.

Promotion and communication

18. Throughout the consultation, every effort was made to ensure that as many people as possible were aware of the proposed Connected Southampton – Transport Strategy 2040 and had every opportunity to have their say.

19. Particular effort was made to communicate the proposals in a clear and easy to understand way. This was achieved by including key information within the questionnaire and signposting to supporting information. This included the following which were hosted on a focused area of the council website:
    a. Draft of the Connected Southampton – Transport Strategy 2040
    b. Equality and Safety Impact Assessments
    c. Questionnaire

20. The Connected Southampton – Transport Strategy 2040 consultation was included in 15 Southampton City Council Stay Connected e-alerts. These e-alerts resulted in 1757 clicks through to further information and the questionnaire.

21. Twitter, Facebook and LinkedIn was used to promote the consultation. There were 10 posts about the Connected Southampton – Transport Strategy 2040 consultation on Facebook, 14 tweets and 5 LinkedIn posts. These promotions were on the Southampton City Council accounts. My Journey Southampton also promoted the Connected Southampton –Transport Strategy 2040 consultation on Facebook and Twitter. My Journey posted about the consultation 10 times on Facebook and tweeted about it 7 times.

22. The 7 public events that were run as a part of the consultation programme were also used as an opportunity to encourage people to take part.

Summary of Consultation feedback

Overall respondents

23. Overall there were 1413 separate written responses to Connected Southampton – Transport Strategy 2040 consultation.

24. The majority of responses were received through the consultation questionnaire; 1394 in total. Additional written responses were also received through emails and letters. The breakdown of all written responses is shown within table 1 below.

Feedback route	Total number of responses
Questionnaire (Paper and online)	1394
Letters or emails	19
Total	**1413**

Table 1

25. In addition to written responses to the consultation, there were a number of public engagements and meetings in which verbal feedback was provided.

26. All written and verbal feedback received is summarised within the following section.

Breakdown of questionnaire respondents

27. A number of questions were asked within the questionnaire to find out a bit more about the respondents to help contextualise their response.

28. The first question asked respondents what their interest in the consultation was. Figure 1 shows the breakdown of responses to this question. Please note percentages add up to more than 100% as respondents could select multiple options. A total of 1168 respondents (84%) were interested in the consultation as residents of Southampton. The second highest proportion of respondents were commuters within Southampton; a total of 402 (29%) selected this option. A further 221 described themselves as commuters in to Southampton, 131 said they were a resident of Hampshire, 91 respondents said they were a member of a community group or organisation, 87 were responding as a business or organisation, 23 were political members and a further 52 respondents selected "other".

Interest in the Consultation

Category	Respondents
As a resident of Southampton	1168 respondents, [VALUE]
As a commuter within Southampton	402 respondents, [VALUE]
As a commuter in to Southampton	221 respondents, [VALUE]
As a resident of Hampshire	131 respondents, [VALUE]
As a member of a community group or organisation	91 respondents, [VALUE]
As a business or organisation	87 respondents, [VALUE]
A political member	23 respondents, [VALUE]
Other	52 respondents, [VALUE]

Percentage of respondents   50%   60%   70%   80%   90%

Base respondents: 1393

Figure 1

29. Figure 2 shows the sizes of the business or organisations by the number of employees. A total of 31% of respondents said they worked within a business or organisation with between 10 and 149 employees. Another 20% of respondents said they worked within a business or organisation with between 1 and 9 employees. 17% of respondents worked within a business or organisation with more than 750 employees.

Number of employees

Category	Respondents
750 +	24 respondents, [VALUE]
250 - 749	14 respondents, [VALUE]
150 - 249	9 respondents, [VALUE]
10 - 149	44 respondents, [VALUE]
1 - 9	29 respondents, [VALUE]
Sole trader	22 respondents, [VALUE]

0%   5%   10%   15%   20%   25%   30%   35%

Percentage of respondents

Base respondents: 142
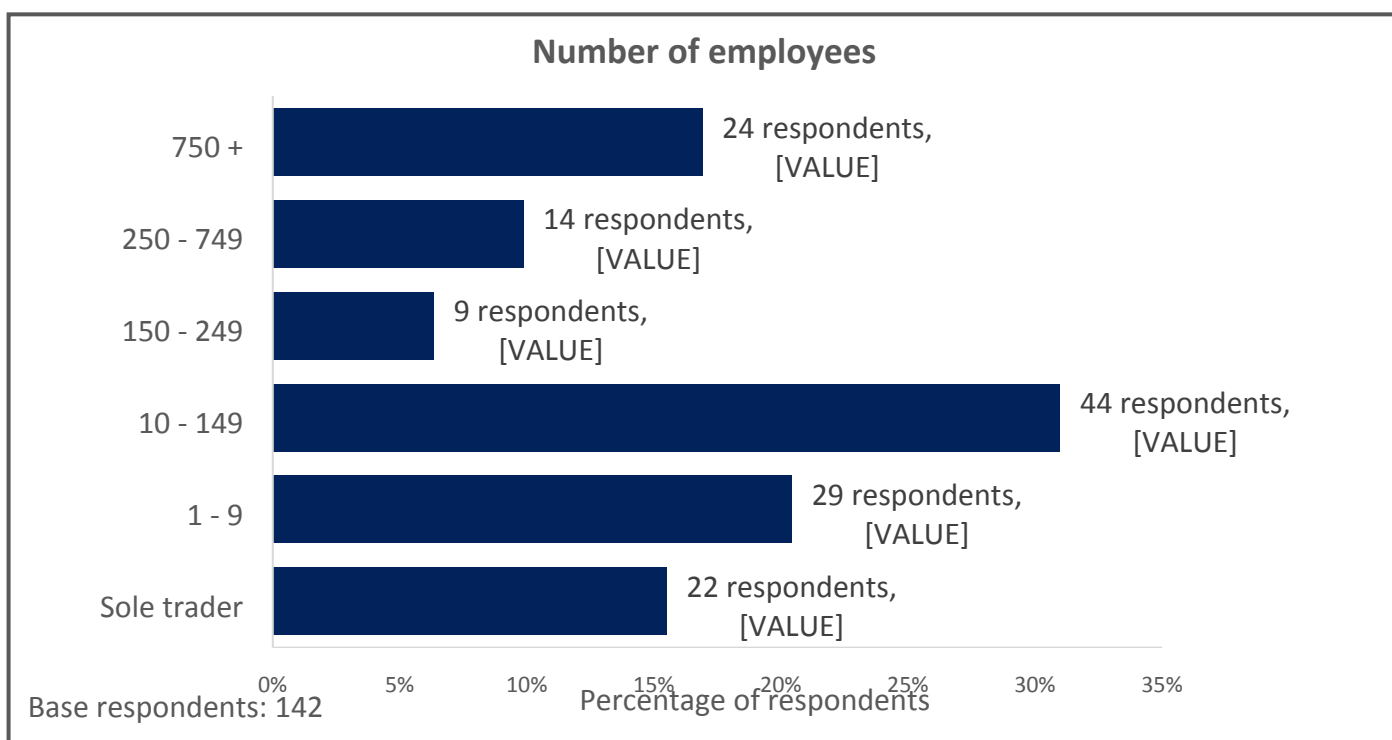
Figure 2

30. Figure 3 shows how respondents to the consultation questionnaire best described their gender. 739 respondents described themselves as Male, 591 respondents described themselves as Female and a further 8 respondents in another way.

Gender

Category	Value
Male	739 respondents, [VALUE]
Female	591 respondents, [VALUE]
In another way	8 respondents, [VALUE]

Percentage of respondents

Base respondents: 1338
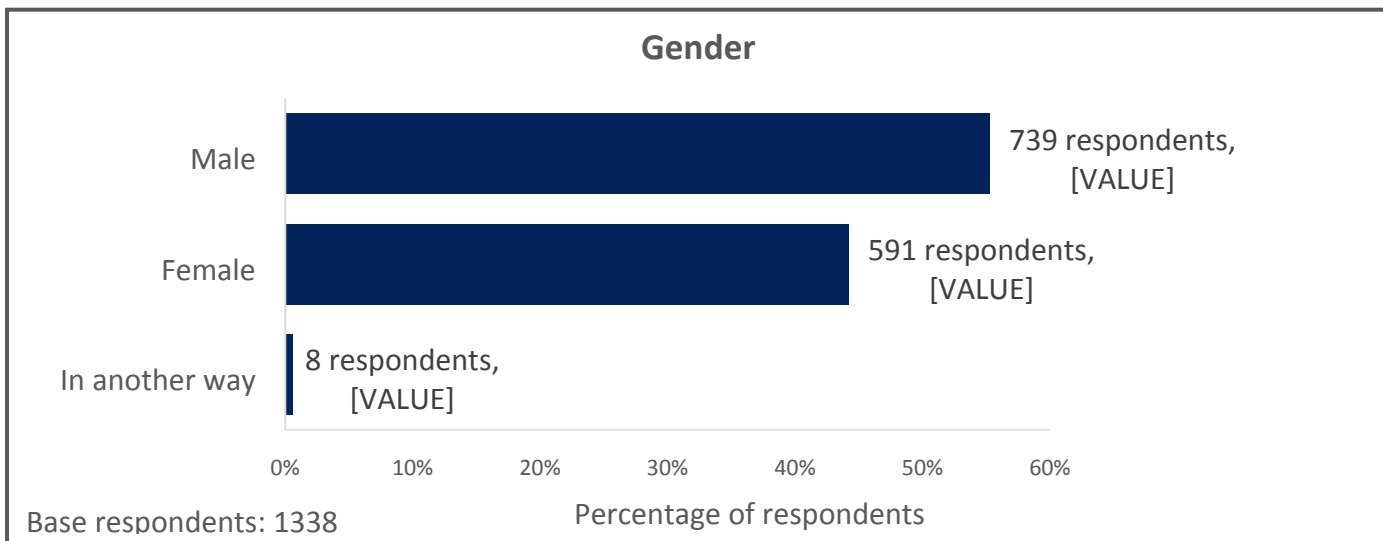
Figure 3

31. Respondents were also asked their age as shown within figure 4. The highest proportion of respondents were between the ages of 25 and 74 which comprised 92% of respondents. Categories with lower numbers of respondents were under the age of 25 and over the age of 75.

Age

Age	Value
85+	7 respondents, [VALUE]
75 - 84	50 respondents, [VALUE]
65 - 74	248 respondents, [VALUE]
55 - 64	287 respondents, [VALUE]
45 - 54	254 respondents, [VALUE]
35 - 44	241 respondents, [VALUE]
25 - 34	194 respondents, [VALUE]
18 - 24	43 respondents, [VALUE]
Under 18	4 respondents, [VALUE]

Percentage of respondents

Base respondents: 1328

Figure 4

32. Respondents were also asked their ethnicity in the about you section of the questionnaire. Figure 5 shows that the highest proportion of respondents (97%) described themselves as White. A further 1% of respondents described themselves as Asian or Asian British; 0.2% Black, African, Caribbean or Black British; 1% mixed or multiple ethnic groups and 0.5% as another ethnic group.

Ethnicity

Ethnicity	
Asian or Asian British	16 respondents, [VALUE]
Black, African, Caribbean or Black British	3 respondents, [VALUE]
Mixed or multiple ethnic groups	13 respondents, [VALUE]
White	1250 respondents, [VALUE]
Any other ethnic group	6 respondents, [VALUE]

Base respondents: 1288

Percentage of respondents

Figure 5

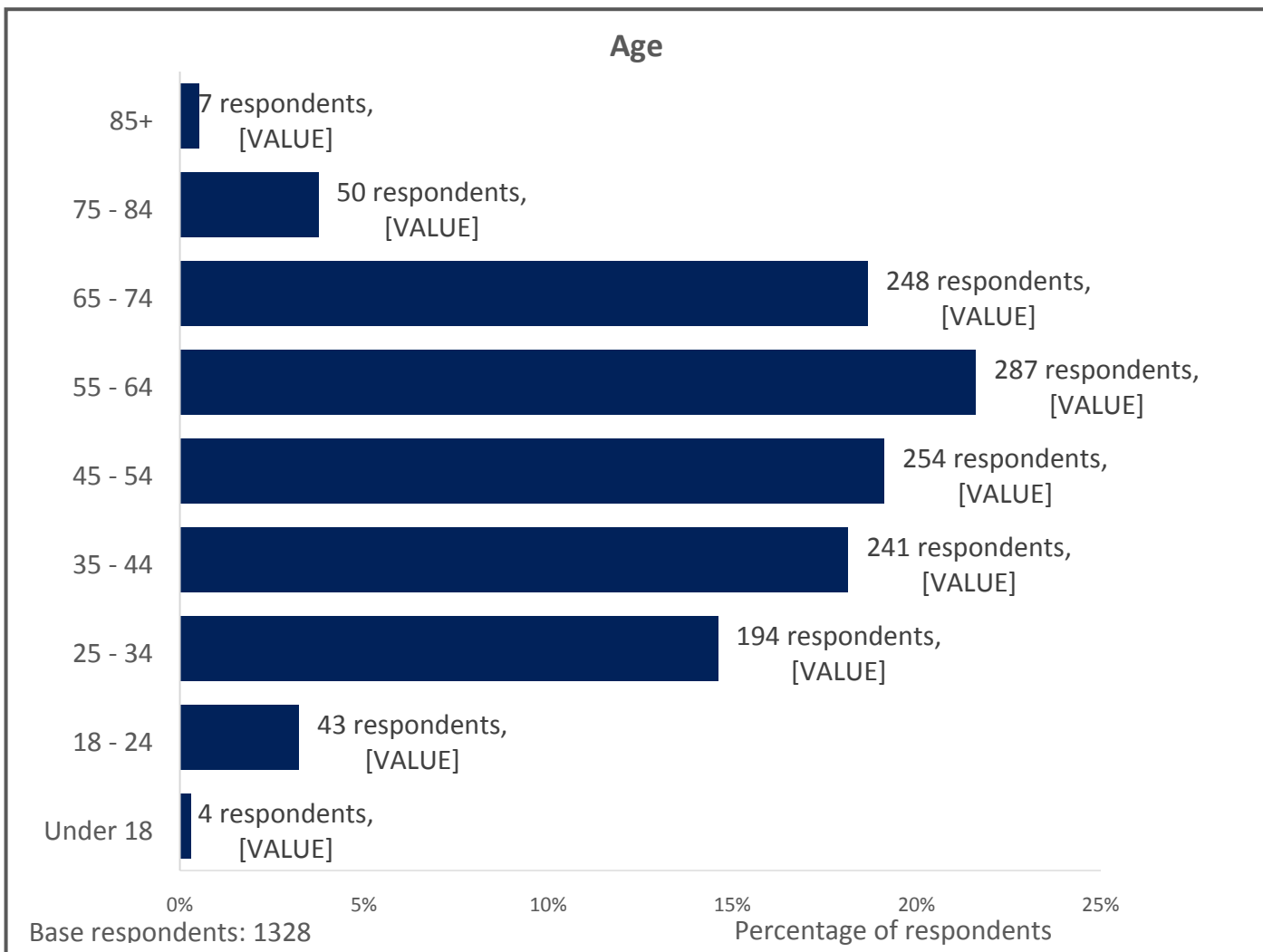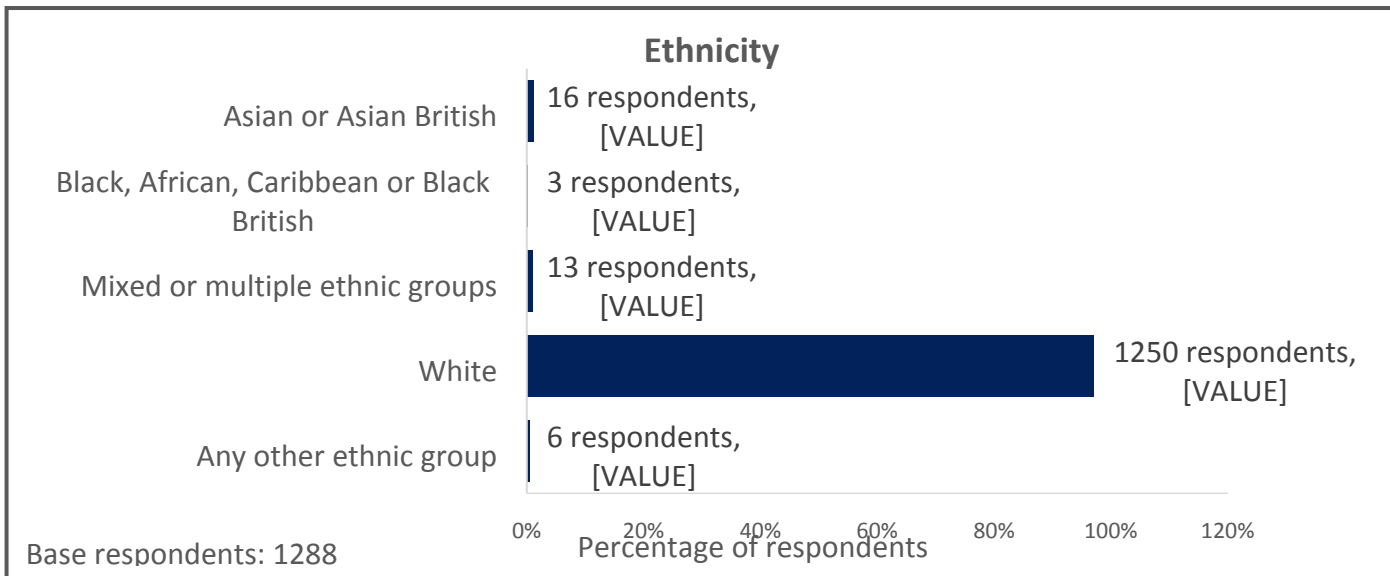33. The final question asking for more information about the respondents themselves asked them which modes of transport they use on a regular basis when travelling into or around Southampton. The results of this questions are shown in Figure 6. Please note percentages add up to more than 100% as respondents could select multiple options. The mode of transport selected by the most number of respondents was travelling by car; this was selected by 1066 (77%) of respondents. The next most common mode of transport was travelling on foot, selected by 900 respondents (65%). A total of 669 (48%) respondents said they regularly travel by bus into or around the city. A further 415 travel by bicycle, 330 by train, 49 by ferry, 32 by motorcycle and a further 19 respondents selected "other".

Which of the following modes of transport do you use on a regular basis when travelling into or around Southampton?

Mode	
Car	1066 respondents, [VALUE]
On foot	900 respondents, [VALUE]
Bus	669 respondents, [VALUE]
Bicycle	415 respondents, [VALUE]
Train	330 respondents, [VALUE]
Ferry	49 respondents, [VALUE]
Motorcycle	32 respondents, [VALUE]
Other	19 respondents, [VALUE]

Base respondents: 1389

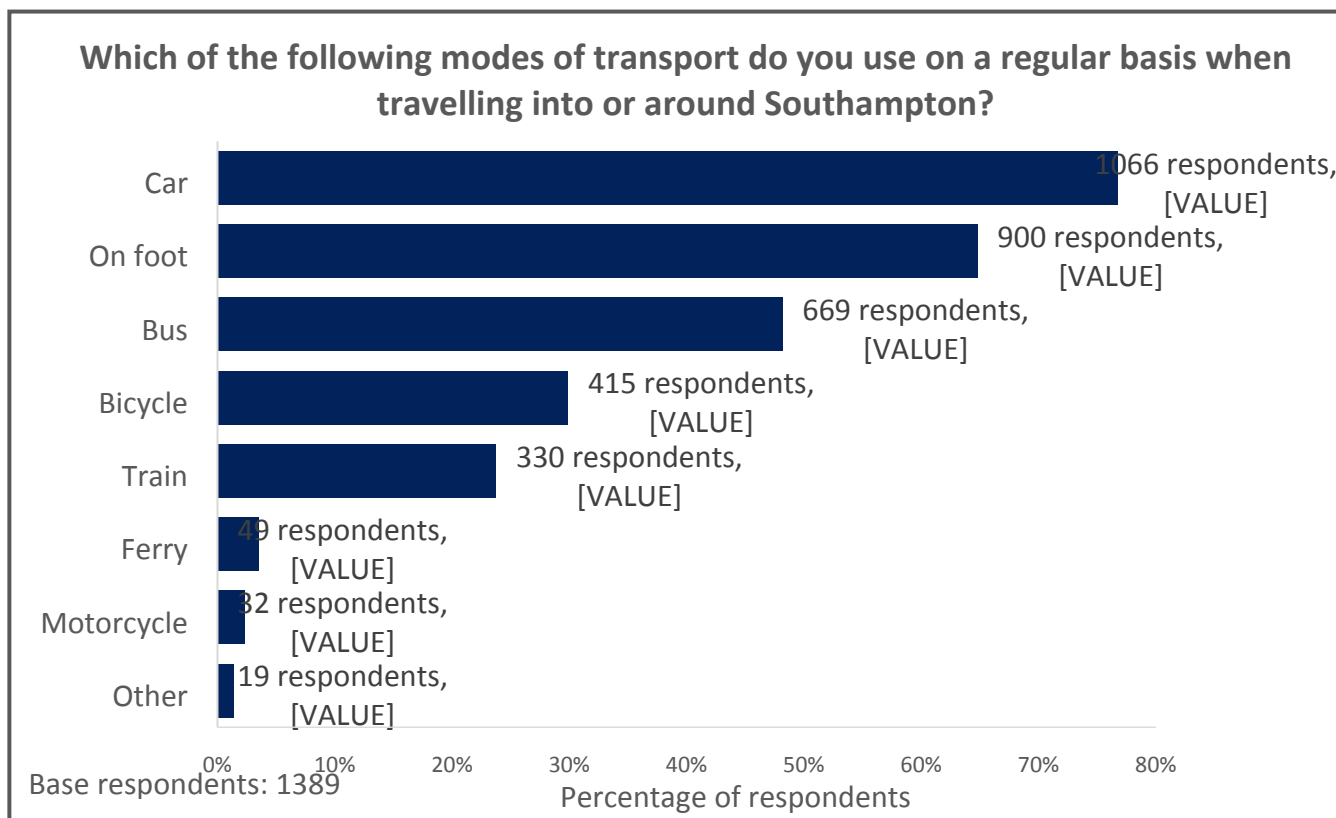Percentage of respondents

Figure 6

Rating current travel and transport provision within Southampton

34. The first part of the questionnaire asked respondents how they would rate the current travel and transport provision within Southampton. This was broken down into 9 categories to be individually rated and are shown in Figure 7. The most highly rated current transport provision is access to rail stations with 47% of respondents rating this as either good (42%) or very good (5%) compared to 21% who rated access to rail stations as either poor (16%) or very poor (5%). The most poorly rated current transport provision was the roads and congestion. More than three quarters (76%) of respondents rated the roads and congestion as either poor (42%) or very poor (33%), whilst 8% rated them as either good (7%) or very good (1%). Other categories where the transport provision was rated by more respondents as good than poor include access to cruise or ferry terminals (41% rated this either very good or good), quality and frequency of buses (38% rated this as either very good or good), walking facilities including road crossings (37% rated this as either very good or good), and information on active ways of travel (25% of respondents rated this as good or very good). In comparison, the cost and availability of parking, cycling facilities and transport in the city for people with physical or mobility impairments were rated by more people as poor than good. (45% of respondents rated the cost and availability of parking as either poor or very poor, 49% rated cycling facilities as poor or very poor, and 27% said the transport in the city for people with physical or mobility impairments was either poor or very poor.)
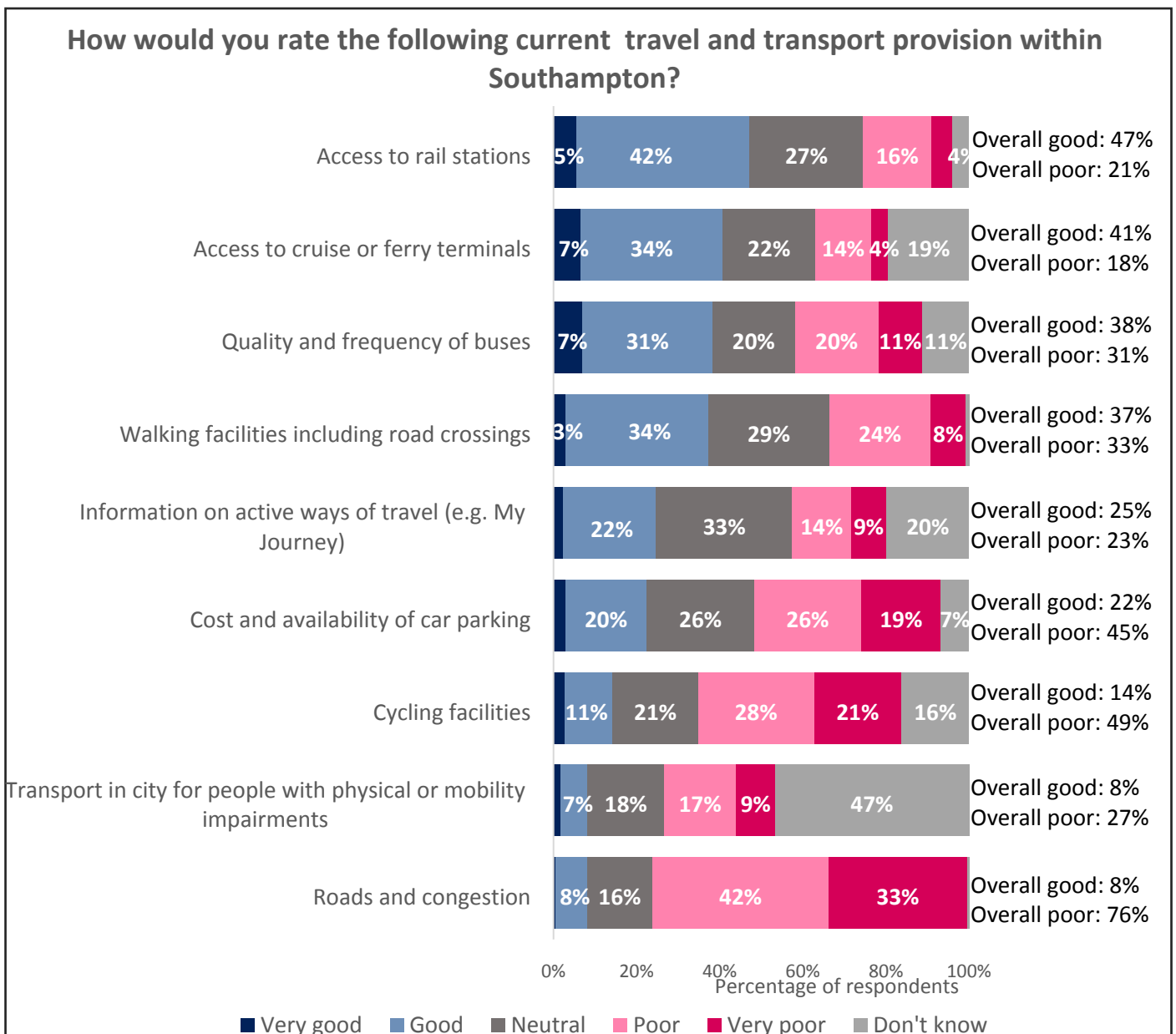

Figure 7

35. The Connected Southampton – Transport Strategy 2040 has a vision for how transport will look in Southampton in 2040. The vision focuses on: *Creating a liveable city where people and goods can move easily, efficiently and safely. Priority will be given over to public transport, active travel, and spaces for people, but there will still be a role for road based transport in supporting the economy of the city in providing connections to our main economic hubs. Technology and innovative practices will be introduced to enable the transport network to operate as efficiently as possible, helping to accommodate new trips generated by growth without increasing traffic.*

36. Respondents were asked to what extent they agreed or disagreed with this vision for transport in Southampton. Figure 8 shows the results of this question.

37. A total of 77% of respondents expressed agreement with the vision for transport in Southampton by 2040. Of this, 29% strongly agreed and 48% agreed with the vision. A further 13% neither agreed nor disagreed with the vision. The remaining 10% of respondents expressed disagreement with the vision; of which 7% disagreed and 3% strongly disagreed.

To what extent do you agree or disagree with the vision for transport in Southampton?

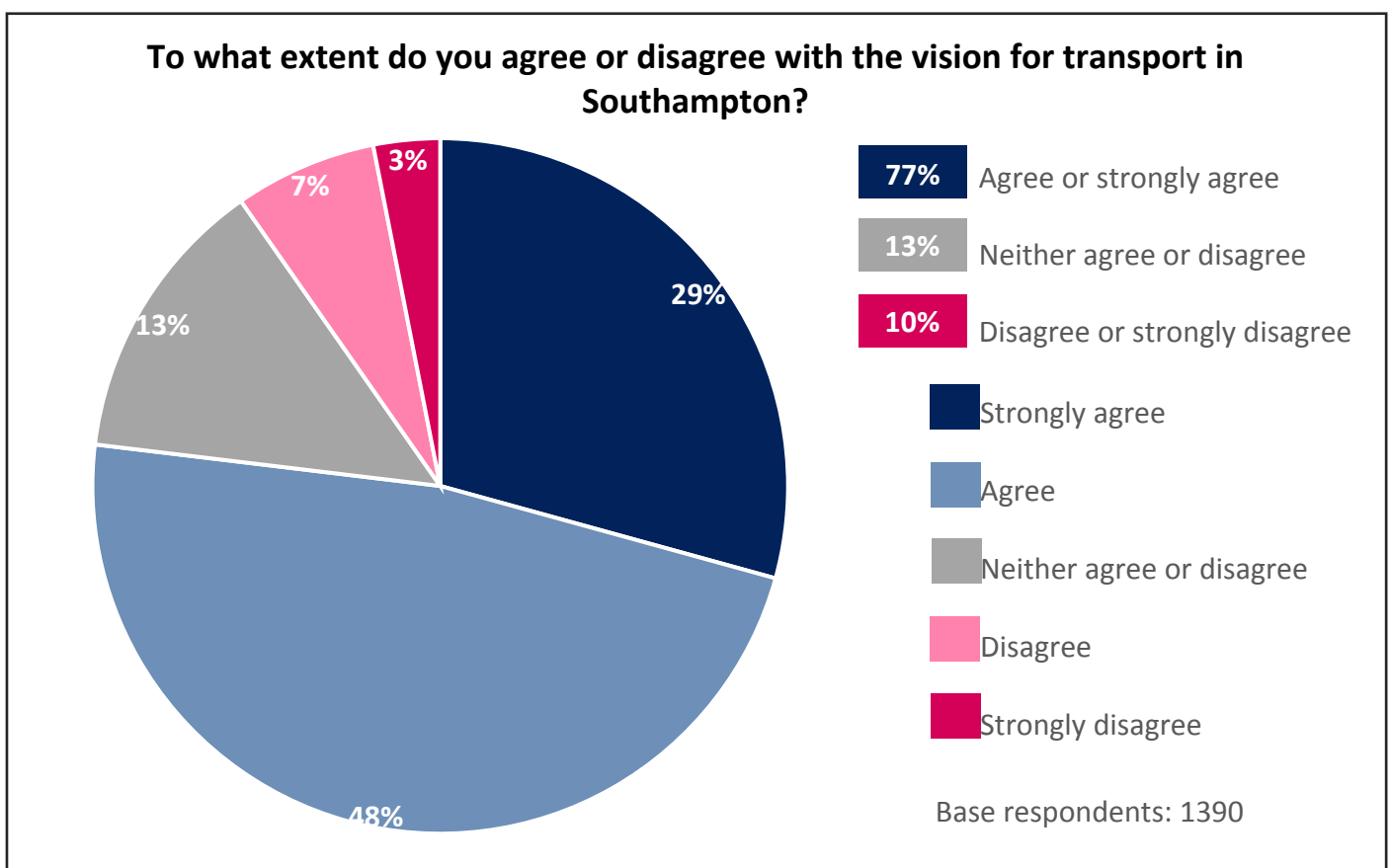|	
77%	Agree or strongly agree
13%	Neither agree or disagree
10%	Disagree or strongly disagree
	Strongly agree
	Agree
	Neither agree or disagree
	Disagree
	Strongly disagree

Base respondents: 1390

Figure 8

38. Figure 9 shows the breakdown of results by different groups of respondents for overall agreement or disagreement with the vision for transport in Southampton. Groups that the question has been broken down by include: interest in the consultation, gender, age and modes of travel.

Vision for transport - Further analysis

Interest in the consultation

	Agree or strongly agree	Neither	Disagree or strongly disagree
As a resident of Southampton	77%	14%	10%
As a resident of Hampshire	78%	12%	10%
As a commuter in to Southampton	75%	11%	14%
As a commuter within Southampton	79%	11%	10%
As a business/organisation or member of a community group/organisation	77%	16%	7%

Gender and age:

	Agree or strongly agree	Neither	Disagree or strongly disagree
Female	80%	14%	6%
Male	77%	12%	11%
Under 35	83%	9%	8%
35 - 44	84%	10%	6%
45 - 54	79%	11%	10%
55 - 64	73%	15%	12%
65+	73%	17%	10%

Modes of travel used regularly

	Agree or strongly agree	Neither	Disagree or strongly disagree
On foot	82%	11%	7%
Bicycle	86%	9%	5%
Car	75%	14%	11%
Bus	82%	11%	7%
Train	88%	8%	4%

- Agree or strongly agree
- Neither
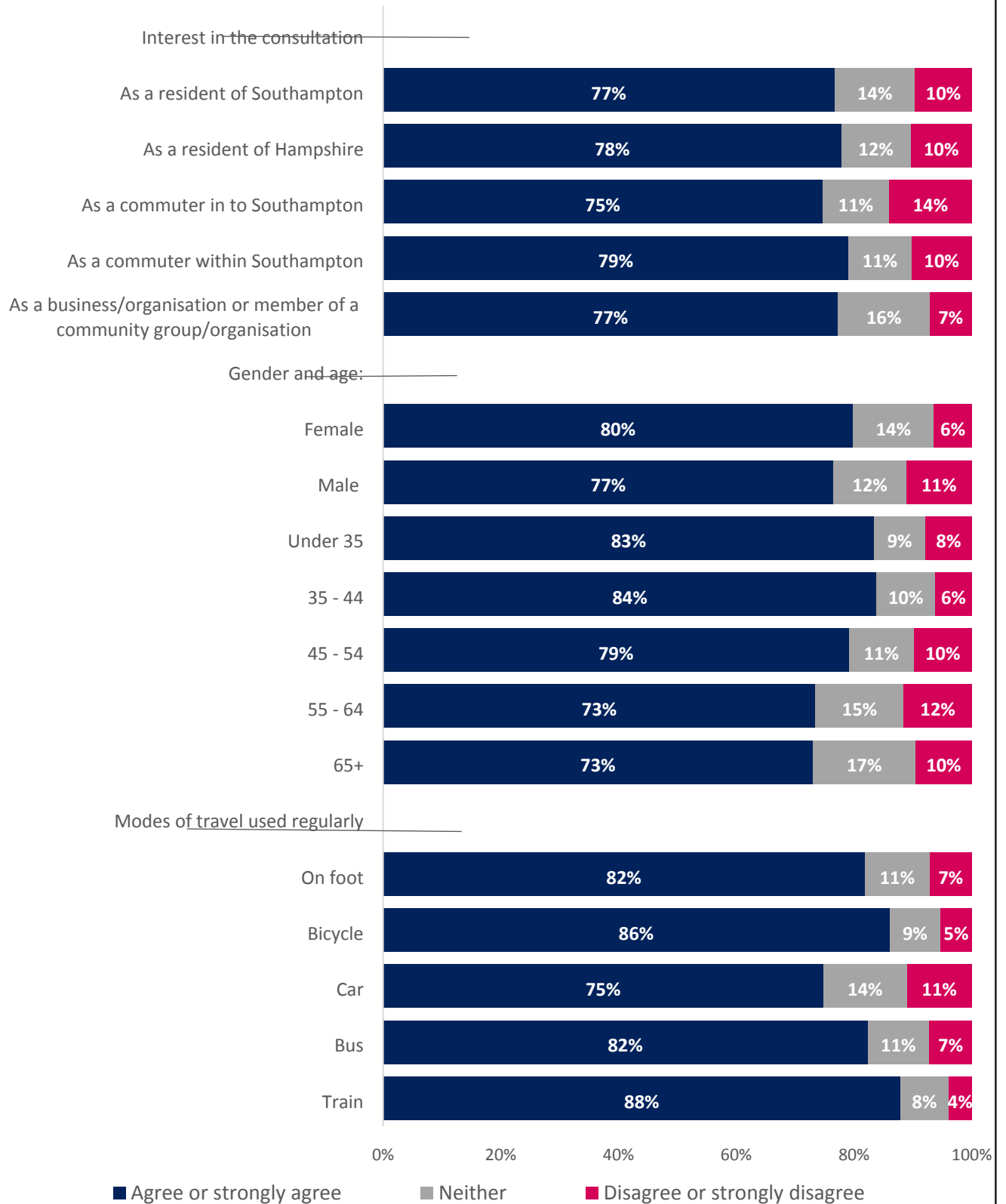- Disagree or strongly disagree

Figure 9

Broad long-term goals

39. There are three broad long-term goals which support the vision for Connected Southampton – Transport Strategy 2040. These are:
    - A Successful Southampton
    - A Transport System for Everyone
    - Changing the way people travel

40. Within each goal there are a further series of themes. Across the 3 goals there are 8 themes. The themes give a description of what the city will aim to be like alongside plans to achieve this. The consultation questionnaire asked respondents what they thought of each broad goal as well each of the 8 themes across the goals. The following sections will now summarise the results of the questions within each broad goal and its associated themes.

A Successful Southampton

41. A Successful Southampton goal aims to support sustainable economic growth in Southampton by planning, investing and maximising the way the transport network operates so it is efficient, innovative, modern, resilient and fit for purpose, serving the places where people want to go, enabling people and goods to get around easily.

42. Respondents were asked to what extent they agreed or disagreed with the goal of 'A Successful Southampton' within the Connected Southampton – Transport Strategy 2040. Figure 10 shows the results of this question.

43. Overall 88% of respondents expressed agreement with the goal of a successful Southampton. Of this, 40% strongly agreed and 48% agreed. A further 8% of respondents neither agreed nor disagreed with the goal. The remaining 4% of respondents expressed disagreement with the successful Southampton goal, of which 2% strongly disagreed and 2% disagreed.
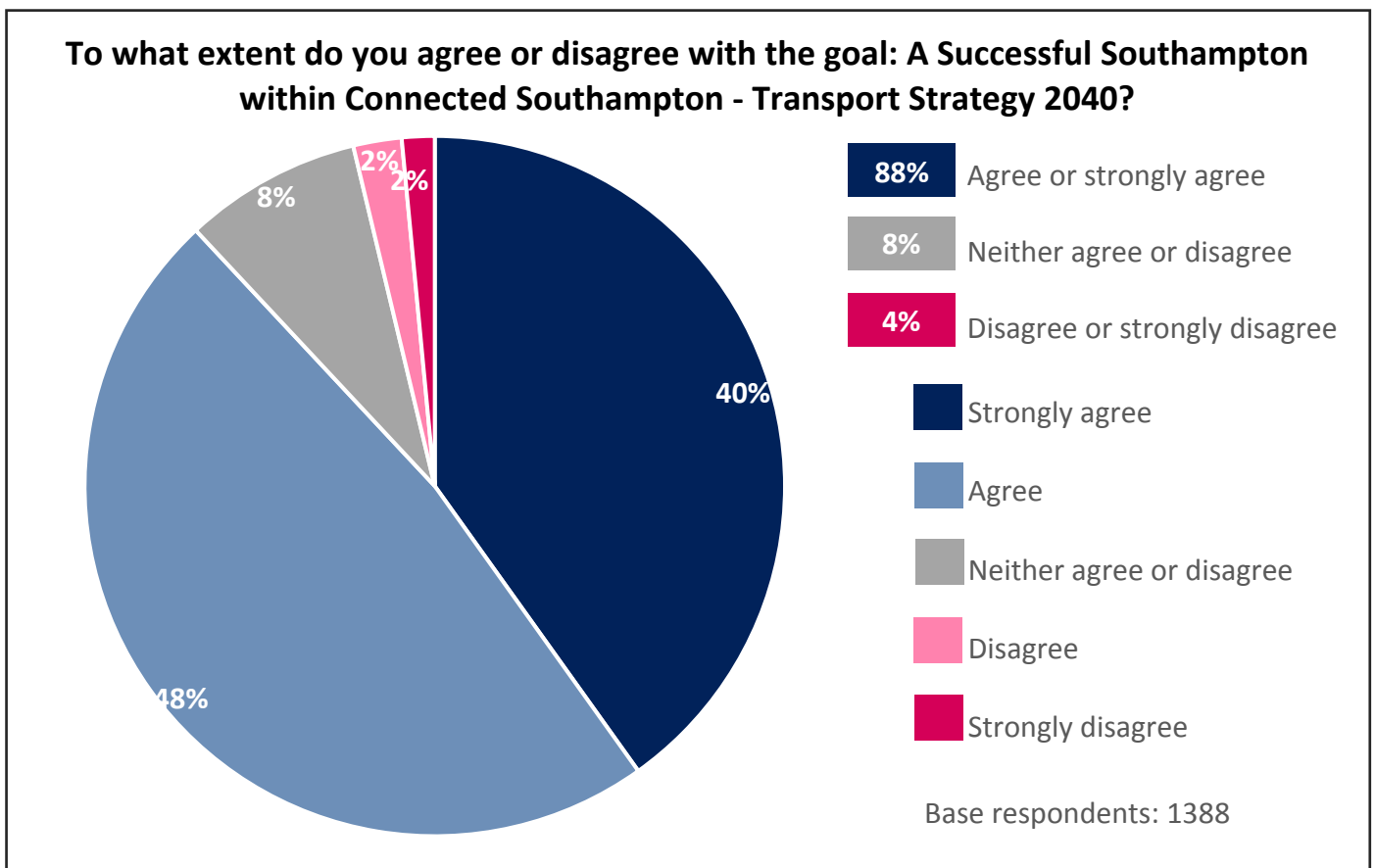

Figure 10

44. Figure 11 shows the breakdown of results by different groups of respondents for overall agreement or disagreement with the goal of a Successful Southampton. Groups that the question has been broken down by include: interest in the consultation, gender, age and modes of travel.
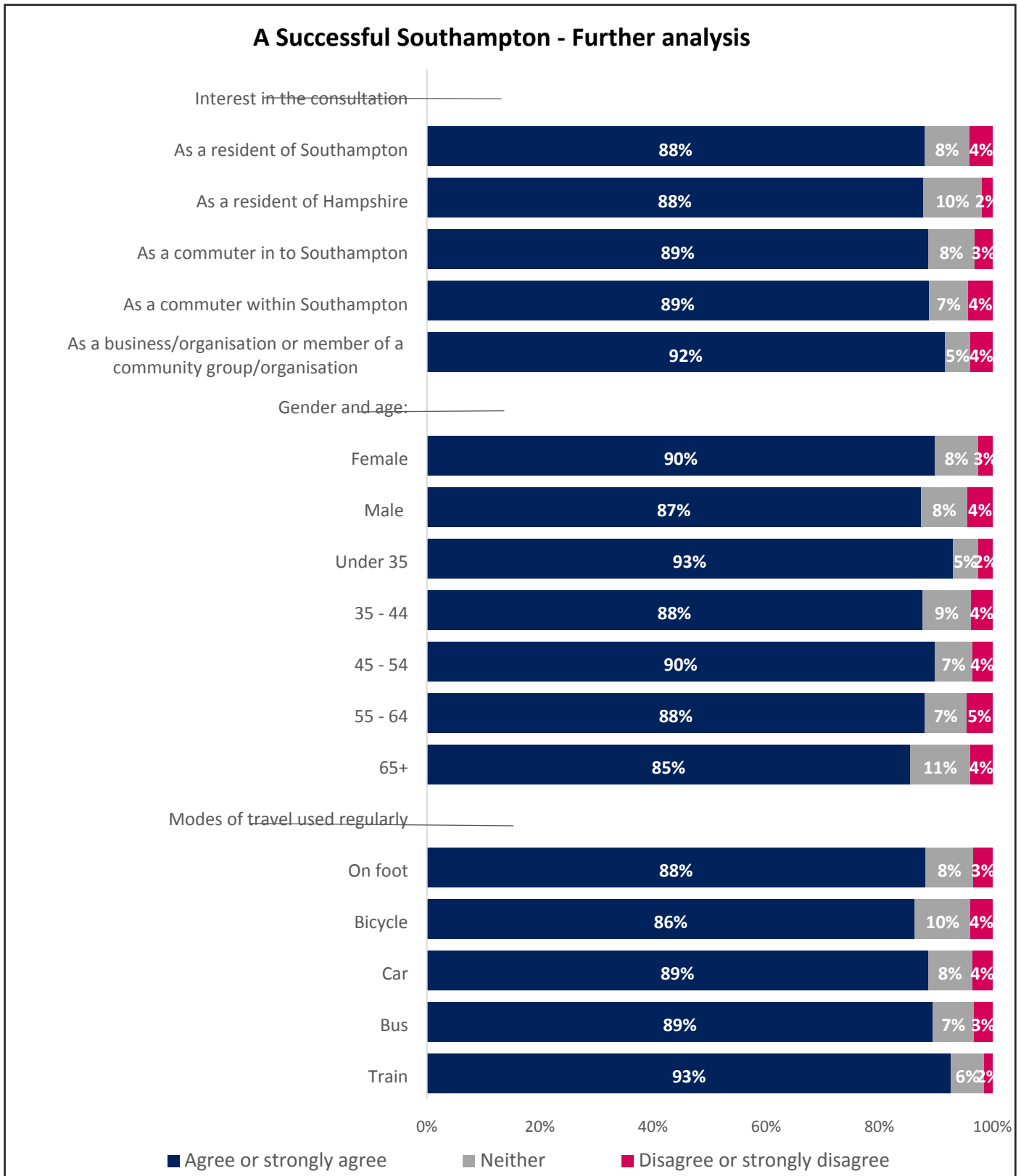
A Successful Southampton - Further analysis

Interest in the consultation

Group	Agree or strongly agree	Neither	Disagree or strongly disagree
As a resident of Southampton	88%	8%	4%
As a resident of Hampshire	88%	10%	2%
As a commuter in to Southampton	89%	8%	3%
As a commuter within Southampton	89%	7%	4%
As a business/organisation or member of a community group/organisation	92%	5%	4%

Gender and age:

Group	Agree or strongly agree	Neither	Disagree or strongly disagree
Female	90%	8%	3%
Male	87%	8%	4%
Under 35	93%	5%	2%
35 - 44	88%	9%	4%
45 - 54	90%	7%	4%
55 - 64	88%	7%	5%
65+	85%	11%	4%

Modes of travel used regularly

Group	Agree or strongly agree	Neither	Disagree or strongly disagree
On foot	88%	8%	3%
Bicycle	86%	10%	4%
Car	89%	8%	4%
Bus	89%	7%	3%
Train	93%	6%	2%

■ Agree or strongly agree ■ Neither ■ Disagree or strongly disagree

Figure 11

45. The theme of a connected city is described as a city where people and places both within and beyond the city are connected together to support sustainable economic growth.

46. The respondents were asked to what extent they agree or disagree with the theme of 'A Connected City' within the Successful Southampton goal. Figure 12 shows the results of this question.

47. A total of 87% of respondents said they agreed with the connected city theme (38% agree, 49% strongly agree). Another 6% neither agreed nor disagreed with the theme whilst the remaining 6% disagreed with the theme. Of this 4% disagreed and 3% strongly disagreed.
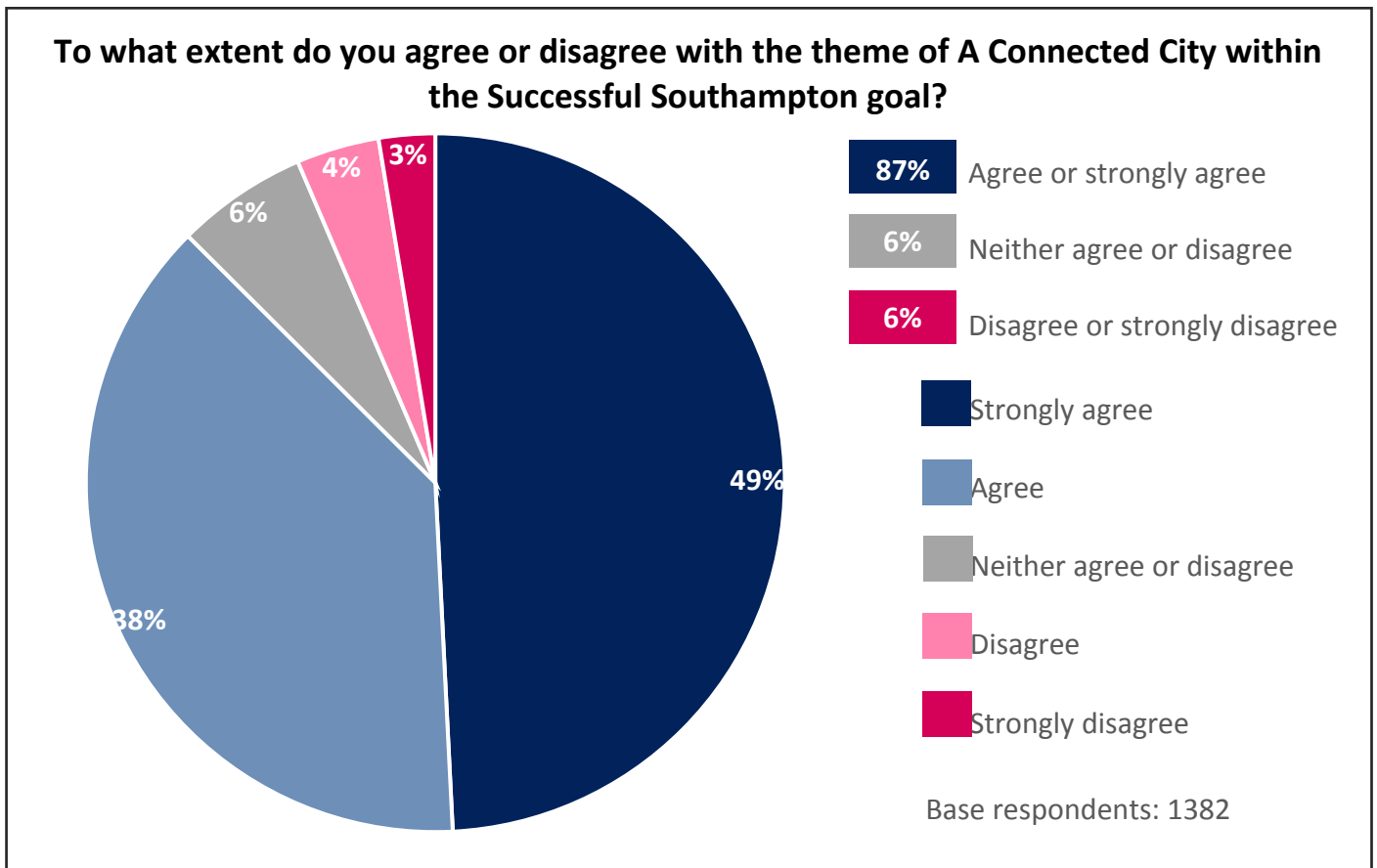
To what extent do you agree or disagree with the theme of A Connected City within the Successful Southampton goal?

87%	Agree or strongly agree
6%	Neither agree or disagree
6%	Disagree or strongly disagree
	Strongly agree
	Agree
	Neither agree or disagree
	Disagree
	Strongly disagree

Base respondents: 1382

Figure 12

48. Figure 13 shows the breakdown of results by different groups of respondents for overall agreement or disagreement with the theme of a Connected City. Groups that the question has been broken down by include: interest in the consultation, gender, age and modes of travel.
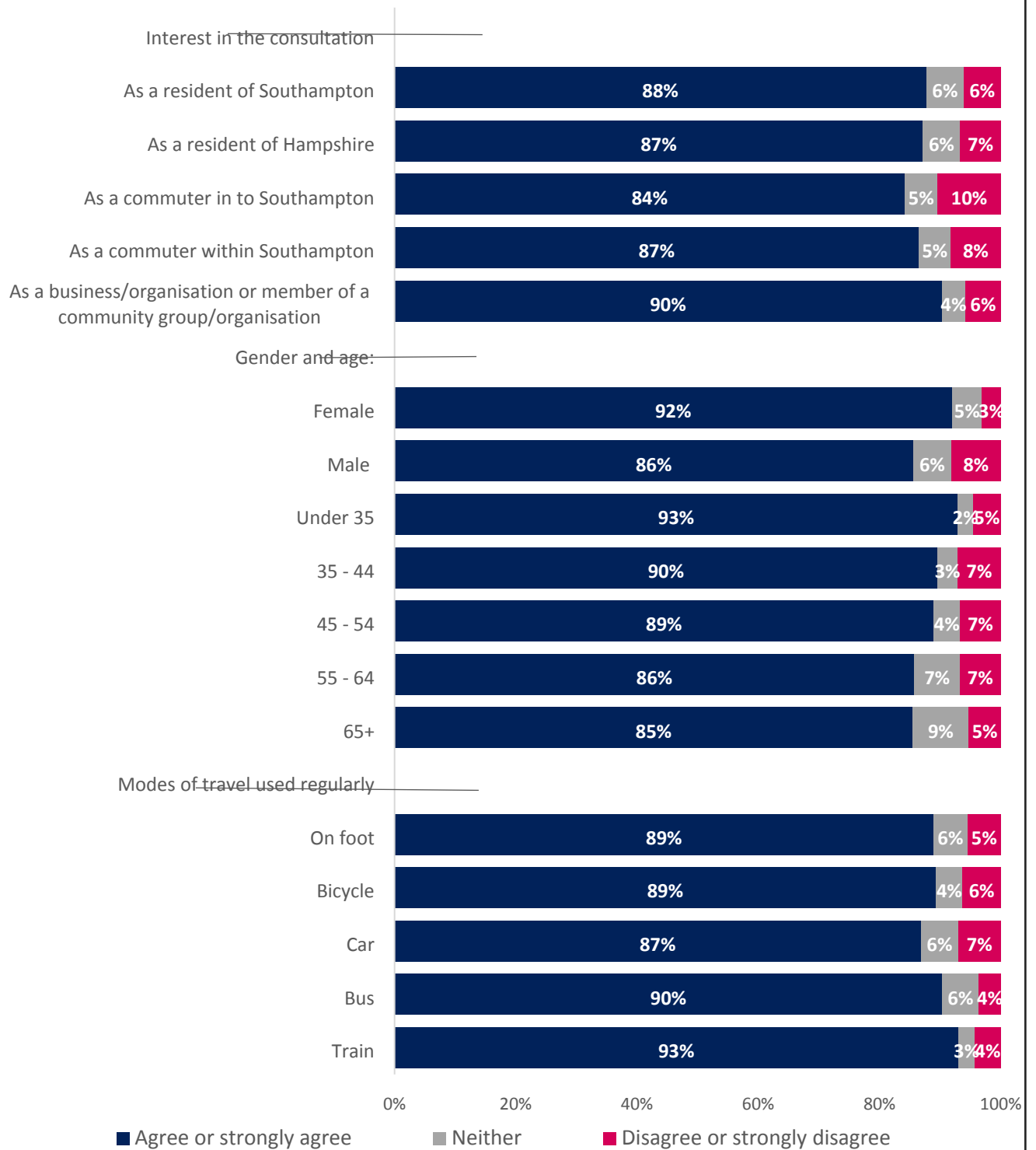
A Connected City - Further analysis

Interest in the consultation

Category	Agree or strongly agree	Neither	Disagree or strongly disagree
As a resident of Southampton	88%	6%	6%
As a resident of Hampshire	87%	6%	7%
As a commuter in to Southampton	84%	5%	10%
As a commuter within Southampton	87%	5%	8%
As a business/organisation or member of a community group/organisation	90%	4%	6%

Gender and age:

Category	Agree or strongly agree	Neither	Disagree or strongly disagree
Female	92%	5%	3%
Male	86%	6%	8%
Under 35	93%	2%	5%
35 - 44	90%	3%	7%
45 - 54	89%	4%	7%
55 - 64	86%	7%	7%
65+	85%	9%	5%

Modes of travel used regularly

Category	Agree or strongly agree	Neither	Disagree or strongly disagree
On foot	89%	6%	5%
Bicycle	89%	4%	6%
Car	87%	6%	7%
Bus	90%	6%	4%
Train	93%	3%	4%

■ Agree or strongly agree ■ Neither ■ Disagree or strongly disagree

Figure 13

49. The theme of an innovative city is described as a city that uses new smart technologies and fresh thinking to help Southampton lead the way.

50. The respondents were asked to what extent they agree or disagree with the theme of 'An Innovative City' within the Successful Southampton goal. Figure 14 shows the results of this question.

51. Overall, 34% of respondents strongly agreed with the innovative city theme and 39% agreed. This represented a total of 73% that either agreed or strongly agreed with the innovative city theme. A further 11% of respondents neither agreed nor disagreed with the theme. Combined together, 15% of respondents said they disagreed (10%) or strongly disagreed (5%) with the innovative city theme.
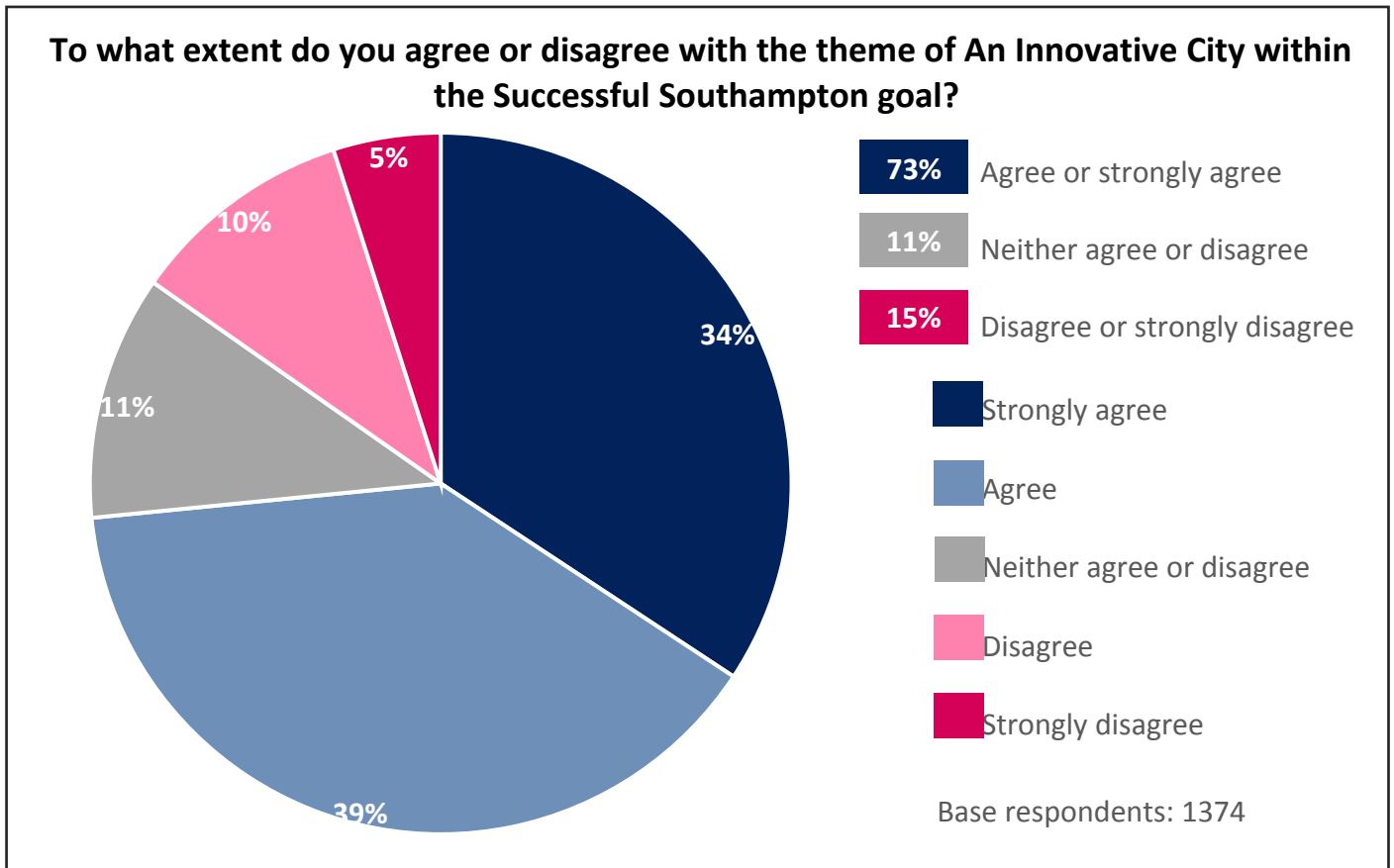

Figure 14

52. Figure 15 shows the breakdown of results by different groups of respondents for overall agreement or disagreement with the theme of an Innovative City. Groups that the question has been broken down by include: interest in the consultation, gender, age and modes of travel.
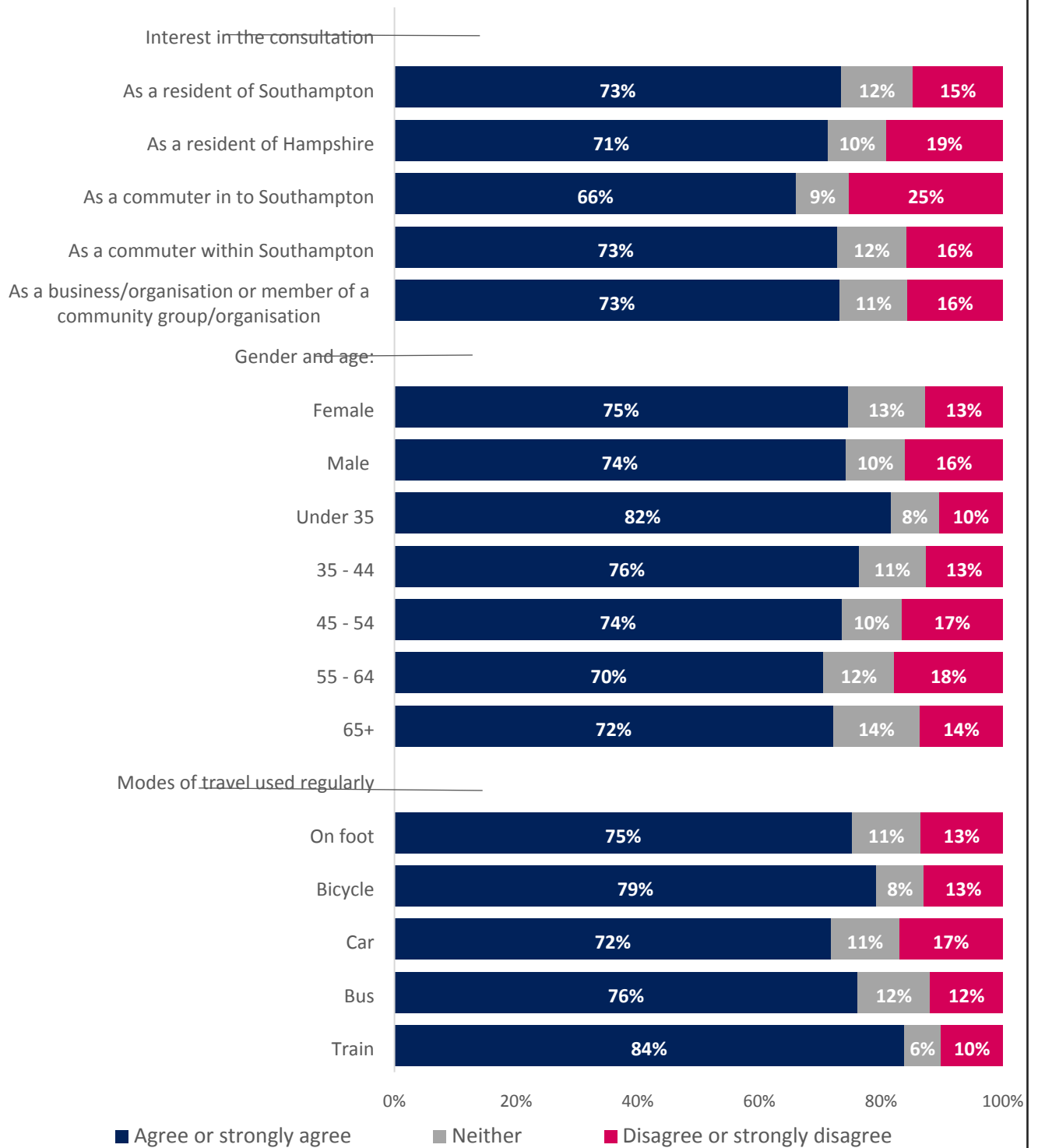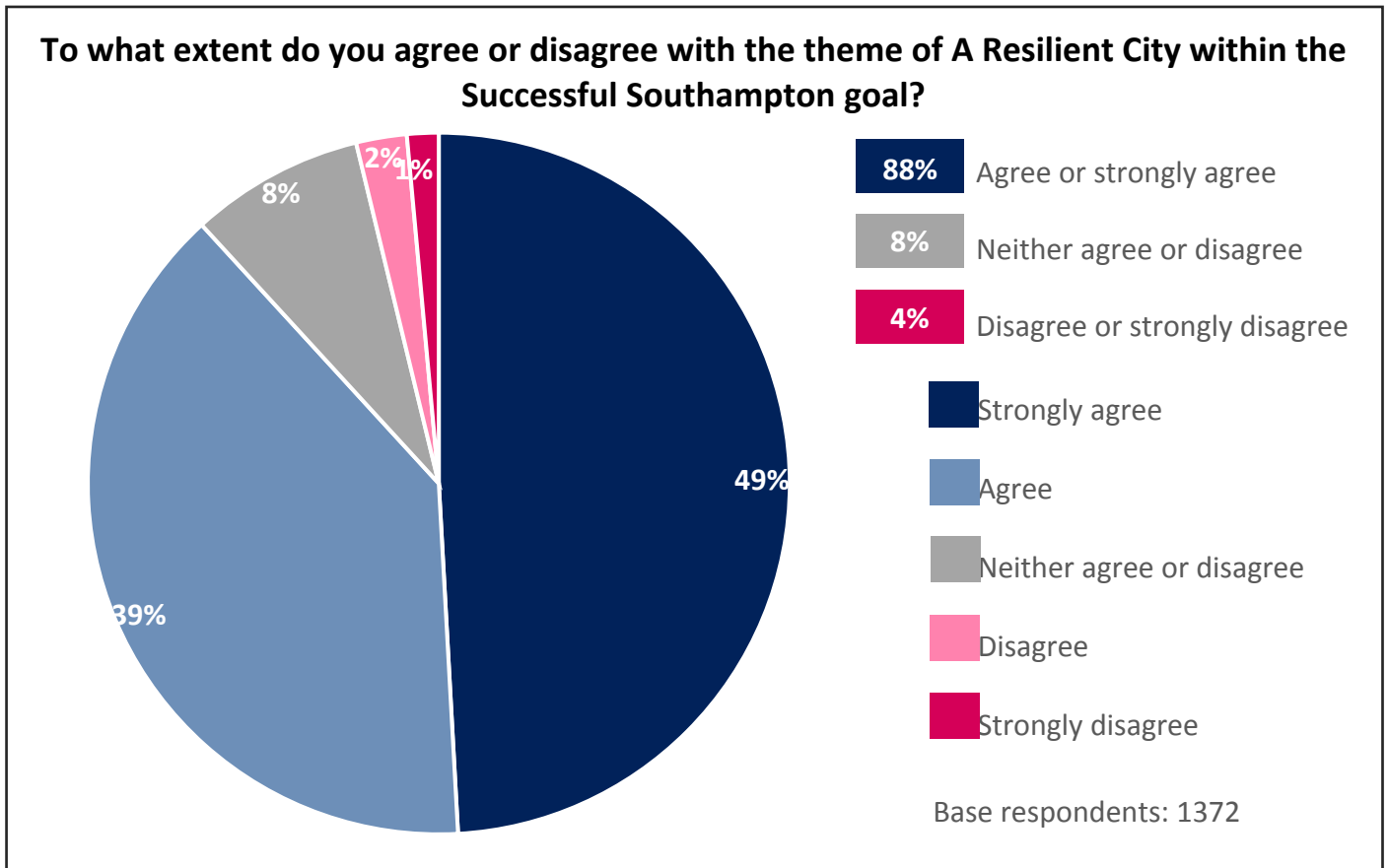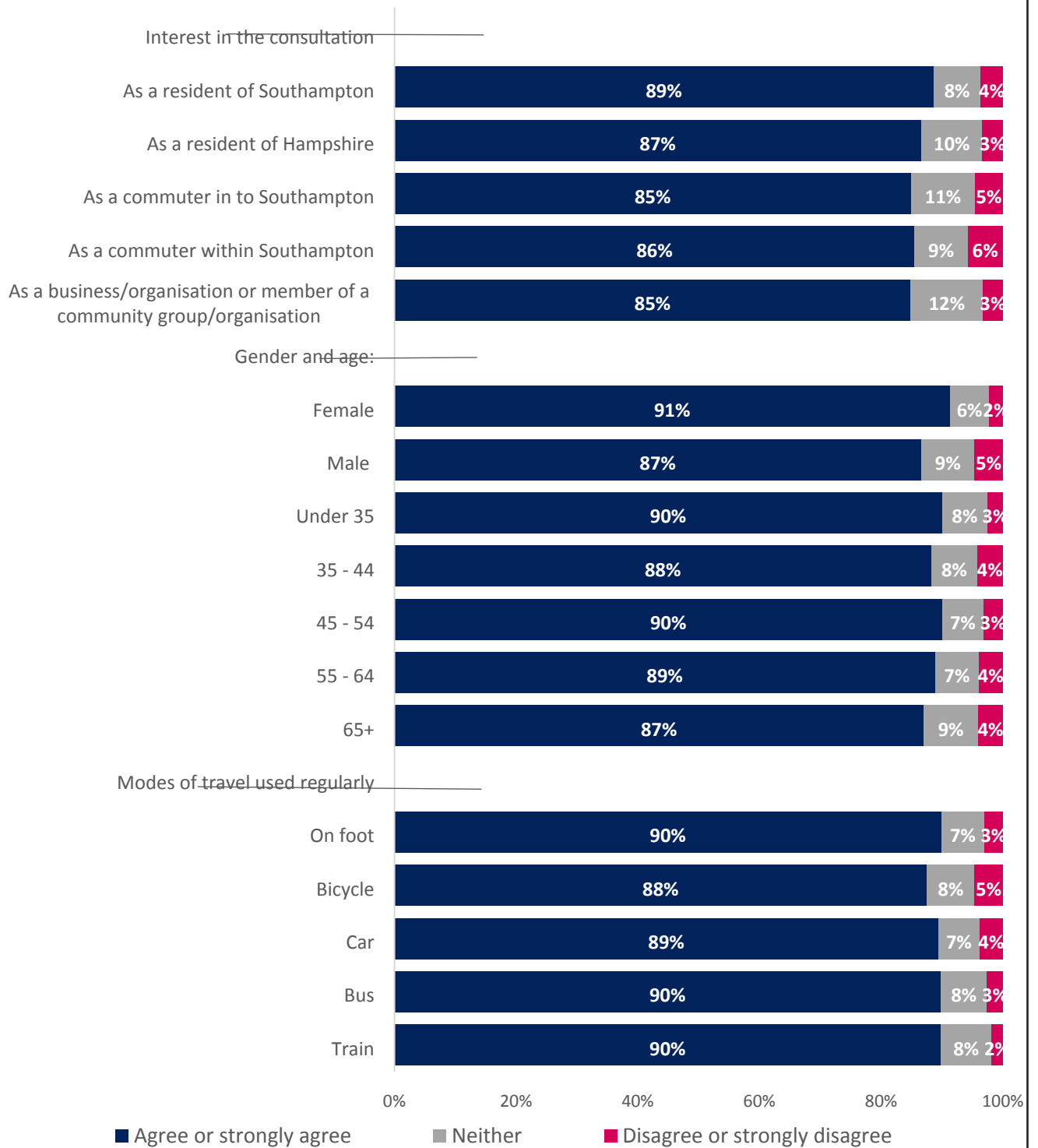
An Innovative City - Further analysis

Interest in the consultation

Category	Agree or strongly agree	Neither	Disagree or strongly disagree
As a resident of Southampton	73%	12%	15%
As a resident of Hampshire	71%	10%	19%
As a commuter in to Southampton	66%	9%	25%
As a commuter within Southampton	73%	12%	16%
As a business/organisation or member of a community group/organisation	73%	11%	16%

Gender and age:

Category	Agree or strongly agree	Neither	Disagree or strongly disagree
Female	75%	13%	13%
Male	74%	10%	16%
Under 35	82%	8%	10%
35 - 44	76%	11%	13%
45 - 54	74%	10%	17%
55 - 64	70%	12%	18%
65+	72%	14%	14%

Modes of travel used regularly

Category	Agree or strongly agree	Neither	Disagree or strongly disagree
On foot	75%	11%	13%
Bicycle	79%	8%	13%
Car	72%	11%	17%
Bus	76%	12%	12%
Train	84%	6%	10%

Legend: ■ Agree or strongly agree ■ Neither ■ Disagree or strongly disagree

Figure 15

53. The theme of a resilient city is described as a city that supports the ways that people get about with a well-managed, maintained and more reliable transport network.

54. The respondents were asked to what extent they agree or disagree with the theme of 'A Resilient City' within the Successful Southampton goal. Figure 16 shows the results of this question.

55. In total 88% of respondents voiced their agreement with the theme of a resilient city. Of this 39% agreed and 49% strongly agreed. Another 8% of respondents neither agreed nor disagreed with this particular theme. The remaining 4% of respondents expressed disagreement with the resilient city theme, of which 2% disagreed and 1% strongly disagreed.

To what extent do you agree or disagree with the theme of A Resilient City within the Successful Southampton goal?

|	
88%	Agree or strongly agree
8%	Neither agree or disagree
4%	Disagree or strongly disagree
	Strongly agree
	Agree
	Neither agree or disagree
	Disagree
	Strongly disagree

Base respondents: 1372

Figure 16

56. Figure 17 shows the breakdown of results by different groups of respondents for overall agreement or disagreement with the theme of a Resilient City. Groups that the question has been broken down by include: interest in the consultation, gender, age and modes of travel.

A Resilient City - Further analysis

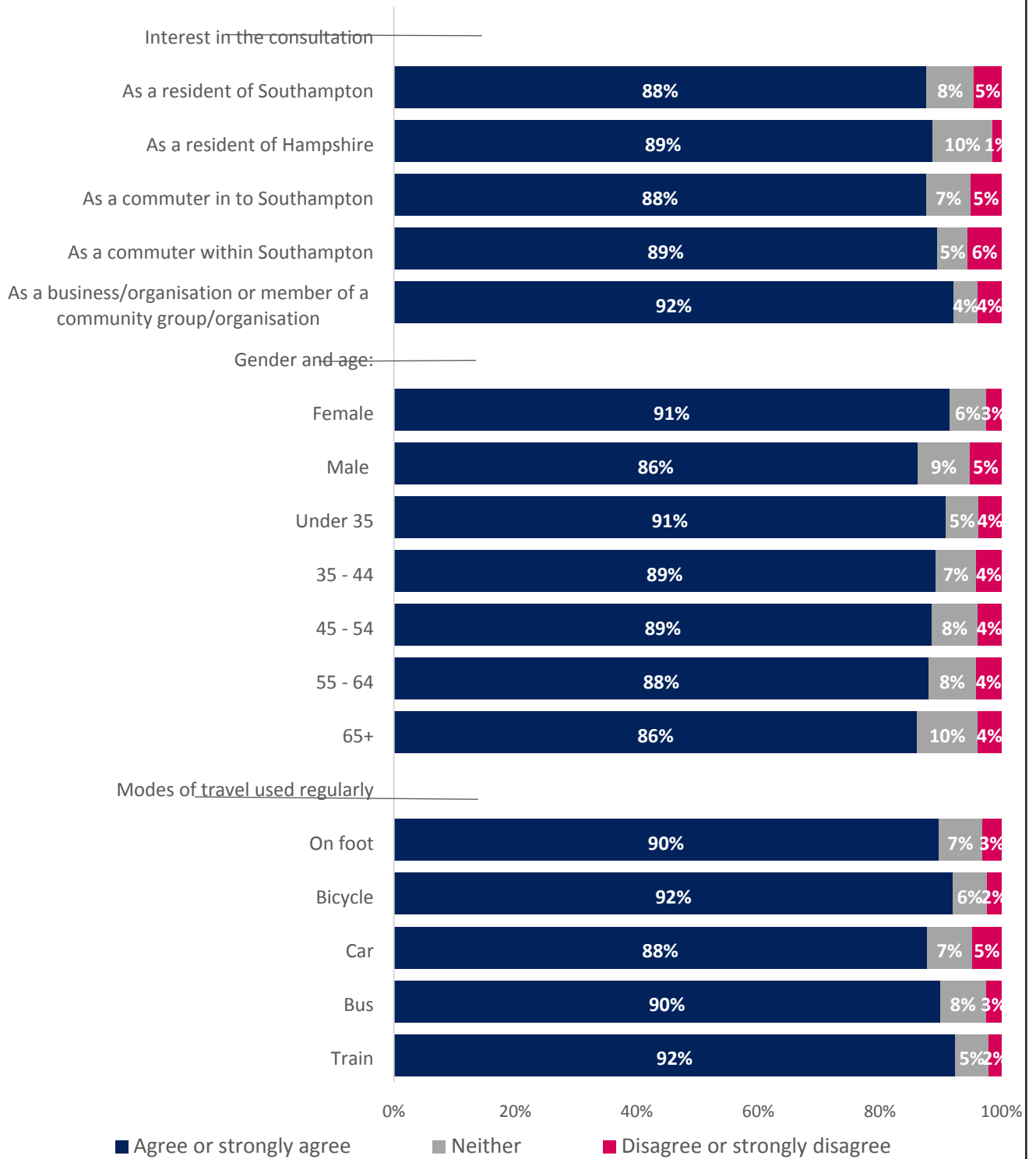**Interest in the consultation**

	Agree or strongly agree	Neither	Disagree or strongly disagree
As a resident of Southampton	89%	8%	4%
As a resident of Hampshire	87%	10%	3%
As a commuter in to Southampton	85%	11%	5%
As a commuter within Southampton	86%	9%	6%
As a business/organisation or member of a community group/organisation	85%	12%	3%

Gender and age:

	Agree or strongly agree	Neither	Disagree or strongly disagree
Female	91%	6%	2%
Male	87%	9%	5%
Under 35	90%	8%	3%
35 - 44	88%	8%	4%
45 - 54	90%	7%	3%
55 - 64	89%	7%	4%
65+	87%	9%	4%

Modes of travel used regularly

	Agree or strongly agree	Neither	Disagree or strongly disagree
On foot	90%	7%	3%
Bicycle	88%	8%	5%
Car	89%	7%	4%
Bus	90%	8%	3%
Train	90%	8%	2%

■ Agree or strongly agree ■ Neither ■ Disagree or strongly disagree

Figure 17

A Transport System for Everyone

57. A transport system for everyone goal aims to make Southampton an attractive place that improves the quality of life for residents and workers in the city, ensuring that the transport system enables everyone to get equal, safe and fair access to opportunities regardless of their circumstances, and they are treated equally.

58. Respondents were asked to what extent they agreed or disagreed with the goal of 'A transport system for everyone' within the Connected Southampton – Transport Strategy 2040. Figure 18 shows the results of this question.

59. A total of 88% of respondents expressed agreement with the goal of a transport system for everyone, of which 48% strongly agreed and 40% agreed. Another 8% of respondents neither agreed nor disagreed with the goal. A further 4% of respondents expressed disagreement with the goal of a transport system for everyone. Of this 2% disagreed and 2% strongly disagreed.
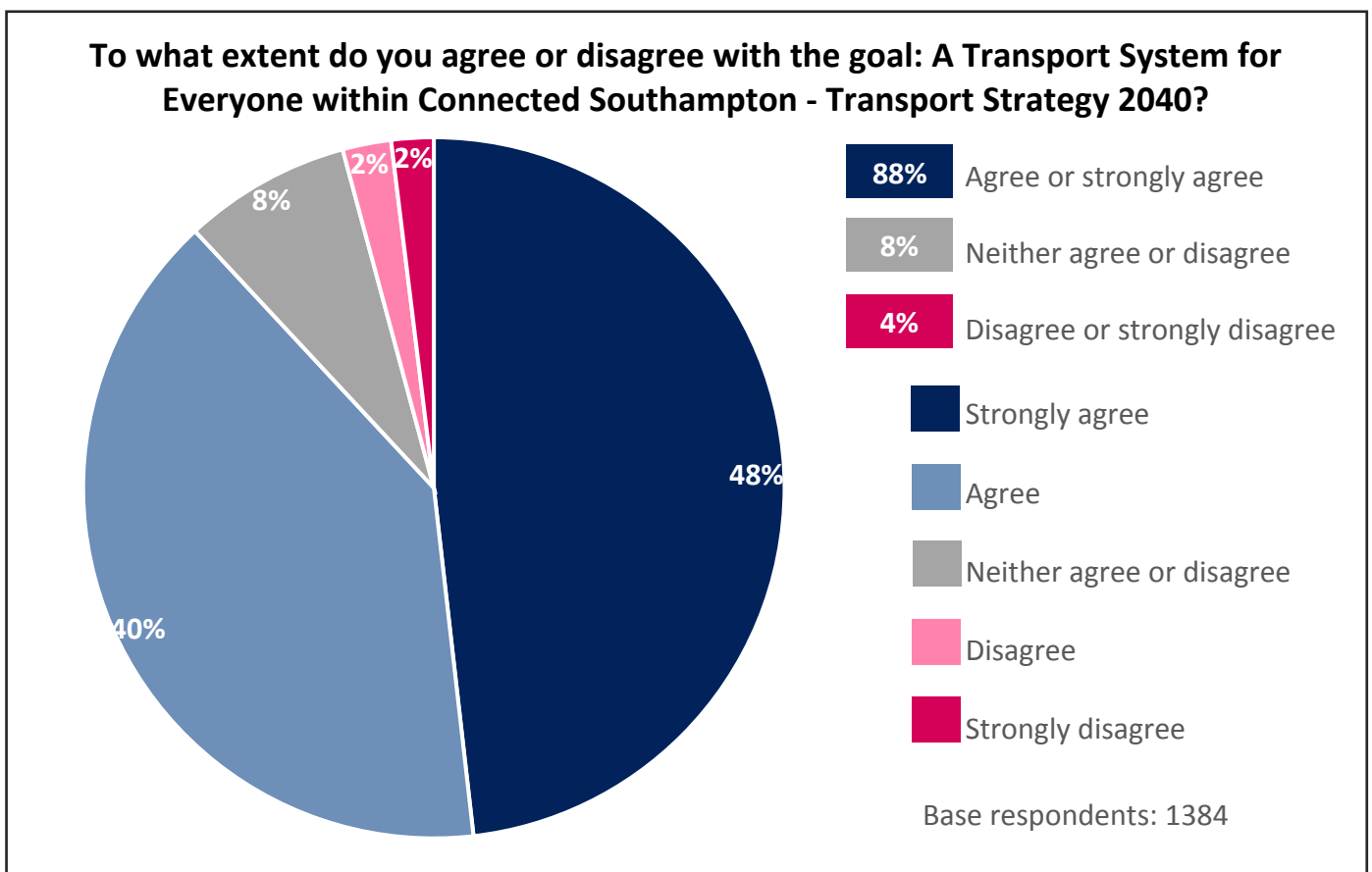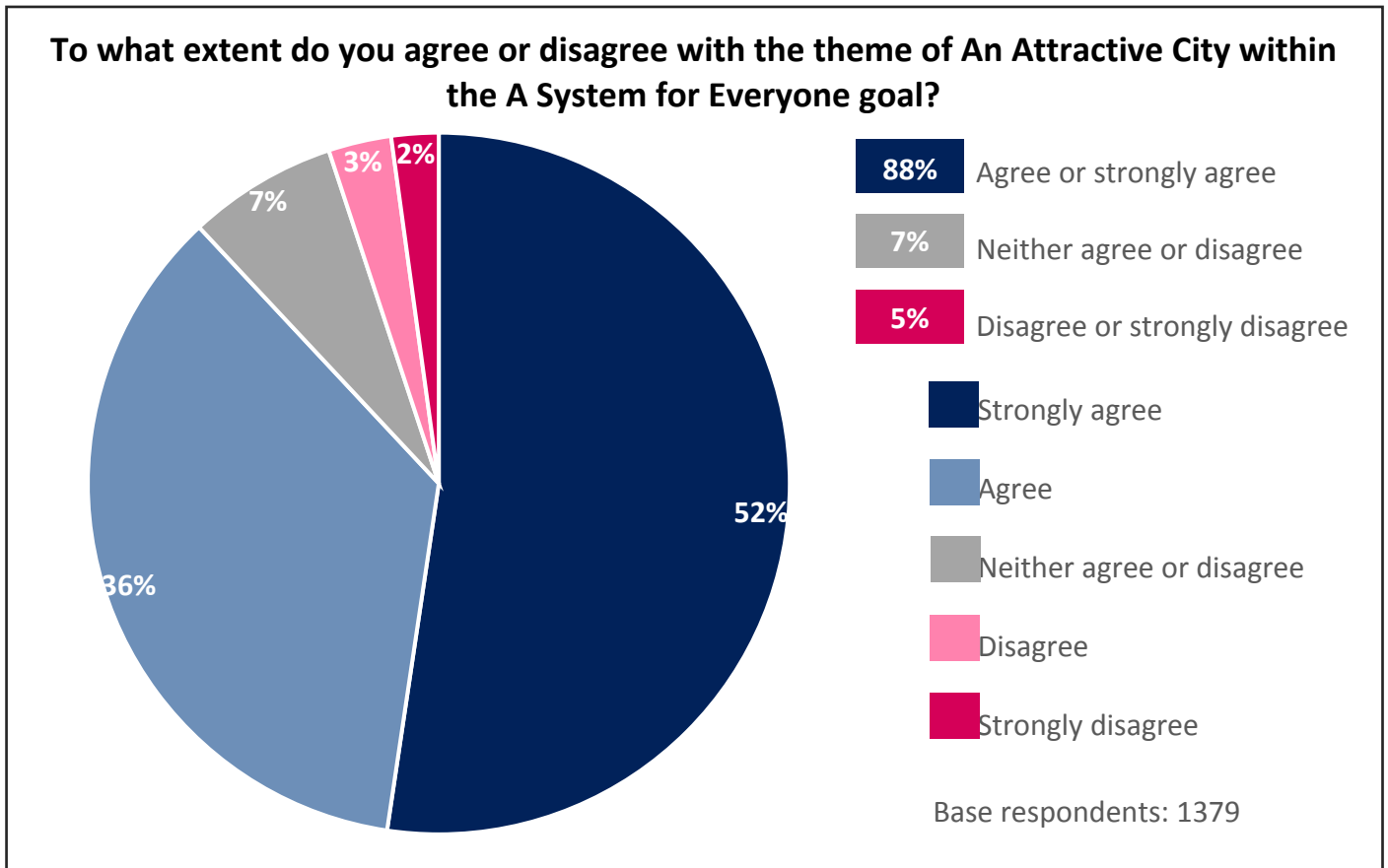

Figure 18

60. Figure 19 shows the breakdown of results by different groups of respondents for overall agreement or disagreement with the goal of a Transport System for Everyone. Groups that the question has been broken down by include: interest in the consultation, gender, age and modes of travel.
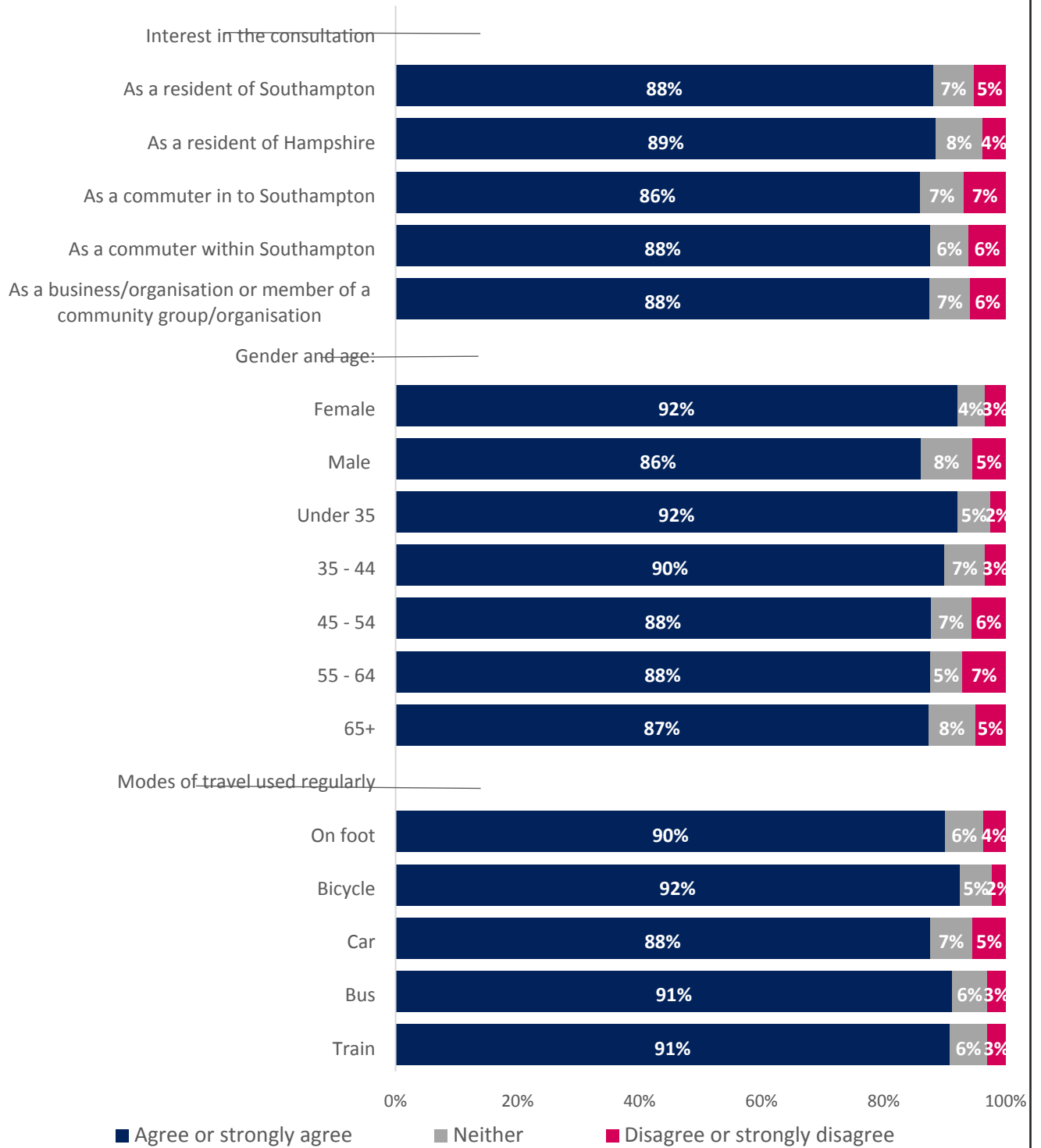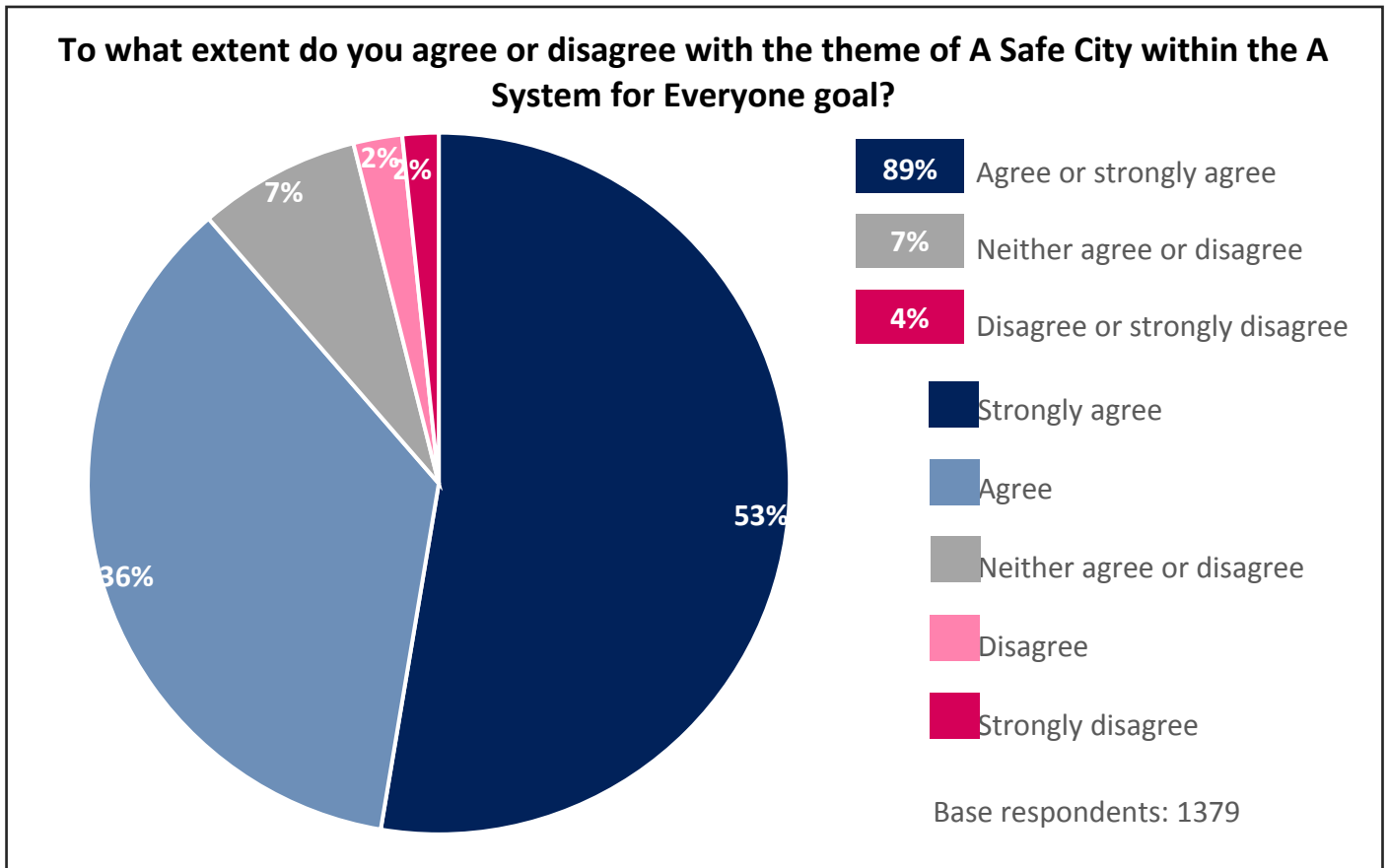
A Transport System for Everyone - Further analysis

Interest in the consultation

	Agree or strongly agree	Neither	Disagree or strongly disagree
As a resident of Southampton	88%	8%	5%
As a resident of Hampshire	89%	10%	1%
As a commuter in to Southampton	88%	7%	5%
As a commuter within Southampton	89%	5%	6%
As a business/organisation or member of a community group/organisation	92%	4%	4%

Gender and age:

	Agree or strongly agree	Neither	Disagree or strongly disagree
Female	91%	6%	3%
Male	86%	9%	5%
Under 35	91%	5%	4%
35 - 44	89%	7%	4%
45 - 54	89%	8%	4%
55 - 64	88%	8%	4%
65+	86%	10%	4%

Modes of travel used regularly

	Agree or strongly agree	Neither	Disagree or strongly disagree
On foot	90%	7%	3%
Bicycle	92%	6%	2%
Car	88%	7%	5%
Bus	90%	8%	3%
Train	92%	5%	2%

■ Agree or strongly agree   ■ Neither   ■ Disagree or strongly disagree

Figure 19

61. The theme of an attractive city is described as a city that is a modern and attractive place where people are proud to live and work and enjoy visiting.

62. The respondents were asked to what extent they agree or disagree with the theme of 'An Attractive City' within the goal to have a transport system for everyone. Figure 20 shows the results of this question.

63. Over half (52%) of respondents said they strongly agreed with the attractive city theme. Combined with the 36% of respondents who said they agree, a total of 88% of respondents expressed agreement with the theme. In comparison, 5% of respondents voiced their disagreement with the attractive city theme. Of this 3% disagreed and 2% strongly disagreed. The remaining 7% of respondents neither agreed nor disagreed.

To what extent do you agree or disagree with the theme of An Attractive City within the A System for Everyone goal?

88%	Agree or strongly agree
7%	Neither agree or disagree
5%	Disagree or strongly disagree
	Strongly agree
	Agree
	Neither agree or disagree
	Disagree
	Strongly disagree

Base respondents: 1379

Figure 20

64. Figure 21 shows the breakdown of results by different groups of respondents for overall agreement or disagreement with the theme of an Attractive City. Groups that the question has been broken down by include: interest in the consultation, gender, age and modes of travel.
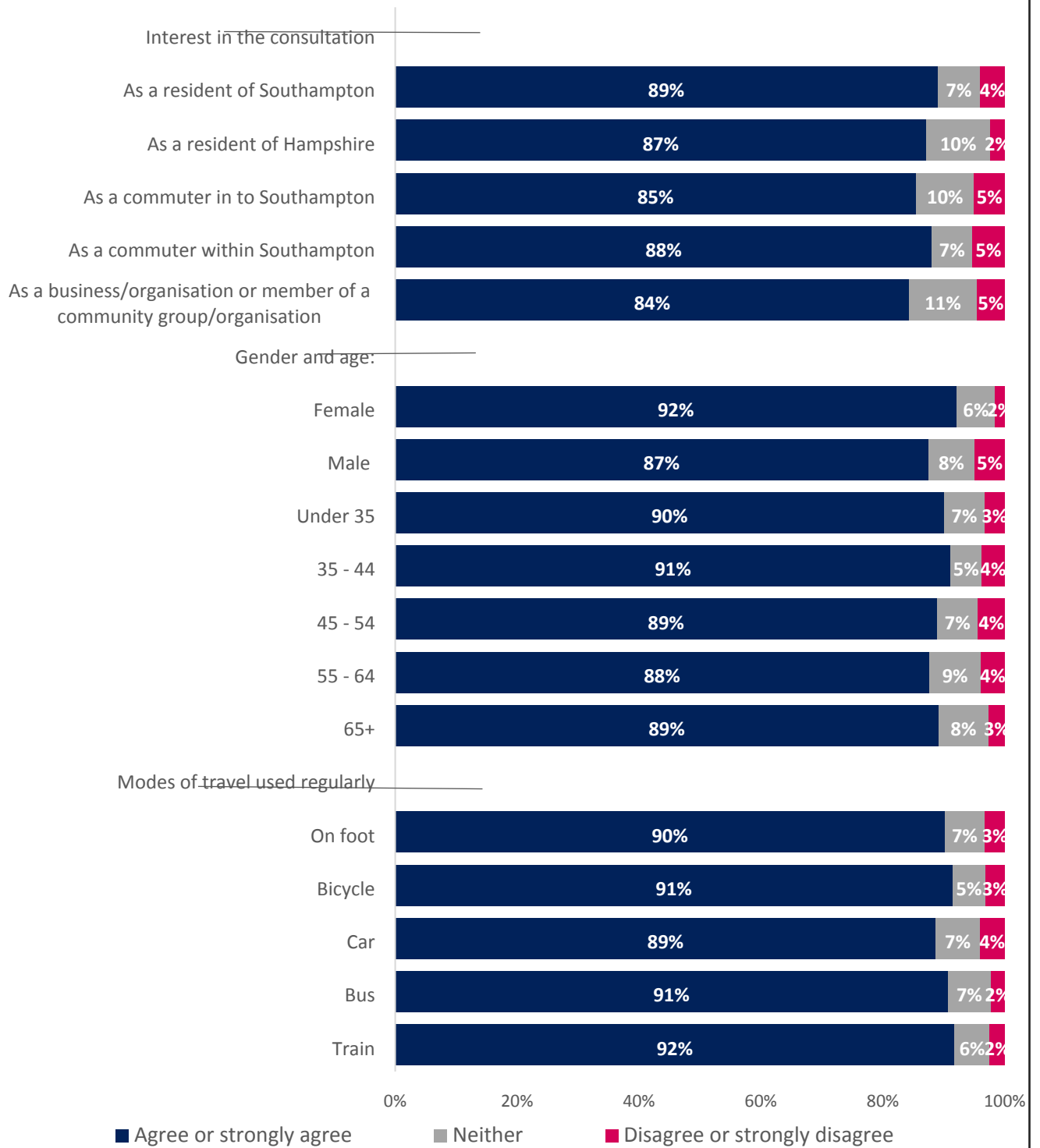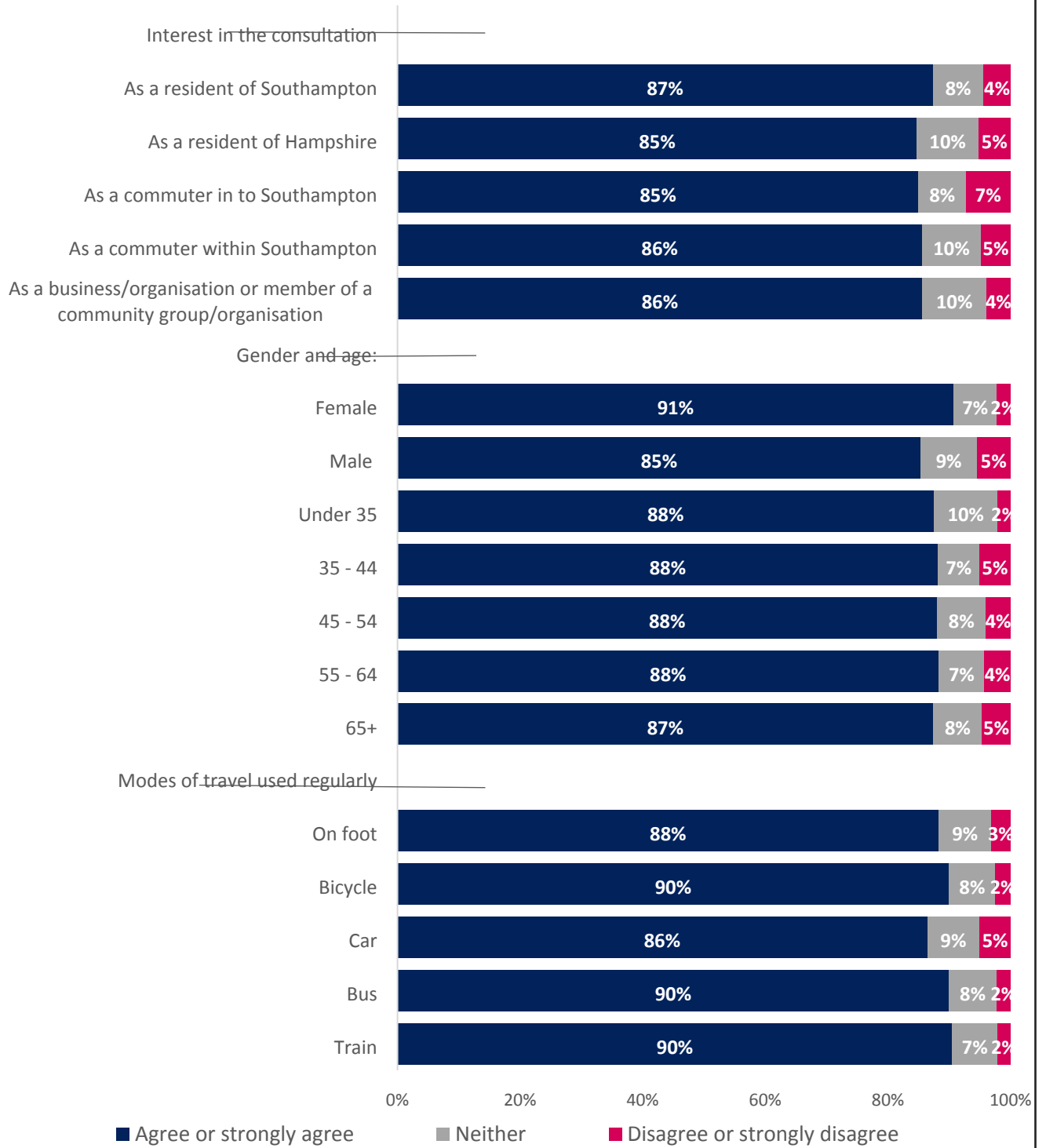
An Attractive City - Further analysis

Interest in the consultation

Category	Agree or strongly agree	Neither	Disagree or strongly disagree
As a resident of Southampton	88%	7%	5%
As a resident of Hampshire	89%	8%	4%
As a commuter in to Southampton	86%	7%	7%
As a commuter within Southampton	88%	6%	6%
As a business/organisation or member of a community group/organisation	88%	7%	6%

Gender and age:

Category	Agree or strongly agree	Neither	Disagree or strongly disagree
Female	92%	4%	3%
Male	86%	8%	5%
Under 35	92%	5%	2%
35 - 44	90%	7%	3%
45 - 54	88%	7%	6%
55 - 64	88%	5%	7%
65+	87%	8%	5%

Modes of travel used regularly

Category	Agree or strongly agree	Neither	Disagree or strongly disagree
On foot	90%	6%	4%
Bicycle	92%	5%	2%
Car	88%	7%	5%
Bus	91%	6%	3%
Train	91%	6%	3%

Legend: ■ Agree or strongly agree ■ Neither ■ Disagree or strongly disagree

Figure 21

65. The theme of a safe city is described as a city that is safe, that is reducing the number of people killed or injured on the transport system towards zero.

66. The respondents were asked to what extent they agree or disagree with the theme of 'A Safe City' within the goal to have a transport system for everyone. Figure 22 shows the results of this question.

67. The majority (89%) of respondents said they agreed to some extent with the safe city theme, of which 36% agreed and 53% strongly agreed. A combined total of 4% of respondents either disagreed or strongly disagreed with the safe city theme. Of this 2% disagreed and 2% strongly disagreed. The remaining 7% of respondents neither agreed nor disagreed.

To what extent do you agree or disagree with the theme of A Safe City within the A System for Everyone goal?

89%	Agree or strongly agree
7%	Neither agree or disagree
4%	Disagree or strongly disagree
	Strongly agree
	Agree
	Neither agree or disagree
	Disagree
	Strongly disagree

Base respondents: 1379

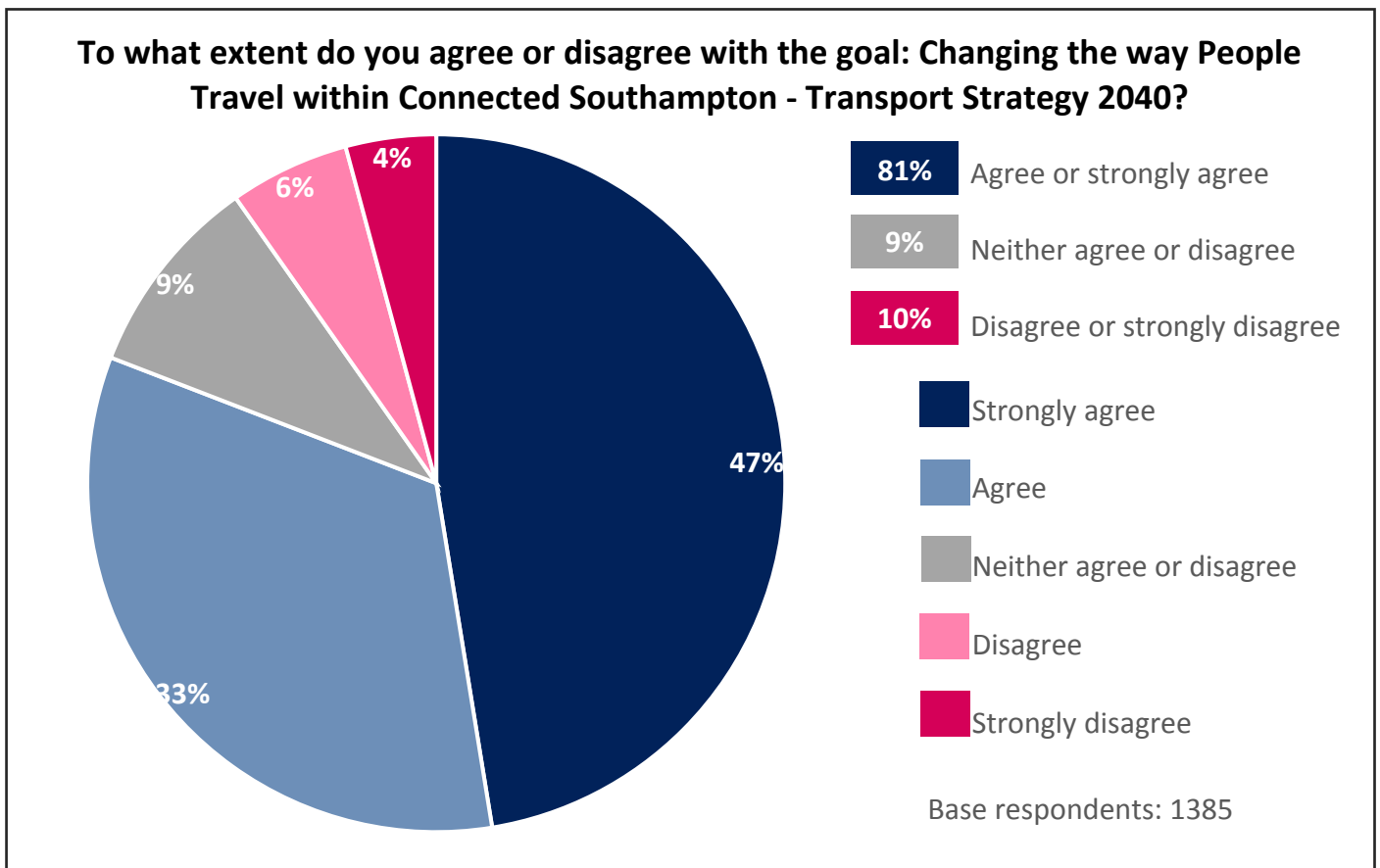*Figure 22*

68. Figure 23 shows the breakdown of results by different groups of respondents for overall agreement or disagreement with the theme of a Safe City. Groups that the question has been broken down by include: interest in the consultation, gender, age and modes of travel.

A Safe City - Further analysis

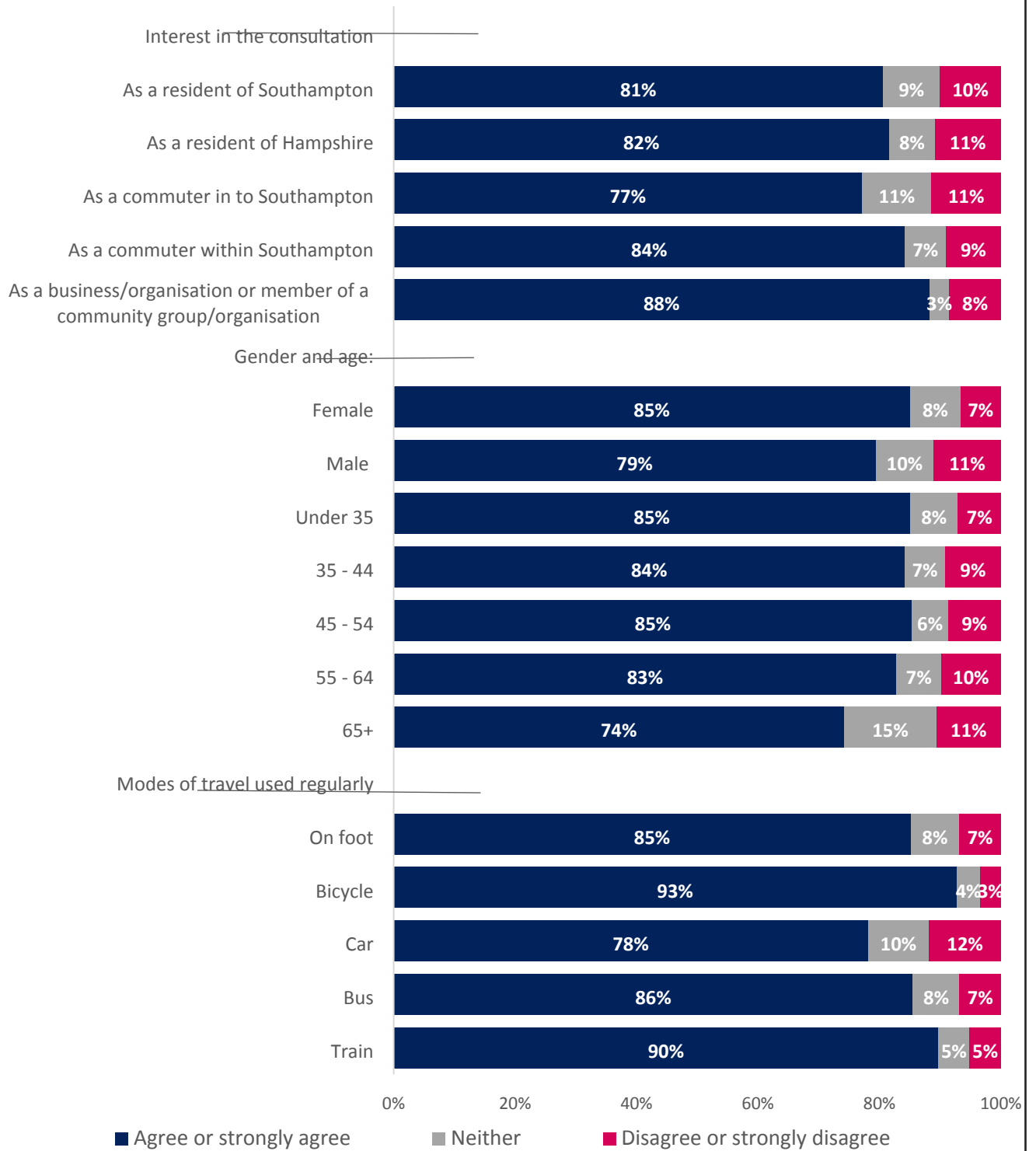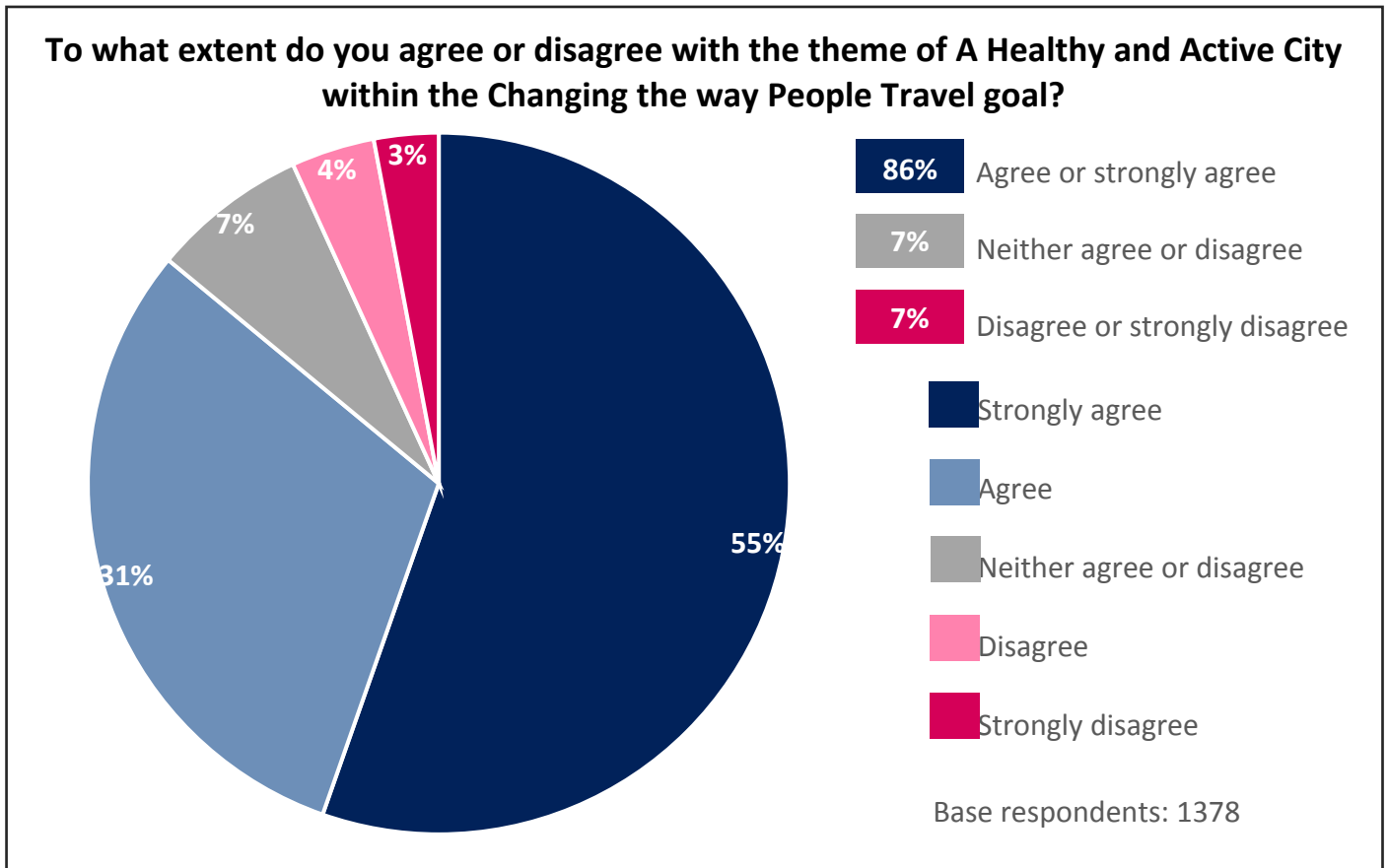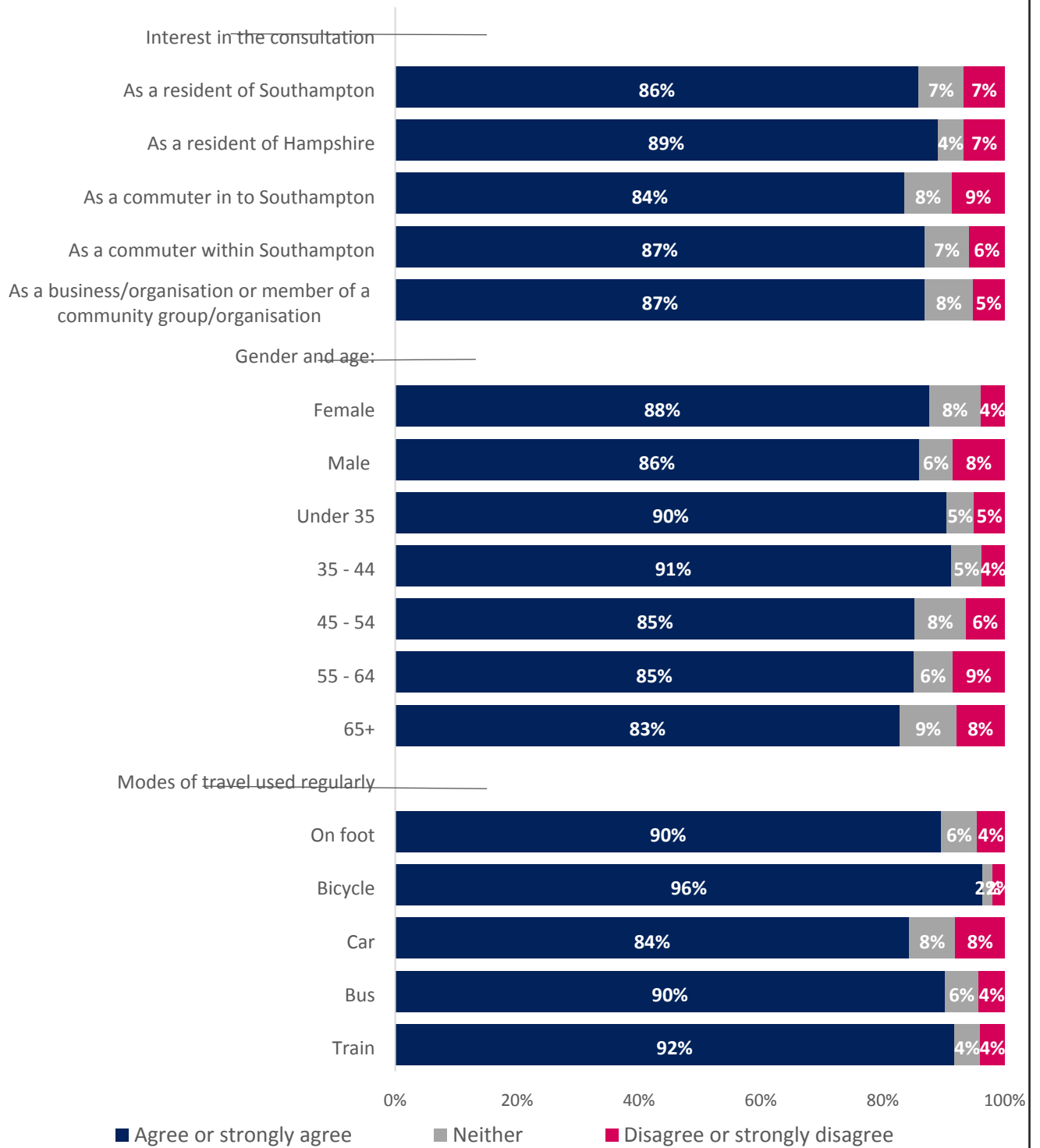**Interest in the consultation**

Category	Agree or strongly agree	Neither	Disagree or strongly disagree
As a resident of Southampton	89%	7%	4%
As a resident of Hampshire	87%	10%	2%
As a commuter in to Southampton	85%	10%	5%
As a commuter within Southampton	88%	7%	5%
As a business/organisation or member of a community group/organisation	84%	11%	5%

Gender and age:

Category	Agree or strongly agree	Neither	Disagree or strongly disagree
Female	92%	6%	2%
Male	87%	8%	5%
Under 35	90%	7%	3%
35 - 44	91%	5%	4%
45 - 54	89%	7%	4%
55 - 64	88%	9%	4%
65+	89%	8%	3%

Modes of travel used regularly

Category	Agree or strongly agree	Neither	Disagree or strongly disagree
On foot	90%	7%	3%
Bicycle	91%	5%	3%
Car	89%	7%	4%
Bus	91%	7%	2%
Train	92%	6%	2%

■ Agree or strongly agree ■ Neither ■ Disagree or strongly disagree

Figure 23

69. The theme of an equitable city is described as a city that offers a good range of mobility choices and is accessible to all.

70. The respondents were asked to what extent they agree or disagree with the theme of 'An Equitable City' within the goal to have a transport system for everyone. Figure 24 shows the results of this question.

71. Overall 87% of respondents either agreed or strongly agreed with the equitable city theme. This was broken down into 37% of respondents that agreed and 50% that strongly agreed. A further 8% of respondents neither agreed nor disagreed with this theme. The final 5% of respondents said they disagreed on some level with the equitable city theme. This 5% was made of 3% who disagreed and 2% who strongly disagreed.
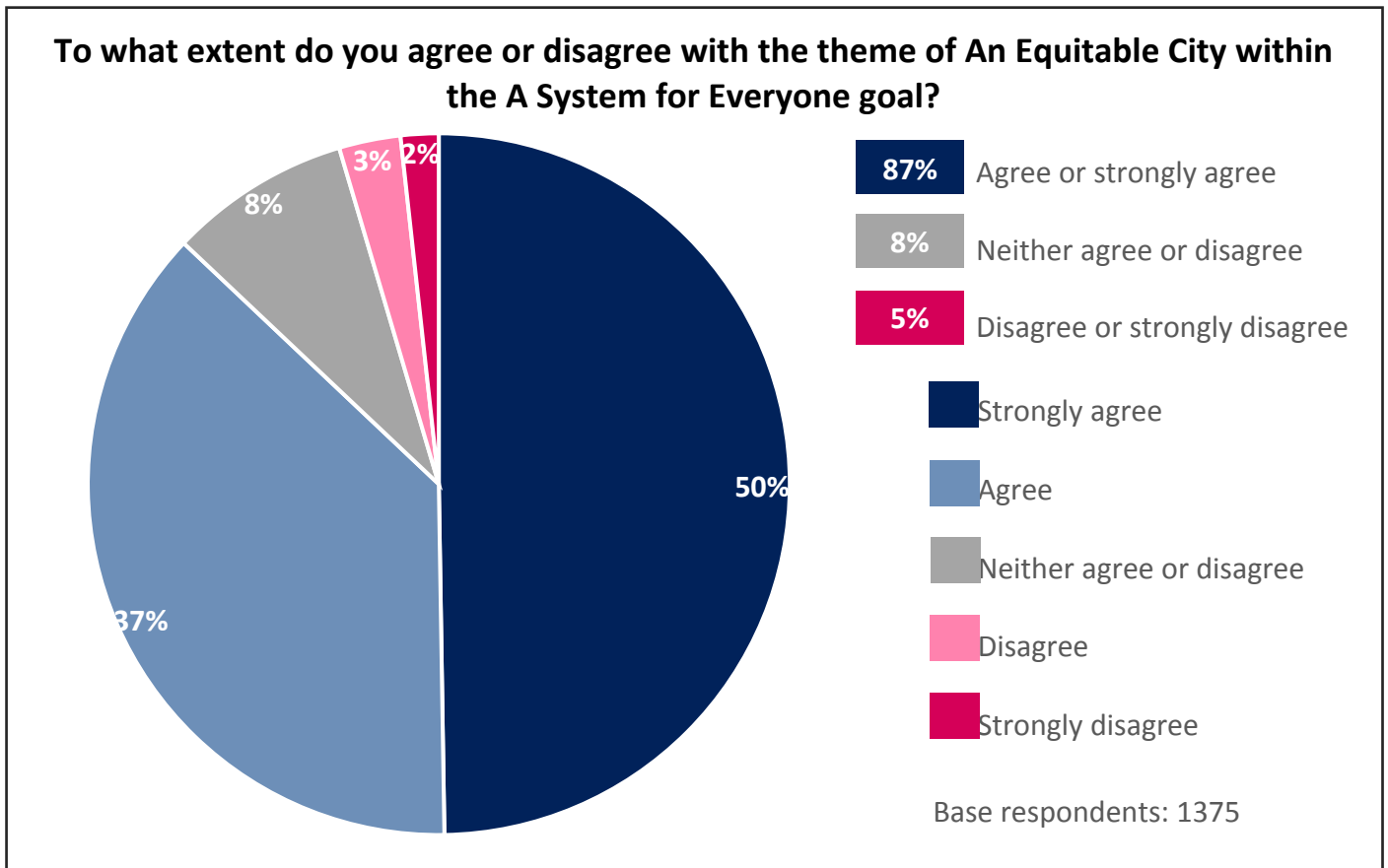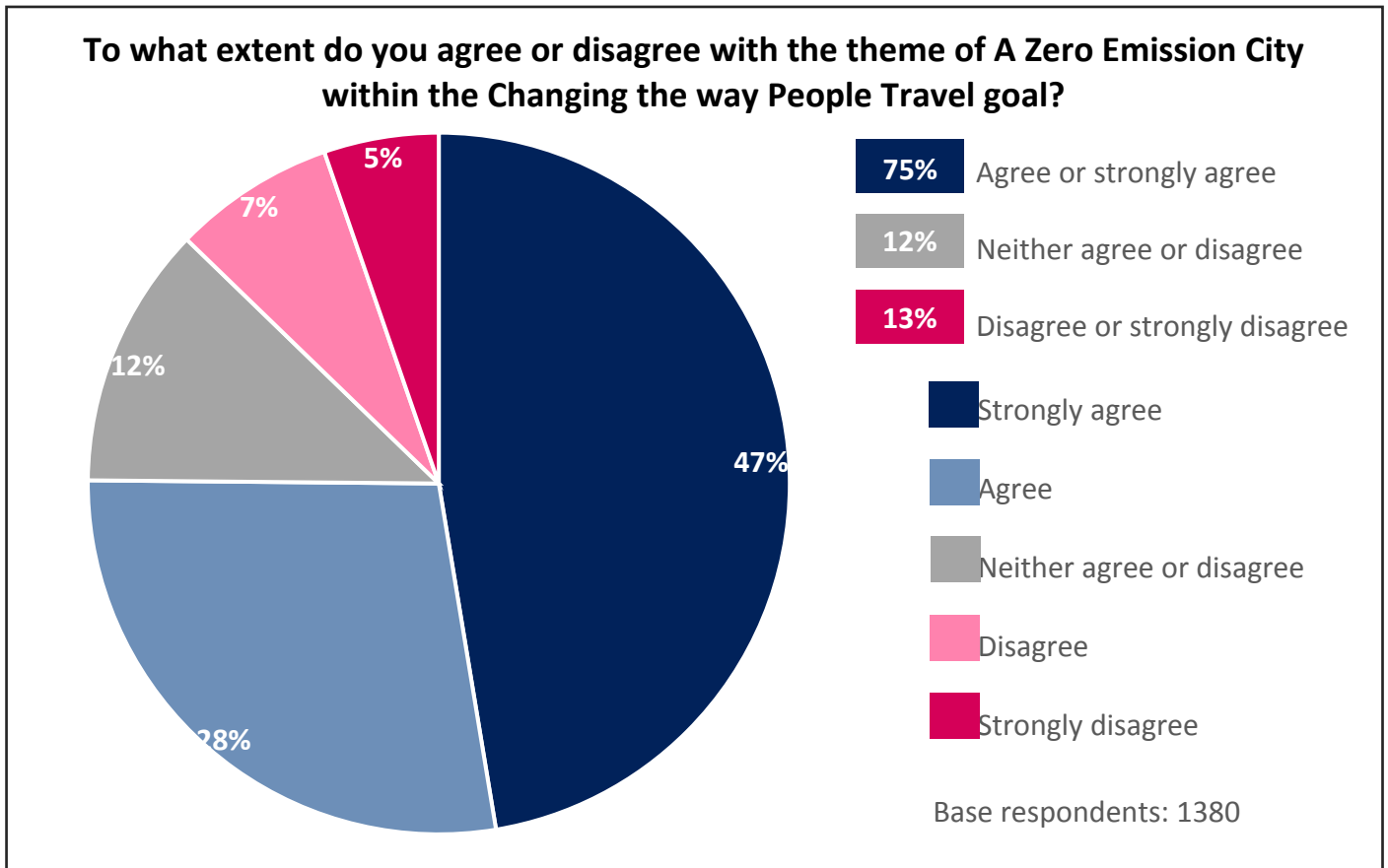

Figure 24

72. Figure 25 shows the breakdown of results by different groups of respondents for overall agreement or disagreement with the theme of an Equitable City. Groups that the question has been broken down by include: interest in the consultation, gender, age and modes of travel.
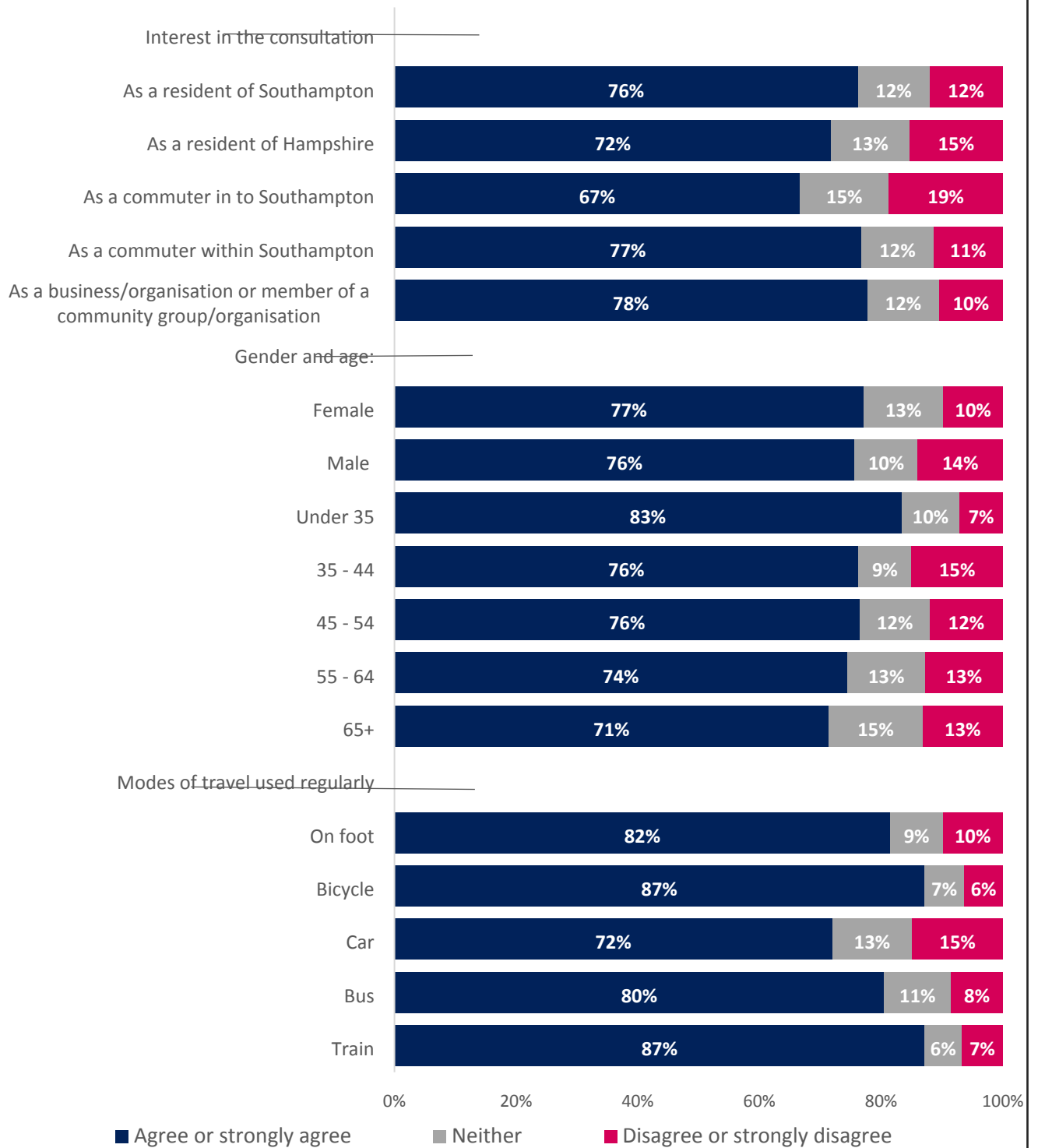
An Equitable City - Further analysis

Interest in the consultation

Category	Agree or strongly agree	Neither	Disagree or strongly disagree
As a resident of Southampton	87%	8%	4%
As a resident of Hampshire	85%	10%	5%
As a commuter in to Southampton	85%	8%	7%
As a commuter within Southampton	86%	10%	5%
As a business/organisation or member of a community group/organisation	86%	10%	4%

Gender and age:

Category	Agree or strongly agree	Neither	Disagree or strongly disagree
Female	91%	7%	2%
Male	85%	9%	5%
Under 35	88%	10%	2%
35 - 44	88%	7%	5%
45 - 54	88%	8%	4%
55 - 64	88%	7%	4%
65+	87%	8%	5%

Modes of travel used regularly

Category	Agree or strongly agree	Neither	Disagree or strongly disagree
On foot	88%	9%	3%
Bicycle	90%	8%	2%
Car	86%	9%	5%
Bus	90%	8%	2%
Train	90%	7%	2%

■ Agree or strongly agree   ■ Neither   ■ Disagree or strongly disagree

Figure 25

Changing the Way People Travel

73. Changing the way people travel goal will support people to change the way they travel, by widening their travel choices so that getting around more actively and healthily becomes attractive, easy and convenient and zero emission forms of transport are increasingly the norm.

74. Respondents were asked to what extent they agreed or disagreed with the goal of 'Changing the way people travel' within the Connected Southampton – Transport Strategy 2040. Figure 26 shows the results of this question.

75. In total 81% of respondents expressed agreement with the goal to change the way people travel with 33% agreeing and 47% strongly agreeing with this particular goal. Disagreement was expressed by 10% of respondents. Of this 6% said they disagreed and 4% said they strongly disagreed with changing the way people travel as a goal. The remaining 9% of respondents neither agree nor disagree with the goal.

Figure 26

76. Figure 27 shows the breakdown of results by different groups of respondents for overall agreement or disagreement with the goal of Changing the Way People Travel. Groups that the question has been broken down by include: interest in the consultation, gender, age and modes of travel.

Changing the way people travel - Further analysis

Interest in the consultation

Category	Agree or strongly agree	Neither	Disagree or strongly disagree
As a resident of Southampton	81%	9%	10%
As a resident of Hampshire	82%	8%	11%
As a commuter in to Southampton	77%	11%	11%
As a commuter within Southampton	84%	7%	9%
As a business/organisation or member of a community group/organisation	88%	3%	8%

Gender and age:

Category	Agree or strongly agree	Neither	Disagree or strongly disagree
Female	85%	8%	7%
Male	79%	10%	11%
Under 35	85%	8%	7%
35 - 44	84%	7%	9%
45 - 54	85%	6%	9%
55 - 64	83%	7%	10%
65+	74%	15%	11%

Modes of travel used regularly

Category	Agree or strongly agree	Neither	Disagree or strongly disagree
On foot	85%	8%	7%
Bicycle	93%	4%	3%
Car	78%	10%	12%
Bus	86%	8%	7%
Train	90%	5%	5%

■ Agree or strongly agree   ■ Neither   ■ Disagree or strongly disagree

Figure 27

77. The theme of a healthy and active city is described as a city that offers a good range of mobility choices and is accessible to all.

78. The respondents were asked to what extent they agree or disagree with the theme of 'A Healthy and Active City' within the goal of changing the way people travel. Figure 28 shows the results of this question.

79. A total of 86% of respondents said they agreed on some level with the theme of a healthy and active city. This can be broken down into 31% who agreed and 55% who strongly agreed. In total, 7% of respondents said they neither agreed nor disagreed with this theme. The remaining 7% voiced their disagreement with the healthy and active city theme, of which 4% disagreed and 3% strongly disagreed.

To what extent do you agree or disagree with the theme of A Healthy and Active City within the Changing the way People Travel goal?

86%	Agree or strongly agree
7%	Neither agree or disagree
7%	Disagree or strongly disagree
	Strongly agree
	Agree
	Neither agree or disagree
	Disagree
	Strongly disagree

Base respondents: 1378

Figure 28

80. Figure 29 shows the breakdown of results by different groups of respondents for overall agreement or disagreement with the theme of a Healthy and Active City. Groups that the question has been broken down by include: interest in the consultation, gender, age and modes of travel.

A Healthy and Active City - Further analysis

Interest in the consultation

Category	Agree or strongly agree	Neither	Disagree or strongly disagree
As a resident of Southampton	86%	7%	7%
As a resident of Hampshire	89%	4%	7%
As a commuter in to Southampton	84%	8%	9%
As a commuter within Southampton	87%	7%	6%
As a business/organisation or member of a community group/organisation	87%	8%	5%

Gender and age:

Category	Agree or strongly agree	Neither	Disagree or strongly disagree
Female	88%	8%	4%
Male	86%	6%	8%
Under 35	90%	5%	5%
35 - 44	91%	5%	4%
45 - 54	85%	8%	6%
55 - 64	85%	6%	9%
65+	83%	9%	8%

Modes of travel used regularly

Category	Agree or strongly agree	Neither	Disagree or strongly disagree
On foot	90%	6%	4%
Bicycle	96%	2%	2%
Car	84%	8%	8%
Bus	90%	6%	4%
Train	92%	4%	4%

■ Agree or strongly agree ■ Neither ■ Disagree or strongly disagree

Figure 29

81. The theme of a zero emission city is described as a city that moves towards zero emission forms of transport becoming the norm, making the city a cleaner, more pleasant place.

82. The respondents were asked to what extent they agree or disagree with the theme of 'A Zero Emission City' within the goal of changing the way people travel. Figure 30 shows the results of this question.

83. Overall, 75% of respondents voiced their agreement with the zero emission city theme. Of this, 28% agreed and 47% strongly agreed with this particular theme. A further 12% of respondents neither agreed nor disagreed with the theme. The final 13% of respondents expressed disagreement with the zero emission city theme. When broken down, 7% of respondents disagreed and 5% strongly disagreed with the theme.

To what extent do you agree or disagree with the theme of A Zero Emission City within the Changing the way People Travel goal?

75%	Agree or strongly agree
12%	Neither agree or disagree
13%	Disagree or strongly disagree
	Strongly agree
	Agree
	Neither agree or disagree
	Disagree
	Strongly disagree

Base respondents: 1380

Figure 30

84. Figure 31 shows the breakdown of results by different groups of respondents for overall agreement or disagreement with the theme of a Zero Emission City. Groups that the question has been broken down by include: interest in the consultation, gender, age and modes of travel.

A Zero Emission City - Further analysis

Interest in the consultation

	Agree or strongly agree	Neither	Disagree or strongly disagree
As a resident of Southampton	76%	12%	12%
As a resident of Hampshire	72%	13%	15%
As a commuter in to Southampton	67%	15%	19%
As a commuter within Southampton	77%	12%	11%
As a business/organisation or member of a community group/organisation	78%	12%	10%

Gender and age:

	Agree or strongly agree	Neither	Disagree or strongly disagree
Female	77%	13%	10%
Male	76%	10%	14%
Under 35	83%	10%	7%
35 - 44	76%	9%	15%
45 - 54	76%	12%	12%
55 - 64	74%	13%	13%
65+	71%	15%	13%

Modes of travel used regularly

	Agree or strongly agree	Neither	Disagree or strongly disagree
On foot	82%	9%	10%
Bicycle	87%	7%	6%
Car	72%	13%	15%
Bus	80%	11%	8%
Train	87%	6%	7%

■ Agree or strongly agree   ■ Neither   ■ Disagree or strongly disagree

Figure 31

Impacts of the proposed Local Transport Plan

85. Respondents were asked what the impacts would be on them or their community if the Connected Southampton Transport Strategy 2040 were implemented. Figure 32 shows that 83% of respondents felt that the impact of the transport strategy would be positive. Of this 37% felt it would be very positive, 31% fairly positive and 15% slightly positive. In comparison, 9% of respondents of felt that the impact of the transport strategy would be negative. This is broken down into 3% of respondents who said it would be very negative, 3% fairly negative and 3% slightly negative. Of the remaining 8% of respondents, 4% felt there would be no impact from the transport strategy and 3% did not know what the impact would be.
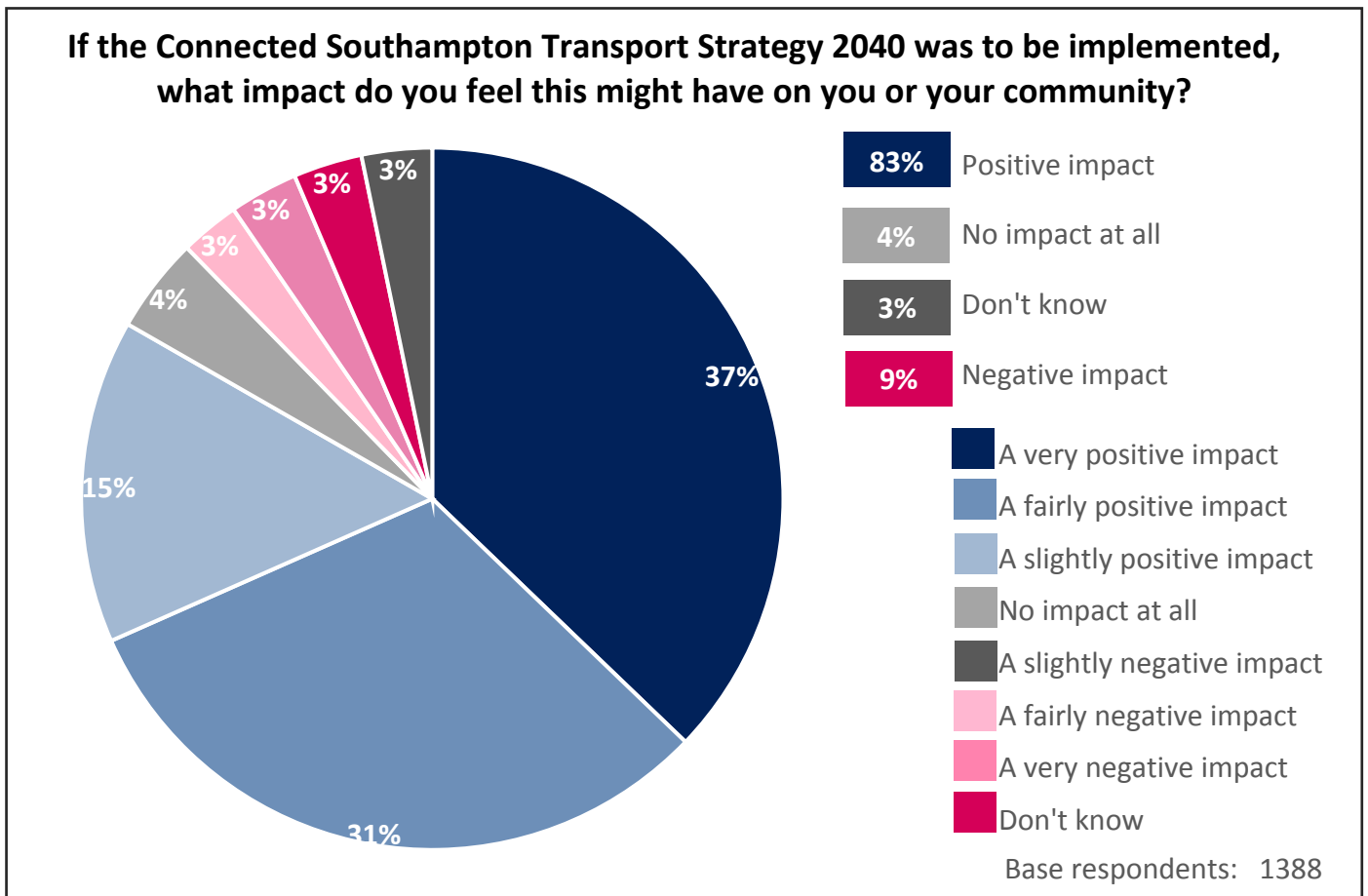
Figure 32

86. Figure 33 shows the breakdown of results by different groups of respondents regarding potential impacts of the transport strategy. Groups that the question has been broken down by include: interest in the consultation, gender, age and modes of travel.

Potential impact of the Transport Strategy - Further analysis

Interest in the consultation

Category	Positive impact	No impact at all	Negative impact
As a resident of Southampton	82%	5%	3%
As a resident of Hampshire	89%	3%	1%
As a commuter in to Southampton	82%	3%	4%
As a commuter within Southampton	85%	3%	4%
As a business/organisation or member of a community group/organisation	84%	6%	4%

Gender and age:

Category	Positive impact	No impact at all	Negative impact
Female	87%	3%	4%
Male	82%	5%	2%
Under 35	91%	2%	1%
35 - 44	87%	3%	3%
45 - 54	87%	3%	1%
55 - 64	81%	6%	4%
65+	78%	6%	4%

Modes of travel used regularly

Category	Positive impact	No impact at all	Negative impact
On foot	86%	4%	3%
Bicycle	92%	2%	3%
Car	81%	5%	3%
Bus	88%	4%	3%
Train	91%	2%	3%

Legend: ■ Positive impact ■ No impact at all ■ Negative impact

Figure 33

Qualitative written feedback from questionnaires, letters, emails and social media

87. Respondents could provide written feedback to the consultation through a number of different routes. There were a number of opportunities throughout the questionnaire in which respondents could write a free text response. In addition anyone could provide feedback in the form of letters and emails.

88. All written responses and questionnaire comments have been read and then assigned to categories based upon similar sentiment or theme. Written responses to the consultation were assigned to 95 separate categories. Individual responses that raised a number of different points would be assigned to multiple categories. The report has also endeavoured to outline all the unique suggestions gathered as a part of the consultation. The following section provides further detail on these categories and the numbers of respondents that raised that theme within their response.

89. Points raised within the written feedback to the consultation generally fell into one of 8 broad themes. These were:
    a. Comments expressing disagreement and giving alternatives or suggestions to the proposed local transport plan
    b. Comments expressing general agreement with the proposed local transport plan
    c. Comments expressing agreement with elements of the A Successful Southampton goal
    d. Comments expressing agreement with elements of the A System for Everyone goal
    e. Comments expressing agreement with elements of the Changing the Way People Travel goal
    f. Comments on the potential negative impacts of the proposed local transport plan
    g. Comments on the potential positive impacts of the proposed local transport plan
    h. Other comments related to proposed local transport plan

Comments expressing disagreement and giving alternatives or suggestions to the proposed local transport plan

90. The comments expressing disagreement and giving alternatives suggestions have been broken down into 5 sub-themes. These were:
    a. General disagreements
    b. Disagreement with specific elements of the proposals
    c. Public transport suggestions and alternatives
    d. Road related suggestions and alternatives
    e. Other suggestions and alternatives for the local transport plan

91. The following section provides further detail on these sub-categories.

92. Figure 34 shows the comments expressing general disagreement with the local transport plan as opposed to specific elements of the proposals. The most frequently mentioned disagreement arose from doubts that the proposals would be successful or ever happen (alluded to by 68 respondents). The next two most frequently mentioned disagreements were over costs of implementation and a need for more immediate, short term plans. These two categories were both raised by 54 respondents.

General disagreements

Category	Count
Doubts over proposals likelihood of success or it happening at all	68
Concerns over costs of implementation	54
Need more immediate short term plans	54
General disagreement with proposals	45
General distrust of council	41
More planning and research needed	38
Not enough is being done, do more	37

Total respondents 10 20 30 40 50 60 70 80 90 100

Figure 34

93. Table 2 shows any unique comments given for each category within the general disagreements sub-theme.

Category	Unique comments or suggestions
Doubts over proposals likelihood of success or it happening at all	*Do not think plans given will be successful in achieving goals.*
	This will not be successful because you cannot plan for 20 year's time. How and why the population travel could be completely different and therefore need a different infrastructure by then.
	Not sure there is the surrounding infrastructure to support a zero emission zone for example a good enough electric vehicle infrastructure nationally.
	Do not believe this will ever succeed in knocking car as king.
	This will not be successful across the city as some areas and communities will get more funding than others, creating disparities.
	Concerns about how problems arising during implementation of these plans will be dealt with.
	This won't succeed in improving Southampton as residents don't care enough to look after it.
	Doubt that Southampton can be attractive - it just isn't that kind of city.
	These sorts of plans have been thought of before and then not carried out - have some follow through this time!
	This could change or be scrapped when political landscapes change both locally and nationally.
	Doubts over the practicalities of proposals. They are idealistic and unrealistic and won't be implemented properly or left unfinished.
	With current budget restrictions, these are unlikely to happen.
	Businesses will get their way, to the detriment of residents and this will not happen.
	Southampton is so far behind some other cities across the country and world that they will never have a good transport system, let alone lead the way on it.
	Some of the proposals in this plan are beyond the realms of the local authority or local partners. (E.g. having a fully integrated ticket system linking to rail would require a national ticketing system.)
Concerns over costs of implementation	*Value for money these proposals must be considered before being progressed.*
	The city maintenance and development of infrastructure needs to be cost effective.
	All this will cost too much, more than the council has.
	Will council tax increase to cover these costs?
	Where is all the funding for this coming from all of a sudden?

	EU funding for transport projects will be lost soon.
	Will the BID help to fund this?
	Concerned about loss of revenue from parking if vehicular access is going to be restricted. Need a way to recover this lost revenue.
	Revenue from clean air zone, parking and workplace levies should be used to subsidise public transport.
	Define how much financial and other resources will be allocated to the three long-term strategic goals and eight related themes throughout the plan period.
	Clarify whether there are plans to allocate specific amounts of financial and other resources to defined geographic areas during the plan period.
	Whilst the desire seems apparent for the City Council's aspirations in this strategy, as ever there has to be a concern about the level of funding needed to develop and maintain the plan's objectives. How will City Council secure initial and ongoing funding to deliver its strategy?
Need more immediate short term plans	*These proposals should have happened years ago and should already be in place.*
	Something needs to be done sooner - get going on this now.
	These proposals should be in a short term plan.
	Plans that will improve air quality need to be implemented ASAP as the current timeframe is too long - it will not reduce emissions in time.
	Set plans of what will happen before 2040 (so say by 2020, 2030 etc.).
	Road maintenance should be done well before 2040.
	Surely a tram system could be developed in the next 5 - 10 years not 40.
	A Park and Ride has been needed for 10 years, it needs to be put in ASAP to lower air pollution now.
	Implement zero emission in zone in the near future not long term.
General disagreement with proposals	*Disagree with these 'proposals' as many of them are already happening. (E.g. A lot of freight consolidation is already done by the courier firms who make deliveries for multiple small clients and the larger companies with their own fleets managing deliveries so that all deliveries in a similar area take place on the same day, avoiding special trips.)*
	Some of these ideas clash with each other or will struggle to work cohesively or do not work with other plans the council and other organisations have.
	Should be using money for other public services like: care for the elderly, youth services, reduce council tax, reduce poverty, build homes, improve services.
	The council should focus on its current obligations instead of making grand plans for things that they may struggled to do.
	A lot of these ideas are things that were being done previously but have been cut due to lack of funding.
	This plan does not seem suitable for Southampton, almost more appropriate for Winchester or Romsey.
	Proposals are too generic and corporate.
	This proposal reads like a paper exercise to satisfy government targets.
	Start again - redo the entire strategy.
	Disagree with these proposals as they are hoping to grow Southampton, which would make things worse.
	These proposals are to improve things that are awful and should be better already not to move the city forward.
	The proposals do not involve genuine improvements for cyclists and pedestrians.
	Council should improve its own service and make efficiencies within the council before trying to achieve these proposals.
General distrust of council	*Don't trust council to actually do what is proposed - they have a history of making plans which are never fulfilled.*
	This is all just words and no action will be taken. It is just trying to justify jobs.
	Council will not go through with this and will cave to other pressures (e.g. from the port).

do more (continued)	*The council is only out to make money and some proposals (for example workplace levy) will end up as a cash cow.*
	The council do not have residents' best interests at heart.
	The council do not know what they are doing.
	Council can't do anything right.
	Council are dragging its feet with this and the approach to this will be half-hearted.
	This will take the council too long to do.
	Cannot see how council's attitude will suddenly change to put all of this in motion.
	Make sure the people working on this are good at their job.
More planning and research needed	*This is all aspirational. The strategy is appropriate but a tactical plan needs to be developed so that it can be delivered.*
	Go back to the drawing board and come up with more practical ideas.
	Come up with some more ambitious and innovative proposals for the long term.
	Need an overall more structured plan of how to develop the whole city, not piecemeal.
	There needs to be a more detailed cost-analysis for proposals.
	Research needs to done into the impacts of the proposals for example impacts of shopping and retail.
	Use evidence based planning principles to assess and quantify the potential impacts of the proposed policy/scheme interventions.
	Use evidence based planning principles to identify and quantify the locations and associated population groups (within and outside the SCC administrative boundary) which are expected to be beneficiaries and losers from individual and collective policy/scheme interventions. For identified losers policy/scheme redesign accompanied by improved mitigation measures should be considered which seek to reduce and ideally eliminate the dis-benefits of proposed interventions ensuring that individual interventions and by extension the overall plan as a whole offers equality of opportunity for all.
	Run pilots of these proposals.
	Create measurable targets.
	Check your research that your basing decisions upon is accurate and reliable. (E.g. Not sure statement that young people living in the city centre prefer public transport is necessarily true)
	Learn from and research other progressive cities (e.g. Rotterdam).
	Look into what works well both here and elsewhere already and replicate.
	More research on people's travel behaviours should be done to inform plans.
	Talk to people and communities about what they need.
	More planning for rapid transit system.
	Take a more considered approach to a non-road transport system.
	Develop more plans involving new technology like electric buses or dustbins.
	The transport system must work alongside the physical and social environment of the city - these two different types of planning are not exclusive of each other (i.e. how a person can travel about the city, influences the physical environment and their social one).
	Use data to make decisions and develop this policy as opposed to making decisions before knowing what the need is.
Not enough is being done, do more	*These plans are not enough to achieve the goals you want.*
	The plans are not bold enough - take a stronger stance and be more visionary.
	Do not just tinker and try to fix previous mistakes; have a local transport plan that transforms the city.
	Do more by standing up to businesses etc. that oppose this change.
	Do more to achieve goal of a healthy and active city, current proposals are not enough.
	The zero emission activities are not enough to improve air quality.

	Not enough is being done to help electric vehicles take off.
	Insufficient proposals to improve and encourage cycling.
	This does not go far enough in making the city equitable for those with reduced mobility.
	Will need more resource to implement and enforce some of these proposals.
	Policy needs to be bolder in managing car parking provision.

Table 2

94. Comments that disagreed with specific elements of the proposals are given in Figure 35. The specific element most often disagreed with was the development and encouragement of electric vehicles (by 93 respondents). The next most frequently disagreed with element of the proposals were the plans to reduce the amount of car parking in the city (mentioned by 70 respondents). Some respondents (66) believed the proposals were too heavily focused on road transport when there should be a move away from cars as the main mode of transport.

Disagreement with specific elements of the proposals

Category	Total respondents
Disagree with electric vehicle development and encouragement	93
Disagreement, concern and alternative suggestions for reducing the amount of car parking	70
Disagree with focus of road transport/Move away from cars as main mode of travel to other methods	66
Disagree with or have concerns over zero emissions zone	47
It is impossible to eliminate cars completely	43
Disagree with developing and encouraging cycling	43
Disagree with workplace levys	42
Disagree with discouragement of private vehicle use and bias towards public transport and cycling	35
Too much focus on the city centre; think about smaller centres	28
Disagree with congestion charges	20
Disagreement with other LTP4 goals/aims	20
Disagree with trams development	19
Disagree with increasing pedestrianized zones/ decreasing vehicle access	16
Disagree with or have concerns over Park and ride	16
Too much focus on technological solutions	12
Disagree with self-driving vehicles	11

Figure 35

95. Table 3 shows any unique comments given for each category within the disagreements with specific elements of the proposals sub-theme.

Category	Unique comments or suggestions

Disagree with electric vehicle development and encouragement	*For the majority electric vehicles are too expensive. The council should not be encouraging, incentivising or subsidising the already well off to benefit*
	Electric cars are not solving pollution issues, they are just moving them as they still need to get power from somewhere
	The construction and scrapping of electric cars creates more pollution than can be saved by their use. Little infrastructure for the end of life batteries in the cars is in place. Child labour is used for elements in battery construction.
	Electric vehicle batteries are expensive to dispose of.
	Electric vehicles are not popular enough to warrant developing their infrastructure
	Electric vehicle infrastructure must be developed nationally first
	Electric car technology is too underdeveloped and impractical for mainstream use
	Electric vehicles cannot do long distance journeys yet
	Electric vehicles are still an space inefficient way of moving people
	Electric vehicles are not zero emissions
	There are quicker, more effective ways of improving air quality
	Electric cars do not resolve issues around congestion and road maintenance or road safety
	Impractical to have charging in places with on-street parking
	Who is paying for electricity at public charging points?
	Encouraging electric vehicles may actually encourage more driving as the fuel is so cheap
Disagreement, concern and alternative suggestions for reducing the amount of car parking	*Disagree with cutting the number of parking and increasing car parking costs*
	Makes no sense to reduce car parking spaces when you are expecting an increase in cars
	Once you remove car parks you cannot replace them
	Car parking may not be full but on-street parking is very full.
	Disagree with reducing parking in the city - especially for HGVs that need to park close to their delivery points
	Should not reduce the amount of car parking without providing alternative transport methods like park and ride etc. or improving current public transport system
	There is not enough car parking as it is, should be increasing parking. Create a city wide residents parking scheme to allow residents to park anywhere for free
	Need for more suitable parking, current parking is not adequate for increasing number of larger vehicles (SUVs and people carriers)
	Should create more out of town parking to reduce problems on the roads
	Need more car parking for disabled permits and also more enforcement of permit only as disabled permits are on the increase
	Disagree with this as it will make parking difficult or expensive
	Disagree with decreasing the number of disabled spaces as it will make it difficult for disabled individuals to get to town
	Should not decrease car parking in the city centre dedicated to or near residential buildings and areas as it then is difficult for those residents to park and people they know to visit
	Disagree with reducing park and increasing costs as it could put people off coming to Southampton
	Less parking in the city will push more people to park in small residential roads just outside of the city which cannot cope with it

	Should not reduce parking or increase charges to the extent that those living far Southampton and commuting in have to revaluate their employment in the city
	This will be challenged by others
Disagree with focus of road transport/Move away from cars as main mode of travel to other methods	*Most of investment is still going towards road travel improvements. The proposals are still too focused around cars. Road travel should only get funding if there is any left over*
	Most of investment is still going towards road travel improvements. The proposals are still too focused around cars. Road travel should only get funding if there is any left over
	Only way to get people out of their cars is to make them
	Discourage use of car and encourage other modes of transport by charging people more tax the more they drive
	Make the journey by car longer than the journey by public transport or bike
	Reward and incentivise single car or no car households
	Regular traffic or car free days in the city
	Money should be mainly invested in active travel
	Encourage alternative travel
	Putting the needs of people – not cars – at the heart of your plans is the right thing to do.
Disagreement or have concerns over zero emissions zone	*What does a zero emissions zone mean in practice?*
	This is a non-starter and unrealistic
	Zero emissions zone will be unsuccessful until other air pollution issues are addressed like port pollution, HGVs, delivery vans
	A zero emissions zone should be a bonus not an essential, something that is encouraged rather than enforced
	Concerned that residents will not have enough time to prepare for a zero emissions zone
	Concerned this zone will be used to sneak in a congestion charge
	This will never happen. It is not possible for all residents to own and charge an electric car
	A zero emissions zone would penalise those who cannot afford an expensive electric car
	Zero emissions zone should be the city centre only and not surrounding areas like Bitterne, Woolston and Shirley
	A zero emission zone is not possible in the city centre - perhaps around schools or residential areas?
	A zero emissions zone would damage the city centre, shopping and businesses
	Disagree with penalising residents who live in the city centre and own a car
	Disagree with zero emissions zone because it will hinder local people who still need to drive around
	Diesel cars should not be penalised in a low emissions zone
It is impossible to eliminate cars completely	*Some people need cars (e.g. for their work, because they have a disability, because they have autism, because they have a family*
	People will still want to get around using their own transport
	When it continues to be faster, cheaper and more convenient to drive, people will continue to drive
	Only when cars are more expensive than other modes will there be change
	Some people who own cars have to use it for all travel in order for it to pay its way
	People will not stop driving cars in the foreseeable future

	Car ownership and use is on the increase not decrease
	More options for cars journeys now (e.g. Uber, driverless, car clubs etc.)
	People won't give up private transport if other forms don't make them feel safe
	Because of idea driving footfall into the city
	Take into consideration that some people live in rural areas with very little or no public transport options and cannot walk or cycle
Disagree with developing and encouraging cycling	*The majority of people do not cycle and so there will not be enough people cycling to make the cost of all this worthwhile*
	Not everyone can cycle
	Not everyone likes cycling
	British weather is not ideal for cycling
	Cycling for all journeys by all is not going to happen.
	Cycling will not help the ageing population who will not want to cycle
	It is unrealistic for families to cycle
	There is too much bike theft and vandalism to be worth developing cycling
	Improving cycling on roads (e.g. adding cycle lanes) will make the traffic worse, as there will be less space when the roads are already too busy
	Cyclists end up not using things created for them anyway and instead cycle with the traffic or on pavements
	Cyclists should pay towards road that they use
	Cycling is a danger to other people like pedestrians. Cycling should not be expanded at the expense of pedestrians
Disagree with workplace levys	*Workplace levies will just encourage drivers to park on free residential streets*
	This will be too high a cost for businesses to pay
	This may push businesses outside of the city
	Will impact small businesses and charities more
	Only charge for newly built carparks, businesses won't want to pay extra for something they built on their own land
Disagree with discouragement of private vehicle use and bias towards public transport and cycling	*It is unfair to penalise private car owners, help them instead*
	Do not implement measures to cut down private car use without first establishing and improving the alternatives
	This strategy favours public transport and cycling, and is punishing private car users
	This is just another way to tax drivers
	Travelling home on public transport or active travel is impractical for: people working shifts; families
	If pushing people to buy electric cars then why discourage private car ownership
	Unfair to penalise drivers of diesel when they were encouraged to buy them by the government
	Don't demonise the car when it is planning that has led to such dependence upon it
	Disagree with using punitive measures on private car users as a way of pushing people to a new way of travelling
Too much focus on the city centre; think about smaller centres	*Only city centre is ever maintained and developed*
	Make plans and develop for entire city not just centre
	Don't forget or ignore the suburbs!
	This plan ignores the East of the city
	Invest in smaller centres too: Bitterne, Woolston, Shirley
	Transport should help local centres to thrive as well as the city centre. Currently all public transport routes are going into the city centre

	Create mass transit system that connects outlying areas with each other not just to the city centre
Disagree with congestion charges	*Congestion charges will move the container and cruise business and therefore traffic away from city, losing trade for the city*
	Residents shouldn't have to pay a congestion charge
	Would not want congestion charges to impact buses
	Would just be used as a council cash cow
Disagreement with other LTP4 goals/aims	*Disagree with reducing rat runs as this could just worsen traffic and pollution*
	Disagree with car clubs - they have been tried and failed. Waste of time and are too expensive
	Disagree with electric car clubs
	Disagree with improving access to the city as there is already enough provision for mobility impaired
	Disagree with improving access to airport - already well connected
	Disagree with freight consolidation encouragement as it is already happening within private companies
	Disagree with last mile deliveries being completed by rail - surely it should be done by electric-powered vehicles?
	The attractive public spaces plan will create resentment in those areas of the city that will not receive anywhere close to the funding of these zones. In fact most residential areas will look shabby and unkempt in comparison.
	Disagree with buses being the mass transit system
	Do not over-develop park, let them be truly wild to be a true escape from the city landscape
Disagree with trams development	*Too expensive to implement and change all the infrastructure when it is not that necessary or worth the expense*
	This has already been thought of and scrapped before
	Won't work on existing roads - where would they go?
	Maintenance of tramways will be too costly and disruptive
	Trams are slow
	Tracks are a problem for cyclists
	Can be dangerous - cannot stop or swerve away
	Trams won't solve issue of connecting outer areas of Southampton
	Disagree with tram, or light and heavy rail development
Disagree with increasing pedestrianized zones/ decreasing vehicle access	*If you are preparing for electric and self-driving vehicles already then there is no need to reduce vehicles in the city as pollution will no longer be an issue*
	It is already difficult and lengthy to travel across the city without reducing access for vehicles
	This will worsen traffic
	This will make things more difficult for disabled people needing to use cars
	Pedestrianised zones should not reduce access for delivery vehicles
	This will reduce the accessibility and routes available for buses
	These pedestrianised zones should not cut parts of the city off for cars
Disagree with or have concerns over Park and ride	*Park and ride won't work in the city, just like it doesn't work in Salisbury*
	A park and ride seems unnecessary
	Bus usage is low and so park and rides may not get used
	This will just create a lot of unattractive cars park on the outskirts of the city coming in
	Park and ride still doesn't help those who are disabled
	Park and ride won't solve issues of connections to district centres

	Park and ride often are just linear routes from outside the city to the centre and not across or around city's
	Concerned of negative effects of park and ride for other road users and green spaces
	Concerned about the locations of Park & Ride as any proposed site will increase traffic and subsequent air pollution in that area (this includes increased traffic on the strategic road network)
	Concerns over practicalities of bringing in a park and ride
	Should not be a cost to public funds, or a cash cow for the council
	Park and rides can have high ongoing costs
	Park and rides could generate car trips across the city to reach park & ride sites, rather than encourage city *residents to use their neighbourhood local bus routes or cycling and walking*
	Financial and political capital can get abstracted from open-for-all public transport and *moved exclusive-to-car-users park & ride systems. Witness the level of bus priority park &* *ride bus services have versus regular local bus services have in other major cities*
Too much focus on technological solutions	*Technology is developing too fast to bother implementing the mentioned technology as they will be out of date by the time you implement them*
	Smart technologies means more cost
	Some concerns about public privacy using cameras for monitoring traffic
	Some concerns that smart technologies will be used to fine those who do not comply
Disagree with self-driving vehicles	*Concerns over safety of self-driving vehicles*
	Autonomous vehicles are not appropriate for Southampton
	Disagree with spending money preparing for something that is not a guaranteed thing yet
	Self-driving vehicles threaten jobs in the public transport sector

Table 3

96. Figure 36 shows the comments giving alternatives and suggestions to the local transport plan for public transport. A recommendation and desire to improve the buses in the city was expressed by 172 respondents. The second most frequently suggested idea for public transport was to make it cheaper (mentioned by 91 respondents). The next most frequently mentioned suggestion was too see an improvement in public transport in general (by 90 respondents).

Public transport suggestions and alternatives
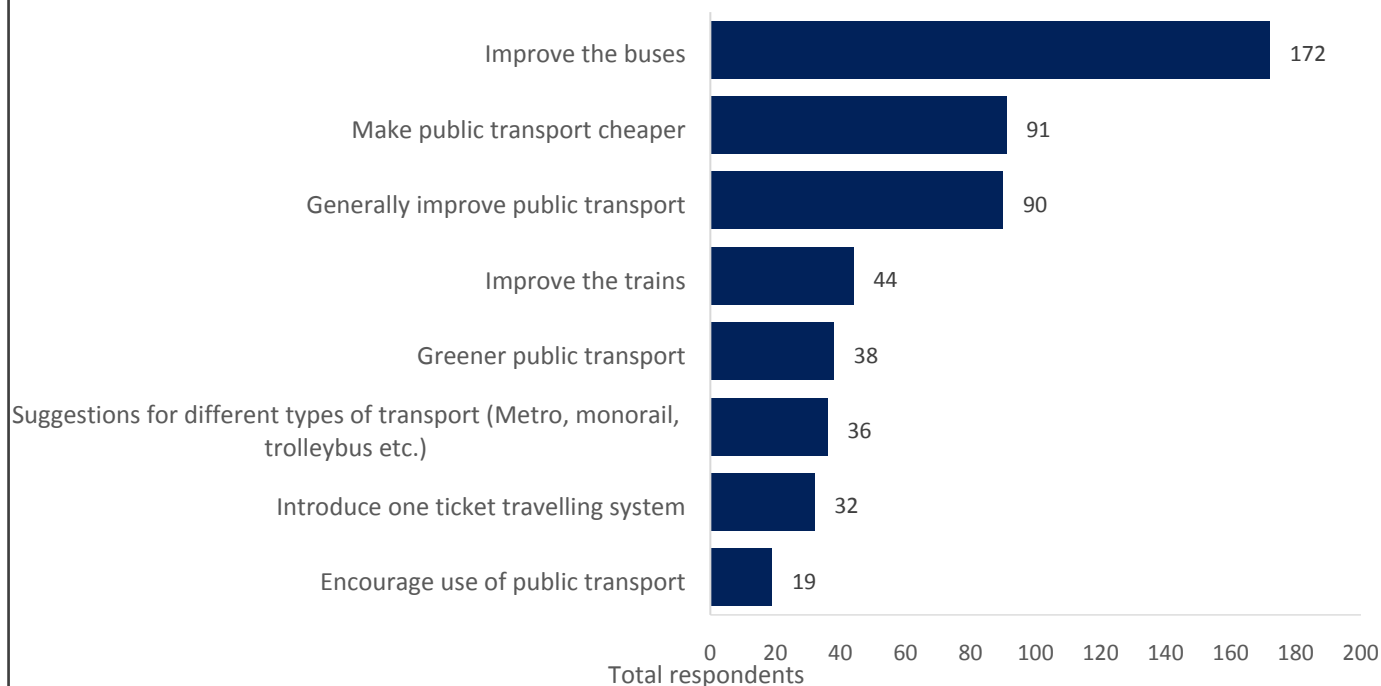
Figure 36

97. Table 4 shows any unique comments given for each category within the public transport suggestions and alternatives sub-theme.

Category	Unique comments or suggestions
Improve the bus service	*Current bus service is poor.*
	Buses should be: on time; reliable; easy to use.
	There should be a comprehensive and bigger bus network.
	Create bus routes to all amenities (e.g. hospitals, train stations, airport shopping centres, leisure places and attractions etc.).
	Better integrated bus systems to train stations and park and ride.
	Create bus routes to and between other parts of the city that are not the centre including: Bassett; Maybush; Portswood, Shirley, Sholing, St Marys; Weston; Woolston; Upper Shirley; Winchester Road.
	Create bus routes that go beyond the city boundary and into rural areas. (e.g. Totton, Marchwood, New Forest, Hythe, The Isle of Wight, Ashurst, Botley, Hedge End, Chilworth, Nursling.
	Create shorter and more direct bus routes.
	Stop bus companies cutting routes from areas where people live and need buses (e.g. Ocean Village, Briton Street) and only running profitable routes.
	Bus services should be more balanced across the city, not too many in one area and nothing in another.
	Reduce the number of buses in some areas to avoid: too many empty buses driving around; several buses on the same route following each other.
	Run a more frequent bus service (every 10 minutes on all routes), some places only have one an hour.
	Buses running later into the evening, earlier in the morning and more frequently on weekends.
	Run a special bus service on match days.
	Improve conditions of bus: heating for the winter; air conditioning for the summer; modern payment options; not overcrowded; 2 doors so people can simultaneously board and alight; more space for prams and disabled access;

	more double decker buses; automatic lowering of bus for disabled and elderly.
	More priority for buses on roads (more bus lanes and bus only routes, traffic lights set to let buses go through).
	Make bus lanes for buses only at certain times of day.
	More bus stops.
	Make sure all bus stops have a layby so that they do not stop the traffic going past the bus when stopped.
	Bus companies need to improve their communication so that everyone can get the information they need (This includes of changes, timetables, ticket options and current bus locations).
	Get rid of poor bus companies (i.e. Xelabus, First Bus).
	Stop bus companies having the same numbered routes.
	Make bus companies have a unified pricing system (so all fares cost the same across bus companies).
	There are too many bus providers. Have just one provider or a system like Transport for London to reduce unnecessary competition and encourage transport in less profitable areas.
	To encourage the use of bus passes, they should be available at all times and not restricted to after 9.30 a.m. - hospital appointments don't start after 10.00 a.m.
	Provide shuttle bus services from public transport hubs (for big employers of the city like the docks and cruise ships).
	Have at call bus routes.
	Stop vehicles parking in bus lanes.
	Better planning for alternative bus routes when original locations are unavailable.
	Community should be involved in bus provision and be consulted about proposals to remove bus services.
	Develop a wider South Hampshire Bus Priority Network.
Make public transport cheaper	*Public transport needs to be cheaper than driving and parking to encourage its use over a car.*
	Subsidised public transport and fares.
	The cost of public transport is currently prohibitive.
	Cheaper rail travel.
	Make it cheaper to travel by rail across the city.
	Make taxis cheaper (especially for disabled).
	Have a flat rate fare for all public transport across city.
	Make public transport free for job seekers.
	Make buses free.
	Cheaper bus fares in the evening to encourage people to use buses to get to entertainment venues.
	Could make bus passes a 50p fare to subsidise cost for others.
Generally improve public transport	*Public transport services are currently poor.*
	Public transport needs to be: convenient, easy to use, accessible to all, efficient, easily accessible, cheap, regular, faster than driving.
	Improve resilience of public transport (e.g. to weather/climate change, loss of power etc.).
	Improve customer service of public transport.
	Public transport should improve their communication with different ways to access information. (Communication should improve on timetables, routes, current public transport status etc.).

	Improve public transport conditions which are currently old, dirty and overcrowded to be safe, comfortable in all weathers, clean and provide modern payment methods.
	Make public transport feel safer at night with CCTV, more staff and staff training to deal with ASB.
	Create a cohesive, connected public transport network that covers the entire city and connects at a regional scale.
	Public transport should not be run with profit in mind but for the help and convenience of residents.
	Have more space on public transport for disabled or provide disabled only public transport.
	Allow dogs on public transport so dog owners can use it.
	Have a designated rail/ tram/ goods vehicle system for cruise passengers to get to outside the city centre and to city centre attractions from the terminals and connecting public transport (avoiding the city centre).
	Cities with good public transport systems: Manchester; London.
	Put public transport into public ownership, the Solent region equivalent of Transport for London.
	Current private companies running public transport are not running an adequate service because for them it is about making a profit not providing a service.
	Joined up and integrated transport systems to allow people to travel around the city without using cars.
	Integrated rail and bus timetables.
	Access to public transport should always be easier than access to the private car.
Improve the trains	*Improve frequency of trains.*
	Run more trains more frequently, particularly local based services to be like the London Overground (e.g. Stopping services from Eastleigh to the New Forest and Fareham).
	Run trains later in the evening.
	Open Terminus station to develop the east of the city and encourage cruise ship passengers to travel by train.
	Have a station in Nursling along the Southampton Romsey line.
	Improve train speed and frequency between Southampton and: Salisbury, Exeter, Plymouth, Heathrow, and Portsmouth.
	Make trains cheaper.
	Make trains and stations nicer environments.
	Improve car parking at train stations.
	Re-instate the rail line from Hythe and Fawley to Southampton to hopefully free up the Marchwood By pass. Bring in new stations, regular trains and bike storage at stations.
	Heavily invest in the existing rail network in the city and plans for rail improvements. (E.g. invest in ticketing, stations, track capacity, interchanges, deliver metro style services, support network rail's mini route utilisation strategy, have rail better cater for cruise ships luggage and passengers.)
Greener public transport	*Introduce low emission public transport.*
	Electric stop start technology for buses.
	Low or no emissions buses.
	Get rid of diesel buses.
	Electric buses.
	Solar powered buses.
	Have sustainable transport available to all across the region.

Suggestions for different types of transport (Metro, monorail, trolleybus etc.)	*Take advantage of the waterways/rivers as a way of transport with ferry links and commuter boats which are cheaper and faster than cars (e.g. Hythe ferry or a ferry to Ryde on the Isle of Wight).*
	Monorail.
	Underground/subway.
	Light rail system.
	Introduce or consider a trolley bus (buses powered by overhead electric power lines) or battery powered trolley buses to reduce fumes in street.
	Cable car from Bitterne to City centre.
Introduce one ticket travelling system	*Like Solent Go but for just Southampton.*
	Promote current ones like Solent Go and promote any new ones.
	Like an oyster card.
	For all public transport.
	One ticket authority across Hampshire. Can work on zones.
	Or at least get bus companies to charge the same cost fares.
Encourage use of public transport	*Incentivise use of public transport generally.*
	Create more and cheaper car parking around outer city train stations to encourage people to park there and get the train in to the city centre.
	Encourage use of public transport through work places.
	Encourage more people that work in the city centre to use public transport more, perhaps with a subsidised annual pass.
	Reduce the bus pass to 60 to encourage older people to use it more.
	Encourage use of public transport by students.

Table 4

98. Figure 37 shows the themes of comments where respondents gave suggestions or alternatives to the local transport plan that were road related. The most frequently raised suggestion was to improve the road structure (mentioned by 50 respondents). There was a suggestion that the traffic and congestion in the city needs to be better managed; this was raised by 42 respondents. The third road related suggestion raised by the most respondents was to create a route specifically for dock traffic or to ban dock traffic from city roads (by 35 respondents).

Road related suggestions and alternatives

Suggestion	Total respondents
Improve road structure	50
Manage traffic and congestion in the city	42
Create route specifically for dock traffic/ban dock traffic from city roads	35
Do something about traffic caused by school run	28
Disagreements with or suggestions for changing speed restrictions	25
Introduce congestion charge for private vehicle to reduce traffic	14

Figure 37

99. Table 5 shows any unique comments given for each category within the road related suggestions and alternatives sub-theme.

Category	Unique comments or suggestions
Improve road structure	The 19th century road infrastructure of Southampton is not made to withstand the current or predicted increase in levels of traffic. It needs to be improved.
	Improvements to the motorways including access to them and a road structure that can support the incoming traffic from several motorway junctions across the city.
	Identify and reduce impact of bottlenecks and pinch points (e.g. Shirley Road and bus lanes; Bassett Avenue; M271 up to J3 of M27; Portsmouth Road; Burgess Road; Hill Lane; The Avenue; Regents Park Road/A33', at railway bridges on main routes).
	Improve road structure for crossing the river as they create natural pinch points and surrounding area (e.g. make Woodmill lane a two way bridge; bridges across to Hythe; do something about the backups caused by Itchen Toll Bridge, make bridges inbound AM and outbound PM).
	Create ring roads and bypasses around outside of city.
	Improve road systems around the docks to be able to cope with multiple cruise and container ships in dock at one time.
	Improve major roads.
	Wider roads with more lanes to have more cars and better flow (e.g. at Itchen bridge).
	Make bus lanes an extra lane for all traffic/less or no more bus lanes.
	Underground road routes.
	More smart roads.
	Look at road structure of other cities for inspiration: Basingstoke.
	Create a southern exit route from the city.
	Put in a one way system around the parks.
	Improve road markings.
	Don't introduce a one way system.
	Improve Redbridge causeway and other key routes between Southampton and New Forest.
	The role of road based transport is critical to the city's economy. It is imperative that we work together with others to ensure road connectivity and access is maintained and improved. (E.g. The Surface Access Forum Initiative are a partnership looking at wider strategic port access in conjunction with LTP4.)
Manage traffic and congestion in the city	More efficient access and egress for those arriving in cars would help cut down on the gridlock which can be created along by the docks.
	Manage or potentially reduce the amount of commercial and heavy vehicle traffic.
	More yellow box junctions to avoid gridlocking.
	Remove cycle lanes on roads to add extra lanes for traffic.
	Take away restrictions and traffic calming measures to let traffic flow and reduce congestion.
	Reduce the traffic trying to cross the river.
	Sort out Millbrook road, St Marys stadium, Itchen Bridge.
	Recent efforts to resolve congestion has been slow and a refreshed approach to tackling these needs to be developed.
	Initiatives and measures that will help manage or reduce the increasing number of vehicle trips being made or reduce congestion are welcomed.
Create route specifically for dock traffic/ban dock traffic from city roads	Create a route specifically for port traffic with a direct routes from the port to the motorway and vice versa.
	Create route for cruise passengers to get to the docks from outside the city.
	Ban HGVs and port traffic from: The Avenue; Winchester Road; city centre, Western Esplanade.
	Ring road around city into the docks.
	Limit HGVs and coaches to specific routes around the city (e.g. motorways and dual carriageways only).
	Ban HGVs from the city.

	Distribution hubs outside city for goods to be unloaded and locally distributed using vans.
	Put height barrier over the Avenue.
Do something about traffic caused by school run	*Encourage children to walk or cycle to school to reduce traffic during the school run. Only allow children to attend schools within walking/cycling distance.*
	More formal, organised 'walking buses' for primary school children would be helpful - better for children's health, parents' convenience, and the environment.
	Walking rewards.
	Make sure every child can safely walk to school without needing adult supervision.
	More cycle storage facilities at schools and nurseries.
	Work with schools to discourage parents from driving their children to school.
	Make school buses cheaper to encourage their use.
	Park and ride for primary schools.
	Increased public transport frequency around school pick up/drop off.
Disagreements with or suggestions for changing speed restrictions	*Better enforcement of speed restrictions.*
	Reduce speed limit in some areas (Bassett Avenue).
	Slower speeds and speed bumps along residential roads to stop rat running.
	More 20 mph restrictions on residential roads and built up areas which are not main routes.
	10mph speed restrictions around schools and hospitals.
	Put speed limit up in some areas as limit causes frustration and does not improve safety: Mountbatten Way and Redbridge road.
	Remove traffic calming measures to improve traffic flow.
Introduce congestion charge for private vehicle to reduce traffic	*Introduce congestion charge for private vehicles to reduce traffic, allowing public transport easier access around the city.*
	Use congestion charge to subsidise cost of public transport.
	Congestion charge for using Itchen bridge between 07:00-18:00.

Table 5

100.   Figure 38 shows the themes of any other suggestions and alternatives for the local transport plan. A heavier focus on pollution and the environment and in particular emissions from the port were the most frequently raised suggestions amongst the other suggestions and alternatives (both of these themes were raised by 90 respondents). There were a number of other suggestions and disagreements that did not fit into any other theme mentioned by 89 respondents. Any suggestions and disagreements that are unique within this category have been explained in further detail in table 6 of unique comments.

Other suggestions and alternatives for the local transport plan
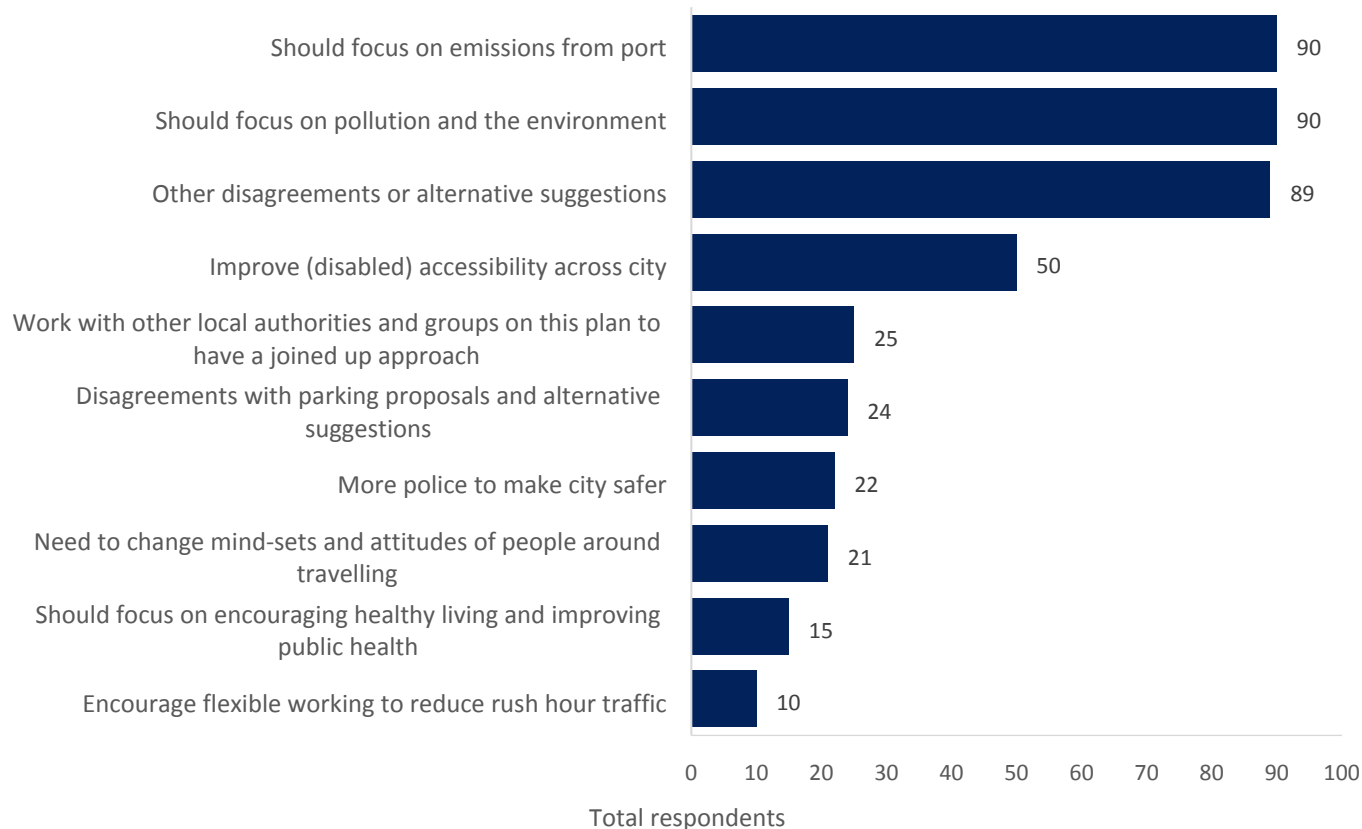
Figure 38

101.   Table 6 shows any unique comments given for each category within the other suggestions and alternatives for the local transport plan sub-theme.

Category	Unique comments or suggestions
Should focus on emissions from port	*This needs to be done if you are to achieve a zero emissions zone.*
	Move port or cruise terminals to outside city.
	Provide ship to shore power (like HM Naval base in Portsmouth).
	Charge or tax port owners and users.
	Have rules about energy use in port.
	Consider pollution contribution from cruise ships.
	A more strategic schedule for large vessels arriving and leaving Southampton to reduce periods of emission congestion.
	Protect last green bit of Southampton and stop Dibden Bay being developed into another bit of the dock.
	The port needs to develop a surface access plan to the Port for staff and visitors - staff accessing the site by other means than the car will free up space for more suitable site development, ensure the best use of land and assist modal share targets.
	How will the extra traffic caused by cruise ships and increased rail freight causing more congestion at level crossings be better mitigated?
Should focus on pollution and the environment	*Do something about noise and air pollution.*
	This strategy needs to join up with the clean air strategy as air quality is poor in the city and so must be considered when looking at transport.
	Need to act as soon as possible to improve air quality.
	One of the priorities should be reducing the number of people who suffer from COPD and asthma that is worsened by air quality.

	More sensors and monitoring of air quality and share the results with residents.
	Educate in schools about air quality.
	More investment into renewable energy and taking advantage of sustainable energy sources (e.g. geothermal energy, installing solar panels on buildings).
	Look into provision for alternatively fuelled vehicles (e.g. hydrogen fuel; LPG).
	Implement speed restrictions and other traffic calming measures to reduce speed, noise and air pollution.
	Take action on idling.
	Tax or ban highly polluting cars (e.g. old diesel cars or 'Chelsea tractors').
	Stop people using residential areas as routes to the city centre in rush hour as causes high pollution.
	Do something about taxis.
	Get companies to use smaller LEVs for deliveries.
	Do something about refrigerated lorry companies causing pollution (get them to move out of the centre).
	Local transport plan should focus on sustainable travel.
	Use Amsterdam as model of sustainable transport.
	Encourage tech companies and transport companies to trial new electric/clean tech like in Milton Keynes that will encourage investment and green tech transport in the city, without council cost.
	Focus on other causes of pollution to cars (e.g. the airport, diesel trains).
	Do something about industrial pollution.
	Concerned that airport is proposing an extension to increase the number of flights whilst SCC is trying to reduce emissions.
	Ban bonfires.
	Introduce smoke free zones.
	Install sound barriers should be installed to reduce noise pollution (e.g. along the M27 where it borders the city; Thomas Lewis Way).
	Invest in buses as they take cars off the road to improve air quality, congestion and are better for the environment than cars.
Other disagreements or alternative suggestions	*Do something about Itchen bridge - traffic is bad. (Potentially increase the price for non-residents to use the bridge whilst retaining resident discount would be helpful or make it free to cross.)*
	Wasting money on interactive signs - we already have signs that are fine.
	The city needs change on a massive scale, complete demolition of current road networks and adjacent buildings to create a transport system capable of handling the capacity of future populations.
	Keep any redesigning of transport infrastructure very simple and easy to navigate.
	Southampton university has a strategy document, describing how it sees itself developing over the next few years. Have you involved the University in discussions about their role (c 25k students) in the City's transport strategy?
	Don't rush into anything: it's better to take longer and get it right, rather than rush and spend the next few years tinkering and amending. Leave room for further adaptation as the needs and requirements change over time.
	Consider partnerships with universities and technology suppliers to develop solutions to delivering mass transit and innovation. (E.g. The Science park would be interested in contributing to the delivery of the local transport plan, particularly of demand responsive transport, park and ride and electric vehicles.)
	A map showing all attractions and travel options (routes, stops and stations, bike hire etc.) across the city. Provide a digital and physical versions.
	Please ensure that buses and delivery vehicles are barred from any "pedestrian priority areas" between 08:00 and 18:00; it doesn't work elsewhere, why should it here?
	Limits, restrictions or charges on student cars.

	There is too much focus on students (these things will benefit students not an ageing population).
	Move all of the student accommodation to the outskirts and student can walk or ride bikes to the university. By doing this, the student accommodation could be rebuilt as proper homes for people who either work in the city, or are restricted through not being fit or young enough to walk or ride for any distance.
	Encourage older people to move closer to the city centre.
	Much is made of older people yet very little offered to improve quality of life.
	Disagree with increasing buses as they are now a source of congestion and pollution in their own right.
	How about 'A Desirable City' - A city that welcomes and nurtures new businesses, creates opportunities and supports industry to thrive with better logistical capabilities. I think we need to attract and encourage innovative businesses to set up base within Southampton, which can create jobs and future prosperity.
	Make use of out of town business parks close to airport and rail links so less commuters coming into city.
	Move businesses where customers need to drive to outside city centre or do not cut them off to people (e.g. Red Funnel, Ikea or John Lewis).
	A levy/ charge should be introduced for households with multiple vehicles (so an increasing residential parking charge for every vehicle above one).
	Stop lorries unloading or loading at certain times of day (i.e. rush hour).
	Dedicated HGV parking to prevent them parking by the side of the road. Lorry park for parking and other amenities for lorry drivers.
	Don't hit the motorist when they were encouraged to buy diesel cars.
	Also has any thought been given for people to make voluntary donations to certain aspects of this transport strategy?
	Improve My Journey app: For one it doesn't contain the name of the area it pertains to - Travel Southampton or Travel Solent would be better (depending on the area covered). It should offer: - Live travel information for all transport options (train, tram, bus, walking and cycling options) - Live service disruption information.
	Need to effectively communicate with public about plans going forward.
	Close more roads if they will not cause traffic issues.
	There is potential, with an increase in public transport usage that incidents of harassment or sexual assault which have plagued other cities such as Paris and London could increase - provision for tackling this and being aware of the potential risks to women and people in minorities is important.
	Delivery companies provided by the city so people can get goods homes.
	Disagree with being forced to change lifestyle (e.g. to have a healthier lifestyle).
	Put consideration into routes used by emergency services - these can be unsafe and should be reviewed.
	Undo some of the damage done by previous planning.
	Disagree with reducing the diversity of travel options in the city.
	Disagree with current improvements to road like using motorway hard shoulders.
	The Council should cap the number of private cabs in the city.
	To make this vision possible in even a limited way will require proper joined up thinking from all the major city services not just a transport plan.
	Do not continue to build more housing developments which increase the population to a size that the road and transport infrastructure cannot cope with.
	There should be changes on a national level.
	It will be important to involve the community in the whole process of developing public spaces and planning transport systems, and making sure that all areas of the city are considered. Spending time and effort on this in the planning stages will mean the projects deliver what the people who live in Southampton actually want and need, as well as bringing communities together and creating a sense of civic ownership and pride.

		Do something about skateboarders.
		Do more to encourage motorcyclists: more parking facilities; permit them to share bus lanes. (They are good for traffic reduction.)
		Create legal or policy framework supporting and embedding the prioritisation of walking, cycling and public transport in all planning and development decisions.
		Allow and plan infrastructure for use of Segway's and other personal electric vehicles (e.g. disability scooters).
		Expanding the runway at Southampton Airport over the M27 to enable larger aircraft to use the Airport and ensuring the surrounding transport links can cope with the increase in traffic.
		There should be some consideration in this strategy of drones as transport.
		Increase the emphasis on an integrated multi-modal corridor approach to scheme design, development, delivery and monitoring for transport corridors within and crossing the Southampton City Council administrative boundaries.
		A single smart 'card' access to the mass transit system fits with today but by 2040 will they still be used? Already operators who have smartcard systems are shifting customers to mobile ticketing. Using smart card systems in the local transport plan seems obsolete and the SolentGo+ concept needs rethinking.
		The plan should incorporate the trend for moving from vehicle ownership to leasing and sharing more.
Improve (disabled) accessibility across city		To improve accessibility all areas of the city must have all options of travel available (cycling, walking, public transport and driving).
		Access for disabled residents needs to be throughout the whole city, not just within the city centre itself - you need to be able to get to the city in the first place, and then home again.
		Improve disabled access in the following areas: Northam; St Mary's; Holyrood.
		Make a public transport system that works for wheelchair users/disabled.
		Subsidise public transport for disabled.
		Improve buses for those with disabilities by: having more seating on buses for those with disabilities, having proper seats at bus stops, having tactile or audio signs at bus stops, drivers always lowering the bus at stops, allowing people with disabled bus passes to use it before 9am, enforcement and education of disabled spaces on buses being primarily for those with disabilities over prams.
		Improve rail travel for wheelchair users by: having ramps at every station, more lifts at stations, don't insist that those with disabilities must call ahead.
		Disability transport companies should link up.
		Improve provision and access for disabled drivers.
		There needs to more sensible use of parking Bays for those with disabilities.
		Do not prejudice the city environment towards the able-bodied.
		More drop kerbs (at bus stops that are in good condition) and better maintained pavements.
		Ensuring that dropped kerbs in pavements are opposite each other. This is essential for wheelchair and mobility scooter users.
		The city needs significantly better options for the visually and hearing imparted. Ensure all crossings have green man show, sound and a spinny option for those that are visually impaired.
		Ban on things being on pavement in way of pedestrians, especially those with reduced mobility or visual impairments.
		Improve access to buses for all.
		Make it easier for parents with buggies and children to use public transport.
		Improve accessibility for the elderly as well.
		Given priority to vulnerable users.
		Scooter routes for mobility scooters.
		Involve those with limited mobility in the planning for them.
		Look into improving access to special schools.

Work with other local authorities and groups on this plan to have a joined up approach	*Work with other councils and other organisations (like the South Hampshire Bus Operators Association and Solent Transport) to improve transport options together and create solutions that benefit each other and cross boundary journeys made easy.*
	Solent-wide coalition of local authorities to fight for funding and the right decisions to be made by bigger companies like Highways England, Department for Transport and LEPs.
	To build a cycle network going in and out of the city.
	Make connections between southern towns and cities faster.
	Southampton is the natural centre of a local transport system which should extend across Salisbury, Bournemouth, Portsmouth, Winchester etc. We should be running regular 20 min trains through this network for the benefit of everybody in this area under one system.
	There should be recognition of the work and partnerships of the Solent Local Authorities and South Hampshire Bus Operators' Association.
	The Council must actively work with surrounding local authorities to mitigate and plan for improved public transport/cycling/pedestrian/rail access from growth areas emerging through the Local Plan process.
	Work with the University of Southampton as they are a large employer who would like to play an active role in this
Disagreements with parking proposals and alternative suggestions	*Do something about the high cost of parking as parking charges are already too high and should not increase.*
	Remove parking charges in the evening and reduce in the day.
	Need more car parks.
	Make car parking free to encourage more people to the centre to shop.
	Increase car parking charges in the city centre to push people towards park and ride instead.
	Do something about the issues of on street parking which are not addressed.
	Building carparks underground or high will also save space and will also create more space for roads, infrastructure and new buildings.
	Ensure SATNAV maps distinguish between short term and long term parking facilities.
	Not enough is being done to regulate workers parking in residential areas for example hospital staff parking in Malwood Avenue or Seymour road. Do not allow unlimited durations for on street parking anywhere.
More police to make city safer	*A Safe City is a policing issue and they are stretched to breaking point. Give them more funding to do their job properly.*
	More police to make the city safer.
	Increase police presence in the city parks to improve safety of walkers.
	Improve the police service.
	Make the city safer from crime - road traffic is not a safety issue.
	Improve parking enforcement.
	Improve policing of road crime (e.g. speeding, using a phone whilst driving, abandoned vehicles, untaxed and uninsured vehicles being driven).
	More proactiveness from the police on enforcing parking, littering, fly tipping, car dumping bikes on pavements to make area a well maintained, attractive place.
Need to change mind-sets and attitudes of people around travelling	*Need to change mind-set so people will choose public transport or active travel before car.*
	Educate people to understand the benefits to the city and making themselves healthier by changing the way they travel and the poor health consequences of cars.
	Enforce a change in travelling habits.
	Need a societal change in attitude towards cycling.
	Get motorists to realise that the less people who drive the better the traffic will be.
	Drive out anti-social road rage.
	Invest in education and promotion of alternative travel.

	More education about the impacts of pollution and how Southampton's travel is changing (e.g. walking increasing).
	Target schools and young people in particular who can be influenced to have different attitudes when they become adults and encourage their parents to change too.
	Promote and educate within universities as well.
Should focus on encouraging healthy living and improving public health	*Invest in health (physical and mental) for adults and children before making the city attractive.*
	The city should focus on creating transport systems that improve public health.
	Design the city to encourage healthier lifestyles.
	Get workplaces to encourage healthy living and lifestyles.
Encourage flexible working to reduce rush hour traffic	*Encouraging employers to offer flexible working so that people can start and finish work at different times to reduce the number of people travelling in rush hour.*
	More flexibility to work from home then reducing the number of commuters.
	If internet providers improved their network, more people could work from home.

Table 6

Comments expressing general agreement with the proposed local transport plan

102.   A total of 107 respondents expressed some level of general agreement with the proposed local transport plan. The following table presents the unique comments within this category.

General agreement with the proposed local transport plan	*The proposals look promising and ambitious.*
	Agree with diversifying forms of transport.
	Strategy is constructive and thought out.
	Stand your ground against those who oppose these changes and move away from the car.
	The proposals are positive and encouraging.
	Agree with the vision for transport in Southampton by 2040.
	Agree with direction for proposed strategy.
	Support aims and objectives with a shift towards public transport, walking, cycling and a reallocation/reprioritisation of road space.

Table 7

Comments expressing agreement with elements of A Successful Southampton

103.   Figure 39 shows the themes of comments that expressed agreement with elements of the Successful Southampton goal. The element that the most respondents expressed agreement with was introducing a Park and Ride (by 168 respondents). The second most agreed with element within the Successful Southampton goal was to improve connections and access to key locations across the city which was mentioned by 121 respondents. The third element most often agreed with was the introduction of a tram (by 88 respondents).

Agreement with elements of A Successful Southampton

Category	Total respondents
Park and Ride	168
Improve connections/access to key locations	121
Tram	88
Improve traffic signalling	63
Well maintained roads	55
Improved reliability of public transport	45
Mass Transit System	44
Invest in public transport infrastructure, like interchanges	35
Minimise disruption caused by roadworks or special events	27
More efficient delivery of goods into city	22
Preparing for self-driving vehicles	10
Agreement with other Successful Southampton goals	40

Figure 39

104.   Table 8 shows any unique comments given for each category within the agreement with elements of the goal of a successful Southampton theme.

Category	Unique comments or suggestions
Park and Ride	*Destinations and sites for park and ride: St Mary's stadium; Bedford Place; Retail parks; East and west of city; Adanac Park; Stoneham Lane; West of city; North of city; East of city; Nursling; docks; Mount pleasant; J5 of M27,M271; J3 of M27; General Hospital; cruise terminals; Chilworth.*
	For commuters and businesses.
	To transport cruise ship passengers and their luggage to docks from out of city long stay car parks.
	Ensure Park and Ride is affordable. (E.g. Make it cheaper for a family to use park and ride than drive; free for local residents; subsidised cost.)
	This must be well organised.
	Park and ride should be for inside and around the city not just from the outside into the city.
	Agree with park and travel concepts as a way to move local travel off the strategic road network (M3, M27, M271 and A36).
	Agree with setting up a park and ride.
	Agree with providing park and ride for staff and visitors to the hospital.
Improve connections/access to key locations	*Improve connections to areas surrounding city, beyond Southampton border and other local authorities.*
	Between East and West of the city.
	Improve connections to local centres.
	Improve cross city connections and routes, not just routes into and out of the city.
	Locations to improve connections to include: Airport; Bassett Green; Bitterne; Botley; Bournemouth; city centre, coach station; the docks; Dorset; General Hospital; Hamble; Hedge end; the Isle of Wight; Lordswood; New Forest; Ocean village; parks;

	Romsey; Shirley; Sholing; St Marys football stadium; Swaythling; Totton; train stations; University of Southampton; Upper Shirley; Weston; Woolston.
	There should be better connections for crossing the river (e.g. bridge from Southampton to Hythe; ferries from Woolston to Ocean village and town).
	Improve connections to places like: schools and colleges; new and existing industrial estates; business districts; residential areas (especially those with an older population).
	Improve public transport connections to more areas. No public transport dead zones should exist. There should be a comprehensive public transport network across the city.
	No one should be isolated or unable to get to services like doctors due to lack of public transport. Ensure health centres and etc. are near public transport connections.
	There should be interconnecting stops and hubs between different routes and public transport modes.
	Some places in Southampton have village level transport links.
	Reopen train line to Northam and Fawley to improve connections to there.
	Connectivity of the docks and the city is vital to ABP's viability and functionality as a port facility which serves the local, regional and national area economically.
Tram	*Places for trams to cover: St Denys; Redbridge; Docks; University; Ocean village; train stations; ferry terminals; Shirley high street; Lordshill; waterfront; docks.*
	Tram should run from East to West and North to South.
	A tram system that runs frequently and is cheap.
	Build a tram network on core commuter routes.
	Circular tram route.
	Build a tram along the old or even existing rail lines.
	Bring the trams back to lower air pollution, increase tourism, reduce traffic and provide a well-connected and reliable public transport.
Improve traffic signalling	*Current traffic light system does not allow traffic to flow, causes congestion.*
	Reduce amount of traffic lights.
	Turn off traffic lights (all the time or in off peak times).
	Make traffic signals smart.
	Make sure traffic light timings are correct, have them in waves or in sync with each other rather than stop start.
	Change some of the traffic light systems: Avenue; Burgess Road; Itchen Bridge; Commercial Road/Havelock Road; Winchester Rd.
	Replace some roundabouts with traffic lights.
	Replace traffic lights with zebra crossings to improve traffic flow.
	Synchronise the pedestrian lights with the traffic lights, many of them currently aren't in sync.
	Cut back plants obstructing view of traffic lights.
	For buses to be the new mass transit system, traffic signals will need to be improved to benefit public transport.
Well maintained roads	*The roads are currently in a poor state.*
	Improving current state of roads and keeping them well maintained should be a priority.
	Get a better contractor to fix roads than Balfor Beatty.
	Sort the forward plan for highways maintenance.
	Fix with better materials so that roads last longer.
	Review state of entire road if fixing one pothole but there are several on same road - more efficient than temporary pot hole repair.
	Roads that need maintenance work: Millbrook Road West; Shirley.
	Fix potholes.
	Reinforce roads near bus stops to prevent continuous needs to resurface them.

	Although maintaining roads is supported, this should not be a priority, as better roads are likely to increase as opposed to decrease traffic.
Improved reliability of public transport	The buses are too slow and never on time.
	Public transport running regularly later into the evening and on weekends.
	Improve the reliability of public transport.
	Improve timetable of public transport to allow shift workers to use them.
	Bus lanes (no cars allowed) to allow buses to arrive on time.
	Priority traffic lights for buses to allow buses to move around city better.
	Make sure public transport is quicker than driving.
Mass Transit System	A cohesive public transport network across city, focusing on population centres like Woolston, Bitterne, the Avenue and Shirley.
	Mass Transit System to extend across south coast or Hampshire and connecting to intercity trains. Southampton can be the centre of a regional mass transit system.
	The mass transit system must be rail based.
	Consider bike routes as a mass transit system.
	To transport cruise ship passengers to and from docks from out of city car parks.
	Affordable weekly, monthly and yearly tickets for mass transit system.
	Provide seating and bus timetables at all bus stops.
	Mass Transit System should be mixed use (e.g. a mix of trains, buses, park and ride etc.).
	Agree with the development of a high quality Mass Rapid Transit for Southampton and the wider area which transforms the travel experience of users.
	Link this development to the Solent LEP Strategic Transport Plan and its proposed Solent Light (rail).
Invest in public transport infrastructure, like interchanges	Current bus 'interchanges' like Vincent's Walk, Above bar and national express coach station are too small and inadequate.
	Improving public transport infrastructure should be priority.
	Have a central bus station/interchange to find connecting services in one place.
	Have a railway station at: the docks, St Mary's stadium, Terminus station for the cruise passengers and east side of the city.
	Transport hub near the railway station for coaches, buses and taxis (perhaps built on the old Toys R Us site).
	Have several strategically placed hubs across city to connect all to each other. So hubs to city centre, Shirley, Portswood etc.
	Reinstate the rail line from Hythe and Fawley to Southampton.
	Repurpose multi-storey car parks into hubs for public transport.
	Move coach station to easily get in and out of the city. Also connect coaches to ferry port interchanges.
Minimise disruption caused by roadworks or special events	Utility companies needing to do works requiring road works should coordinate to do all work at same time to stop having to dig up road multiple times.
	Ensure road repairs are kept up to date, delivered on time and to budgets. If they overrun on timescales for the work, the contractors should be penalised.
	Do not schedule too many roadworks to happen at the same time.
	Events causing road closures are becoming a nuisance and should be banned. Everyday users should be given some priority.
	Ensure roads can cope with peak travel times for example with simultaneous events on like cruise ships and football match.
	Don't run football matches at the same time as cruise ships being in dock.
	Provide a bus service to cope with football matches. With dedicated buses between the train stadium and station and free bus tickets to reduce the driving and parking near the stadium.
	This would need doing if there will be more support for communities with events and street closures.

	Balance the management of events with the wider negative impact on the residential population.
	Use intelligent transport systems/ROMANSE for temporary road changes for road works or events.
More efficient delivery of goods into city	*Bring more goods in by freight train.*
	Extend freight train delivery network with additional stations.
	Take freight from trains to final destination using electric vehicles.
	Have a designated rail/ tram/ goods vehicle system for container ships avoiding the city centre.
	Reduce lorries to and from the port.
	Make all delivery vans zero emission.
	Warehouses outside of city centre to drop off goods to be delivered in the city.
	Lorry parks outside City with rail links to move freight to docks.
	Get the port to link the HGV booking system more effectively.
	Understand importance of freight in the city and so support this aim and think a comprehensive freight strategy should be developed.
	Rail is an important part of connectivity for the port as a lot of the movement through the port comes through the rail network and should be encouraged by the council. (E.g. the council can support the current Redbridge Train Lengthening Project which will reduce the unit cost of freight by rail as a modal share thereby creating a more efficient freight delivery).
	Agree with improving efficiency of goods delivery by: having restrictions for certain types of deliveries, greater consolidation and freight forwarding depots on the outskirts of the city, last mile deliveries, Click and Collect points for Amazon etc. and future deliveries by drones and autonomous vehicles etc.
	Put in infrastructure for growing delivery industries like Deliveroo.
	All employers should be required to create active and ongoing Delivery Service Plans and larger employers should be required to develop internal consolidation plans for deliveries.
Preparing for self-driving vehicles	*Allow google and BMW and similar companies to trial their self-driving car scheme.*
	The council could consider creating a council run self-driving electric vehicle scheme for people over a certain age (e.g. see google pods that allow completely autonomous, voice activated pods for aged and disabled people to pick up and drop off in and around town). These should preferably be council run/managed to ensure they are kept free and safe.
	Develop a self-drive car hub for people to hire self-drive vehicles.
	Develop autonomous buses.
Agreement with other Successful Southampton goals	*Agreement: manage traffic and congestion with cameras and sensors (e.g. Cameras in bus lanes and bus stops to stop people blocking them with cars or delivery vehicles; At traffic lights which are ignored; TAG system for Itchen bridge for auto payment to improve traffic flow; Expanding the use of technology to enforce compliance with laws and regulations, cutting down on dangerous and disruptive behaviours such as speeding, illegal parking, blocking pavements and cycle paths and motorists failing to stop behind advanced stop lines.).*
	Agreement: provide information about condition of roads.
	Agreement: considering a workplace parking levy and potentially use the profits for future transport projects. (E.g. For businesses with over a certain number of car parking spaces, to get people to reconsider how they travel.)
	Agreement: Ensure signal-controlled junction are working well with traffic (reduce the number of signal-controlled junctions; ensure all lights give priority to major routes in rush hour; review roundabout outside Lidl warehouse in Nursling; traffic lighted junction on Thomas Lewis way crossing with St Denys road).
	Agreement: prioritise public transport (do this in terms of both money and funding).
	Agreement: using smart technologies to manage the transport network (e.g. using it to prioritise public transport on the roads).

| | Agreement: reduce number of parking spaces in city and managing demand for parking (reduce parking permit for all roads within the city boundary; review car parking capacity and cost; make car parks more expensive to discourage use; Manage demand for parking by increasing car parking costs (during the day and free after 6 or 7pm). |

Table 8

105. The comments expressing agreement with elements of the goal to have a system for everyone are presented as categories in figure 40. The most agreed with element of the system for everyone goal was to improve attractiveness of streets and public space (by 90 respondents). There was also concurrence with the proposal to provide clear, well-lit and signposted routes for walking and cycling, by 83 respondents. Investing in public spaces and making them attractive was the element of the system for everyone goal with the third highest consensus, with 53 respondents commenting on this.

Agreement with elements of A System for Everyone

Element	Total respondents
Improve attractiveness of streets and public spacest	90
Providing clear, well-lit and signposted routes for walking and cycling	83
Invest in public spaces. Make them attractive	53
Create pedestrian only/car-free zones	50
Deliver road safety education programmes	39
Ensuring new developments are well linked to rest of the city	22
Encourage car share schemes	17
Encourage cycle schemes	17
Promote and support transport services for vulnerable groups	16
Improve safety around schools for walkers and cyclists	14
Agreement with other system for everyone goals	12

Total respondents

Figure 40

106. Table 9 shows any unique comments given for each category within the agreement with elements of the goal a system for everyone.

Category	Unique comments or suggestions
Improve attractiveness of streets and public spaces	*Delivering a plan that makes these areas nicer and safer for people to live in is also, if not more, important than having pretty shops and cafes for those with extra expendable income.*
	Pedestrianised areas should be well used, decorated and landscapes and thought given to the use of the areas as performance spaces, for community use or market activities.
	Improve attractiveness of: Bitterne, Woolston, areas with a lot of HMOs (Shirley, Freemantle, Portswood).
	Stop outdoor seating for restaurants on narrow pavements.
	More park benches and seats for people to stop and rest, especially in pedestrian zones.
	Fix pavements.
	Increase street cleaning (e.g. remove graffiti, clear up chewing gum and dog mess, get rid of urine smell, clear up litter).
	Clear up litter and campaigns to discourage littering and more litter bins.

	Stop charging for tip as this has made attractiveness of streets and public spaces decline.
	Do something about street homelessness and drug use.
	Don't approve building of things that will detract from attractiveness of city (e.g. Biomass).
	Plant more trees and plants and maintain them so they do not look messy (e.g. wildlife zones, roundabouts).
	More art pieces in public places which could be done by community groups or students.
	Provide an improved artist impressions of what healthy streets will look like as part of an attractive city drawing upon best domestic and international practice.
Agreement: providing clear, well-lit and signposted routes for walking and cycling	*Make sure routes are clearly defined.*
	Make sure all pavements are well maintained and smooth to enable easy travel on wheels.
	Clear any subways that flood and build more of them. Also add mirrors in them.
	Remove street furniture that obstructs a clear path.
	Stop motor vehicles parking on pavements in the way of pedestrians or on grass verges.
	Improve street lighting for walking at night to places. Current street lighting is poor.
	Make it safer to walk at night, especially in parks.
	Clear, safe, convenient and effective pedestrian crossings. Priority given to pedestrians on crossings with reduced waiting times and extended time to cross.
	Pedestrian crossings should have green man, audible signal and countdown to warn signals are changing.
	More crossings for pedestrians to safely cross roads (e.g. Holyrood road junction between Bernard St, St Michaels St and High St; London Road; Civic centre road; West Quay Road; Southern Road; A33; Woolston Bridge).
	Clearly sign post cycling routes.
	Signposts, especially those for tourists are in a shocking state and only in English.
	Improve signage around city walls.
	Pedestrian and cycling routes protected and away from busy roads, potentially with a plant screen.
	Provide alternative routes for pedestrians and cyclists when roadworks force a change in route.
Invest in public spaces. Make them attractive.	*Currently the city is not attractive. Above bar and precinct are unattractive.*
	Southampton has been too poorly developed to be made attractive. It is a lost cause.
	Develop Southampton's identity.
	Public spaces that should gain investment and be made more attractive: Town Quay, Mayflower park, The pier, The waterfront, Above bar.
	Put more thought into design of new developments so they are both attractive and fit within the surrounding area instead of trying to improve it after its been built.
	Consider how online shopping is changing the needs of the centre and adjust accordingly.
	Make more of Southampton as a historical city, playing to the strengths of the city walls. Have more information about the historical town and design shop fronts to fit with it and space that showcases them. Make the walls a tourist attraction with up to date signs and even an audio guide.
	Modernise city.
	Increase the number of open spaces with trees and plants.
	Create a good balance in public spaces of commercialised space and celebrating the existing community and culture within Southampton.

	Create more community spaces and entertainment areas in city centre, not just retail.
	Invest in public spaces for children.
	Improve public spaces and venues for tourists (including an information centre).
	Create transport museum (perhaps on waterfront).
	Extend pavements to allow cafes/ restaurants and pubs to expand out.
	More public toilets.
	City centre can be more attractive by doing something about the beggars, homeless, itinerant traders and food markets.
	An attractive has easily accessible public and private transport which is not dominating it surroundings. To achieve this something needs to be done about dominating bus and taxi congestion on QE2 Mile and around station.
	Invest in people focused spaces (retail, food history etc.).
Create pedestrian only/car-free zones	*Like and agree with the idea of pedestrian only areas.*
	Pedestrianize the city centre.
	Pedestrianize: Shirley high street, Portswood, Victoria road, Woolston, East Park Terrace, Palmerston Road, East Street, Commercial road (outside Mayflower theatre), down to Holyrood Church, from West Quay down to the waterfront, Portland Terrace, New Road, Bargate Street.
	No-go for vehicles zones around schools and hospitals.
	Make the whole city traffic free.
	Severely restrict the use of private cars within the city boundaries, reducing the number of streets they can drive down.
	Only allow buses or taxis on the city centre roads.
	Cyclists should be banned from pedestrianised areas too.
	Pedestrianised areas should be for cyclists as well.
	Only create pedestrianised centre if there is a park and ride put in place.
Deliver road safety education programmes	*Road safety for pedestrians, encouraging them to use crossings and wait for the signal.*
	For those that pose the most danger - car drivers, HGV drivers.
	Cycle road safety education programmes both for drivers and cyclists.
	Put bus drivers on cyclist awareness courses.
	Campaigns to stop bad behaviour on the roads.
	Posters to discourage using mobile devices when driving.
	In partnership with the university to offer cycle safety courses.
Ensuring new developments are well linked to rest of the city	*Ensure new developments have good cycling and walking routes in them and connecting them to the rest of the city.*
	Make sure new developments have the amenities they need to reduce the need to drive to these places (e.g. shops, GP surgeries) or build them in already existing economic centres.
	Ensure the waterfront developments are well linked to the rest of the city.
	New housing developments need to think about how their development joins up with the existing pavements, infrastructure in a more sensitive manner and not just dump the new houses on land with little thought to the current or future residents.
	Encourage business parks to form on the edges of the city with easy access to arterial roads.
	New developments need to have more parking spaces, as they currently do not have enough and residents end up parking on the street and clogging up roads.
	Consider and plan for impact of new developments on traffic, ensure new developments are well linked and flow well by road.
	Consider the current new developments and plans and their potential impact. (E.g. housing South of Romsey, Hedge End, Stoneham Park, North of Totton,

	Marchwood and Fawley waterside and commercial developments in Adanac park, port, airport, housing development proposed for Marchwood.)
	All developments of housing, education, health or industry should have living Travel Plans with appropriate and ongoing development and enforcement.
Encourage car share schemes	*Providing a car club like the Co-Wheels Car Club operated in Eastleigh and various cities around the UK. If such a service was available it may persuade those who don't use their cars often to give them up completely provided cars were available at reasonable rates just for the times when they were needed.*
	Apps like BlaBlaCar which allows people to arrange car shares and driver to be paid a small amount for this.
	Make it quicker for car sharers to travel (e.g. car sharing lane or multiple occupant cars permitted to use bus and taxi lanes).
	These car share schemes should be on the outskirts of the city and extend beyond the Southampton boundary where public transport coverage is limited.
	Charge single occupant cars to enter city and car sharing gets free entry.
	Locations for car share schemes (Bitterne).
Encourage cycle schemes	*More information and promotion of YoBike (e.g. how to use it).*
	Expand the YoBike area.
	Have a YoBike station in the docks.
	Create pick up and drop off points for cycle hire schemes or docking stations to reduce vandalism of bikes.
	Have management of cycle hire schemes.
	Subsidise the bike hire scheme.
	Electric bike hire scheme.
	Cycle scheme that extends beyond Southampton boundary.
Promote and support transport services for vulnerable groups	*These groups should be able to get a bus from anywhere - currently bus routes favour those living in certain areas like Thornhill and Lordshill.*
	Dementia and learning difficulty friendly public transport run by operators and staff who have been trained.
	Do not cut the over 60s bus pass.
	Please consider mobility buses for disabled people to reach day centres and other activities.
	More support for children who are also a vulnerable group, especially when travelling.
	More bus stops so those with mobility restrictions can get a bus from where they live.
	Ban people parking in bus lanes or bus stops as disabled people then struggle to get on and off the bus.
	Involve older people in developing these services.
Improve safety around schools for walkers and cyclists	*Make it safe enough for children to get to school on their own.*
	20mph speed limits near schools.
	Traffic around schools.
	Make crossings near schools safer.
Agreement with other system for everyone goals	*Agreement: support communities with events and street closures.*
	Agreements: reducing risk of casualty at road traffic incident hotspots (more speed cameras; listen to residents who report roads with incident hotspots).
	Agreement: improve accessibility at/to bus stops for people with physical impairments (more seating at bus stops; clear visual and audial signals for stops on buses; careful installation of ramps at bus stops so as not to be a trip hazard).

Table 9

Comments expressing agreement with elements of Changing the Way People Travel

107.   Figure 41 shows the themes of comments that expressed agreement with elements of the goal to change the way people travel. There was a consensus for improving cycling routes expressed by 241 respondents. Improving

cycling in general was the next most agreed with element of the changing the way people travel goal, with 112 respondents expressing agreement in comments with this plan. The third most agreed with element of the changing the way people travel is to encourage and promote active travel (by 71 respondents).
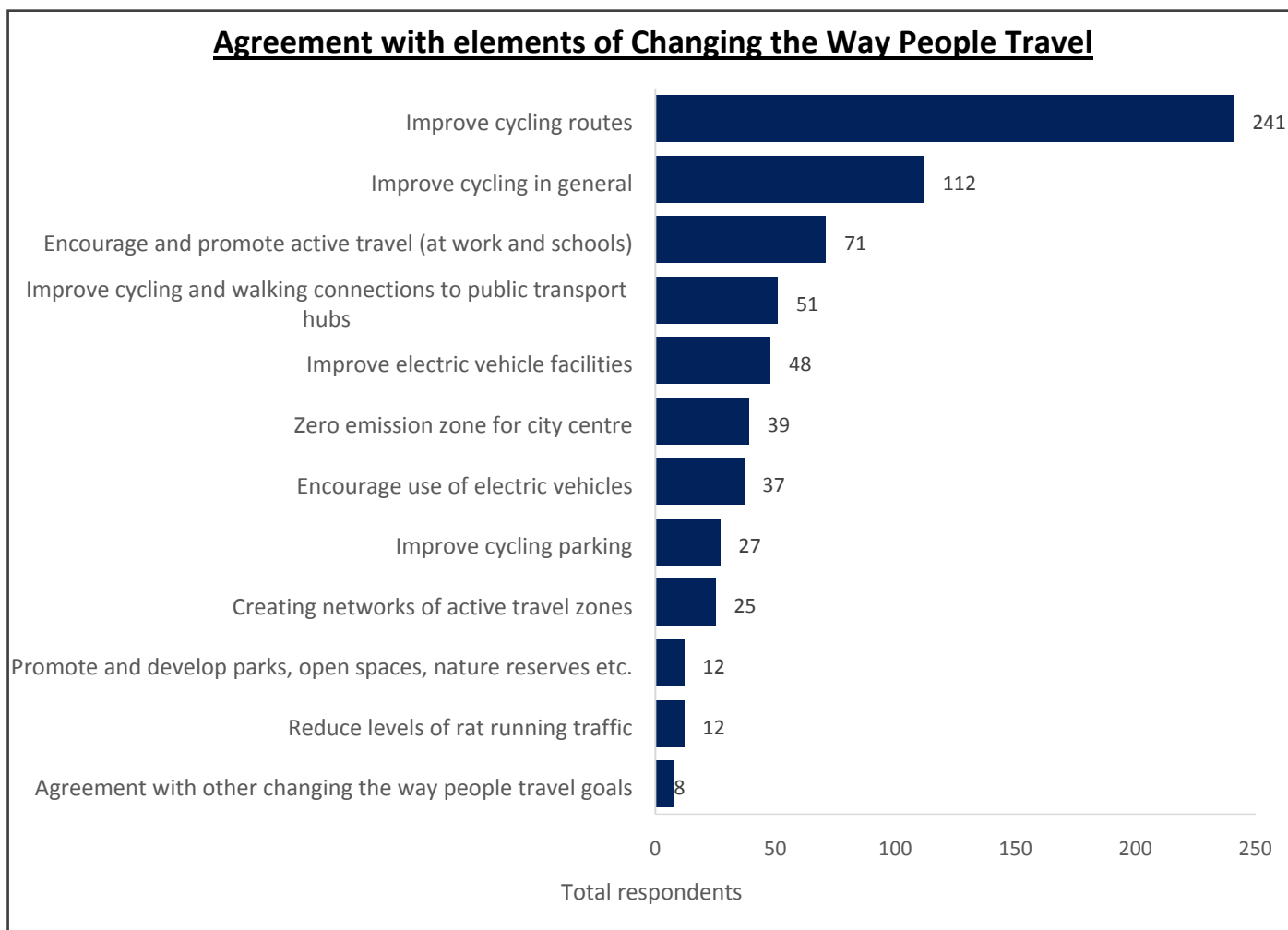
Agreement with elements of Changing the Way People Travel

Element	Total respondents
Improve cycling routes	241
Improve cycling in general	112
Encourage and promote active travel (at work and schools)	71
Improve cycling and walking connections to public transport hubs	51
Improve electric vehicle facilities	48
Zero emission zone for city centre	39
Encourage use of electric vehicles	37
Improve cycling parking	27
Creating networks of active travel zones	25
Promote and develop parks, open spaces, nature reserves etc.	12
Reduce levels of rat running traffic	12
Agreement with other changing the way people travel goals	8

Figure 41

108. Table 10 shows any unique comments given for each category within the agreement with elements of the goal to change the way people travel.

Category	Unique comments or suggestions
Improve cycling routes	*Maintain existing cycle paths, some are currently poorly maintained - (fix potholes); sweep cycle paths of debris; have a long term maintenance plan in place.*
	They need to be safe and convenient.
	Building up the cycle network should be a high priority.
	Improve cycling across the entire city not just around schools and the city centre.
	Improve and expand the cycle network to be comprehensive and complete: more routes that are all connected in a large network as opposed to disjointed parts on all major routes and beyond the city boundary.
	More joined up approach rather than - here is some spare wide bit of road let's build a cycle lane to meet targets.
	Cycle routes to improve: A35 from Totton to Southampton; Shirley; City centre; Bassett; Highfield; Itchen bridge; Northam bridge; London road; Nursling; The Avenue; Winchester Road; Shirley Towers; Thomas Lewis Way; St Denys Road; Bitterne Road West; Athelstan Road; 6 dials; Swaythling junction; docks; Test lane/Redbridge Road; Lordshill.
	Make cycle lanes bigger (they are too narrow, need more space on the road, need to be wide enough for use by adapted bikes and cargo bikes).
	Create dedicated and segregated cycle routes away from roads and pedestrians. (There could be barriers along cycle routes to stop cars going in them; clearly mark cycle lanes to stop cyclists going

	on pedestrian paths; resurfacing a road and painting some lines as cycle lanes are not good enough; cycle routes do not need to necessarily follow roads.)
	Enforce use of cycleway. Ban cyclists from using pedestrian pavements or roads.
	Put cycle lanes on pavements rather than on narrow roads where there isn't space.
	Cycle lanes should not go through public open spaces.
	Some cycle lanes just end, forcing cyclists into heavy traffic.
	Have all pedestrians and cyclists on the left side of the pavement to avoid collision.
	Create cycle highways and build provisions for cars around this as a lesser priority.
	Design junctions and traffic lights to let cyclists go first and have cycle only areas.
	Improve traffic light sensors to pick up cyclists as well.
	Make cycling routes safe enough to ride with children.
	Stop vehicles parking in cycle lanes.
	Stop motorcycles using the bike lanes.
	Improving cycling infrastructure is the only way to increase cycling rates.
	Places to look at for inspiration to improve cycle routes: London, Denmark, Netherlands, Amsterdam, Copenhagen.
	Involve cyclists in the development of cycle routes.
Improve cycling in general	*Make Southampton a safer place to cycle so that anyone would feel comfortable cycling.*
	Provide information about cycling like route maps and info on repair shops.
	Allow bikes on public transport.
	Free bike doctors.
	Implement strategies to reduce cycle theft (e.g. better policing).
	Payment schemes for bikes.
	Provide more public charging points for e-bikes.
	Let cyclists have priority or equal right of way on the road and at junctions.
	Implement traffic calming measures to make it safer for cyclists like speed restrictions and signage (e.g. along roads coming off Hill Lane like Radway road and Wilton Crescent).
	Improve behaviour between cyclists and other road users (namely motorists) towards one another and avoid conflict.
	Separate cyclists, pedestrians and cars using curbs between each area.
	Consider a cycling licence/proficiency scheme to take a compulsory safety course and carry the licence.
	All bikes must have a warning device to be used when approaching cyclists.
	Look to cities with high cycling rates for inspiration.
Encourage and promote active travel (at work and schools)	*Incentivise cycling.*
	Promote cycling and its benefits: cheaper, faster, and easier. Free parking and close to where you want to go
	Encourage electric bikes, perhaps with rental or try before you buy schemes
	Incentives to buy bikes like discount sales
	Run cycle safety campaigns for cyclists: on pavements; encouraging them to use their bells
	Education cyclists about what they should be wearing (e.g. high vis, helmets and lights after dusk)
	Provide facilities to practice and take part in free road training for cyclists
	Subsidise cost of walking schemes (perhaps from a private vehicle congestion charge)
	Work with schools to encourage young people and their family to change attitudes and adopt lifestyle changes to rely less on cars and cycle more. Make sure funding is there for schools to provide facilities for children to cycle to school
	Encourage children to walk to school
	Promote and educate on how to cycle safely at school including cycle safety lessons
	Encourage young people to cycle
	Promote and encourage at universities as well
	Promote cycle to work schemes and incentives for active travelling to work
	Work with businesses to introduce reward schemes for walking/cycling
	Discount cost of Park & Ride for businesses to get employees to use it

	My Journey should target small-medium enterprises
	Make active travel easier for employees by providing the right facilities (i.e. showers, lockers etc.)
	Encouraging working within a walkable or cycling distance
	Talk to pedestrians and cyclists and involve them in planning
	Advertise My Journey more widely - it is not very well known
	Continue to grow and develop the Sustainable Travel Expo
	One organisation to promote cycling, walking and healthy eating to make message clear and simple
	Replacing car parking spaces with bike racks allows workplaces to cater for a greater number of their employees, while also encouraging prospective cycle commuters to make the switch
Improve cycling and walking connections to public transport hubs	*Improve routes and maintain paths for pedestrians*
	Improve the safety in parks so that you feel safe walking through them (e.g. The Common)
	Do more to encourage walking and protect pedestrians
	Make it more pleasant to walk as often pedestrians have to along main roads
	Widen pavements
	Walking routes and pavements for people with limited mobility to walk needs to be improved. Some slopes are so steep they can be impossible to walk up, or leave you very tired. If you are out in a wheelchair on your own you have no chance and so usually end up having to take the long way round.
	All cycling and walking routes must have priority over roads
	Green corridors to walk and cycle along to bus stops, train stations etc.
	Improve cycling and walking connections across the river (e.g. the Itchen bridge is awful to walk or cycle across)
	More cycling and walking crossings points
	More covered walkways and shelters from rain
	Make sure bus stops are close to pedestrian crossings to allow people to safely cross to and from bus stops. (e.g. At bus stops near the Chilworth roundabout on Bassett Avenue)
	Open up the waterfront to more walking/cycling routes (accepting that it is not possible in the docks areas. Join up the major areas of the city (West Quay, Parks, and Waterfront) with a strategic set of walking/cycling routes.
	Work on walking and cycling improvements separately as they are two separate entities that should be consider and developed separately.
Improve electric vehicle facilities	*More charging points: for flats; for new developments; for all homes*
	Power stations and the grid need to be prepared for increase in electric vehicle use
Encourage use of electric vehicles	*Incentives for electric vehicles*
	Create an easy way to buy and pay for an electric car. Also make it cheaper to buy an electric car
	Make electric vehicles tax free
	Free parking for electric cars
	Free use of Itchen toll bridge for electric cars
	Discounted or free charging
	Provide electric vehicles to be shared by charities and small businesses for their collections and deliveries
	All taxis to be electric within a year
	Council should have electric vehicles for their fleet to set an example
	Incentives for driving instructors to buy electric vehicles
Improve cycling parking	*Cycle parking needs to be secure, in good locations and easily usable*
	Increase amount of cycling parking facilities available
	Under cover cycle parking
	At railway stations
	For those living in shared houses or houses converted to flats

	When building new developments, plan for cycle parking to be plentiful and visible to all for security
	Develop an app to show you where cycle parking is available
	Cycle parking suitable for adapted and cargo bikes
	Replace car parking with cycle parking
Creating networks of active travel zones	*Southampton is already a good place for walking*
	Cycling and walking routes/provision should be a priority
	Prioritise active transport
	Need to encourage or even enforce use of these active travel zones and networks
	Green space commuter corridors for walking and cycling would be good
	Establish walking routes/active travel routes between zones not just within each zone. (I.e. routes between district centres and city centre)
	Make cycling and walking connections segregated from each other
	Prioritise a joined up walking network to allow people to live a healthy and active lifestyle without being threatened by cyclists.
	Police and fine cyclists using pedestrian pavements
	Create cycle super-highways likes London
	Make the University an active travel zone
	Make Thomas Lewis Way a linear park/cycling and walking corridor with public transport too
	Remove on-street parking in active travel zones but still ensure deliveries and disabled access is possible
	Agree with the creation of active travel zones
Promote and develop parks, open spaces, nature reserves etc.	*The parks are very good*
	Protect the parks
	Clean up the parks
	If more green spaces are planned with more beds for trees and plants, it is ESSENTIAL that they are MAINTAINED!
	Close off roads between and around parks completely to motor transport to make a huge traffic free central park that can be used for outdoor events
	Do something similar to Eastleigh Council: encouraging the use of their parks and open spaces with the park sports scheme which they run every school summer holiday, with discounted sports sessions run in the parks for children and adults.
	Ideas for developing the parks: more play areas; outdoor gym spaces
Reduce levels of rat running traffic	*Agree as this will: reduce risk of accidents; improve pollution both air and noise; reduce stress and abuse amongst public; reduce need to maintain and fix roads being used as rat runs*
	Put restrictions on side roads to reduce rat running
	Create more alternative routes to rat running
	Make residential roads, no through traffic except cycles and walking (and provision for bus routes or emergency access)
Agreement with other changing the way people travel goals	*Agreement: involve local communities in the planning and promotion of active travel. (Communicate any big changes to cycling provisions and priority access to driving community)*
	Agreement: promote electric car clubs (encourage this among elderly. For example have a shared electric vehicle at retirement complexes as older people may need a car to keep their independence but only use it for short and not very often. Sharing some is better than having one each
	Agreement: encourage use of low emission vehicles (Make it mandatory for all taxis to be hybrid; Incentives for low emission vehicles: like cheaper or free parking; Help small businesses convert to zero emission vehicles)

Table 10

Comments on the potential negative impacts of the proposed local transport plan

109.   Figure 42 gives the categories considered to be negative impacts of the proposed local transport plan. Of the negative impacts mentioned, the most frequently mentioned was the potential negative impacts of the economy and businesses (by 51 respondents). There was also concern expressed by 48 respondents on the potential

negative impacts on vulnerable people like people who are disabled, on a low income or the elderly. There were 17 respondents that mentioned that many current residents and people using Southampton's transport systems will not be around in 2040 to see the changes proposed in the local transport plan. 28 respondents mentioned other negative impacts.
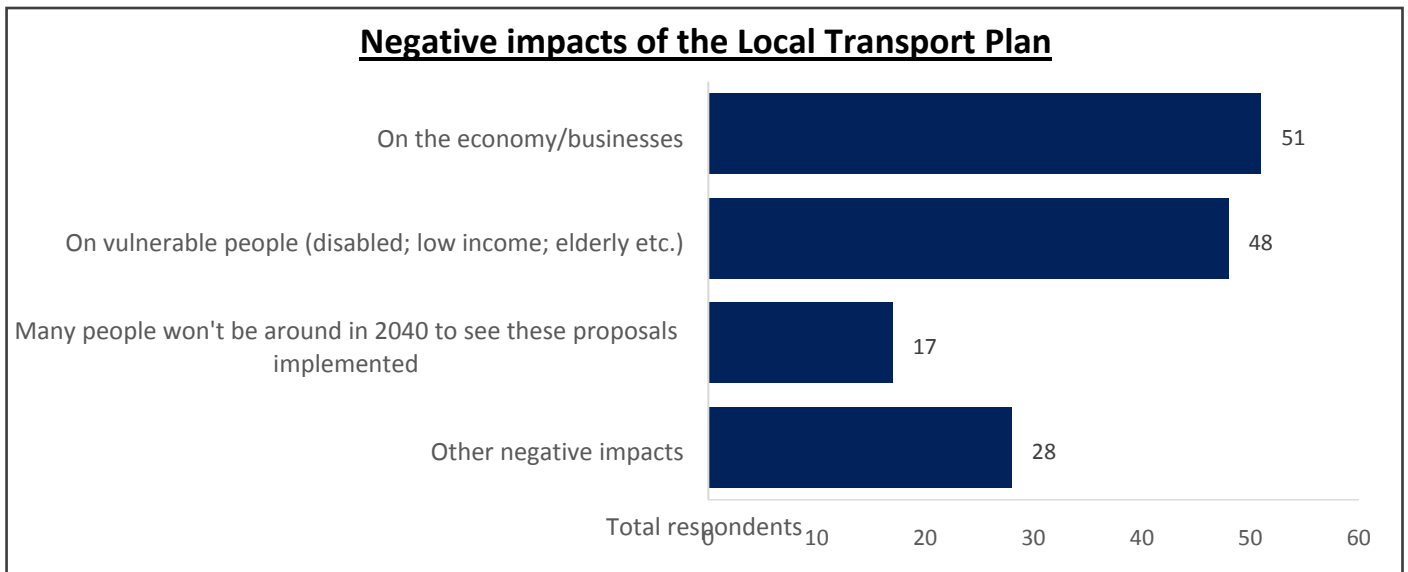
Negative impacts of the Local Transport Plan

Category	Total respondents
On the economy/businesses	51
On vulnerable people (disabled; low income; elderly etc.)	48
Many people won't be around in 2040 to see these proposals implemented	17
Other negative impacts	28

Figure 42

110.   Table 11 shows any unique comments given for each category within broad theme of negative impacts of the local transport plan.

Category	Unique comments or suggestions
On the economy/businesses	*Penalising car drivers could impact trade and the financial success of the city*
	Businesses will move away if a workplace levy is introduced
	People stop coming to the centre for leisure if: parking is reduced; zero emissions zone is implemented
	Zero emissions zone will impact businesses and shops in city centre - harder to get deliveries, reduction in footfall, they may eventually move away from city centre
	Protect the port
On vulnerable people (disabled; low income; elderly etc.)	*A shift of focus away from cars to alternative travel may make it difficult for some groups. For example those on low incomes may struggle with the costs of alternative travel to car or logistical difficulties for those with physical impairments to use alternative travel to cars*
	Affect older people: isolate them; disruption from implementing these proposals could cause make older people's lives more difficult, proposals are for travel that may be difficult for the elderly like cycling and walking
	The plan does not go far enough to provide for people with disabilities
	Ensure all changes take into consideration those with disabilities and not carried out at the expense of them. For example: More pedestrianised zones may make it more difficult for those with disabilities to get around; less city centre parking may make it more difficult for those with mobility issues to travel; a push towards active travel and public transport and away from cars may isolate and trap those with disabilities in their homes; more street furniture could become a hazard for those that are visually impaired
	Improving buses or installing a tram will not improve things for wheelchair users
	A low emission zone could penalise those on low incomes who cannot afford a cleaner car
	Penalising the motorist is simply the social cleansing of poorer car drivers

Many people won't be around in 2040 to see these proposals implemented	Many of the city's current residents will not be around in 2040 to see the changes proposed
	It should be achieved before 2040 as many people currently paying for this will not reap the rewards
Other negative impacts	Cost of this development must not be passed down to consumer through increased public transport costs
	The cost of workplace levies and less parking/higher parking costs will be passed onto the customer
	It will cost more to go into the city centre
	This will worsen traffic and make it harder and more expensive to travel and park
	Less parking in the city will push more people to park in small residential roads just outside of the city which cannot cope with it
	City charges and penalties on main routes will encourage more rat running
	Concerned of negative effects of mass transit system, park and ride and improving access to specified locations will have for other road users and green spaces
	Negative impact: disruption caused trying to put these proposals in place
	Please consider people who live in and around the city (such as next to hospitals) and that they are not negatively impacted by any proposals
	Negative impact on tradesman needing to find parking across city to do their job
	Improved travel networks, green spaces and active travel opportunities will cause house prices to rise and gentrification to take place
	Concern that mass rapid transit could adversely impact on the rural landscape and character of surrounding area and local authorities
	Concern over the protection of special areas of conservation (e.g. wildlife areas or historical sites etc.)
	Concerns that these proposals may negatively impact on train and bus services to rural areas around Southampton

Table 11

Comments on the potential positive impacts of the proposed local transport plan

111.   Comments referring to positive impacts of the local transport plan have been categorised and presented in Figure 43. One of the potential positive impacts mentioned most frequently was a reduction in traffic (by 24 respondents). The improvement in the environment and air quality was also considered a potential positive impact by 20 respondents. Of the positive impacts the third most frequently mentioned was the improvement in the health of the population as the city becomes more active.
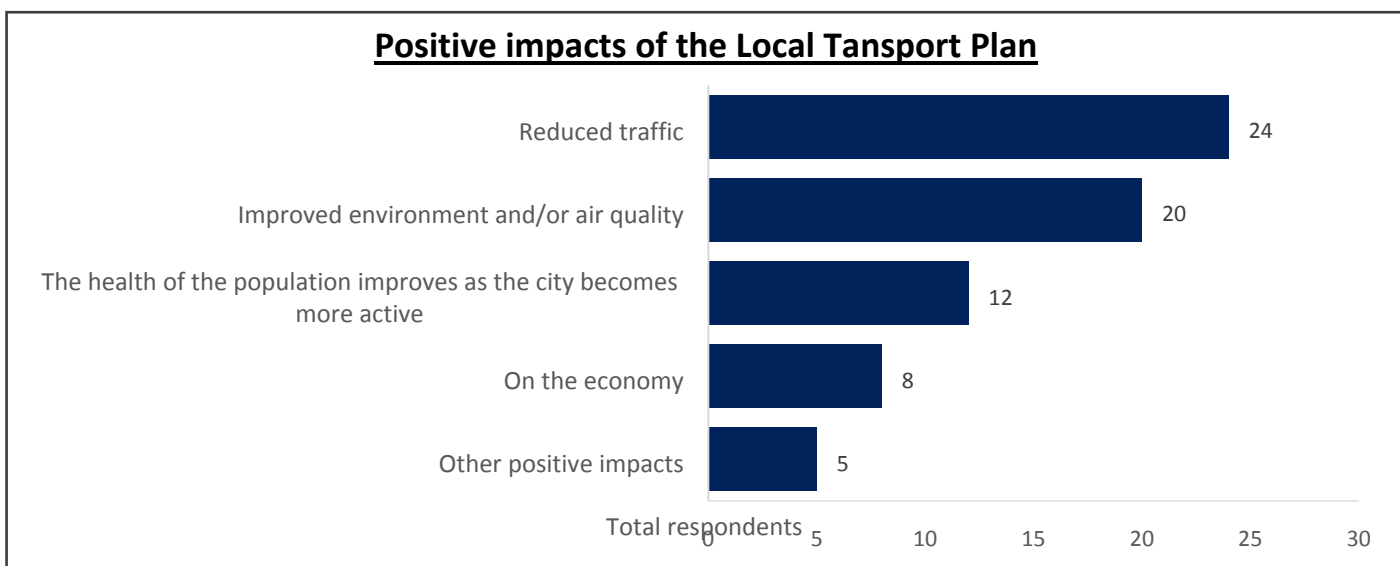

Positive impacts of the Local Tansport Plan

Category	Total respondents
Reduced traffic	24
Improved environment and/or air quality	20
The health of the population improves as the city becomes more active	12
On the economy	8
Other positive impacts	5

Figure 43

112. Table 12 shows any unique comments given for each category within broad theme of positive impacts of the local transport plan.

Category	Unique comments or suggestions
Reduced traffic	*With the introduction of a park and ride*
	With an improvement in the cycling infrastructure
	With mass transit linking to the cruise terminals
	Following an improvement in public transport
Improved environment and/or air quality	*Improvement in air quality*
	Improvement in environment
	Will make city environment more attractive to live in
The health of the population improves as the city becomes more active and healthy	*It could improve people's health through exercise and lowering vehicle fumes causing asthma in children*
	The plan provides a good basis for a healthier city
	The cycling and walking development will give people the opportunity to make healthier choices
	This will encourage people to be more active
	Presenting people with viable alternatives to the car can help to improve people's physical health and mental wellbeing
On the economy	*Increase in tourism*
	This will attract investment to the city and help it realise its potential to be a modern regional economic hub.
	Presenting people with viable alternatives to the car can help to improve people's productivity in the workplace
Other positive impacts	*City will be more accessible and connected*
	The space of places for cars to park no longer being used can be revived into something else (e.g. more space for cyclists or more houses in a new development)
	Reduction in road accidents
	Southampton will become a leading walking and cycling city in Britain and globally
	The city will rise to the top of Global Liveability rankings as cities that have invested in good public transport solutions and active travel options are key to this

Table 12

Other comments related to local transport plan

113. A total of 60 respondents made a comment on the local transport strategy itself. The unique comments and suggestions related to this are summarised in table 13.

Comments on the overall local transport strategy	*These proposals are full of buzz words and jargon*
	Proposals are vague and could have been clearer and given more specific detail about what these plans mean and how they differ to Southampton's current situation.
	The strategy seems to neglect some fundamental details in how it is going to deliver some of this. How are you going to achieve these goals?
	Produce detailed implementation, delivery, resourcing and risk assessment plans for each proposed policy/scheme within the plan. Then produce firm targets to accompany the desired outcomes and associated indicators which will be used to assess and monitor the overall success of the plan and in particular the three long-term strategic goals and eight related themes.

	Plan and consultation is all too high level, aspirational and "pie in the sky". A tactical plan with more practical proposals needs to be developed which are more likely to happen
	The proposals are the same old ideas that are always given with no real overarching vision.
	The structure of the strategy could be improved (e.g. move car share schemes and cycle schemes to 'safe city', update the out of date elements like removing reference to the rejected Southampton, Portsmouth, Isle of Wight Combined Authority.)
	People will not disagree with such generic proposals
	The impact of these proposals are unknown and impossible to determine
	How is this proposal child friendly and how will it be delivered to children? There needs to be explicit information about how children will be affected as currently children and families are left out of this proposal
	The strategy should acknowledge that some of this is reliant on and can be impacted by other forces and powers beyond the local authority (i.e. Highways England, LEPs and Department for Transport, developments in other local authorities)
	Consider how wider transport developments may impact Southampton's travel habits and infrastructure and how it relates to this local transport strategy (e.g. The Heathrow rail link and enhanced rail infrastructure)
	Consider what impact the changes in cityscape and new developments will have on transport within the strategy, both within the city and beyond the boundary. (e.g. the location of the city centre is moving westwards, away from bus locations and yet this strategy makes buses key as transport in the city)
	Waste of money coming up with these proposals
	The vision and work on this local transport plan are good and it is a well-structured and put together strategy.
	The city planning has always been piecemeal as opposed to large scale re-planning of infrastructure
	Nothing will come of these proposals or consultation
	The plan should better consider and link to related plans and strategies like the Southampton Masterplan process and public transport strategy which is not yet complete. (This includes plans that are not by the council like the Southampton Airport Draft master Plan)
	Create a workable strategy to that can be used to gain funding
	The strategy document should not have any franchising on the document
	This strategy demonstrates a limited knowledge of the public transport network and operations in the city
	In the Travel to Work Area, Marchwood should be specifically referenced as a key area for those travelling for work between Marchwood and Southampton.
	The local transport strategy should recognise and celebrate the successes, innovation and investment in transport in the city that has already happened. (e.g. GoSouthCoast's considerable investment and innovation)

Table 13

114.   There is some overlap between the local transport plan and the proposed clean air zone, both in terms of content and the dates for these consultations overlapping. This resulted in comments related to the clean air zone made by 53 respondents. Table 14 gives the unique comments related to the clean air zone.

	Why is this not joined up with the clean air zone consultation?
	The current clean air zone policy does not match these goals
	This local transport plan should have a wider vision to improve air quality
	Approve of the clear links between the local transport strategy and the clean air agenda in the city
	Comments relating to charging within the clean air zone: charge all polluting vehicles, charge private cars not just buses, exempt residents from the charge, exempt emergency service workers with start/finish times when public transport doesn't run, exempt disabled drivers from the charge, charge diesel vehicles
	Impacts of the clean air zone: business and trade will go elsewhere, negative impact on the economy, this will increase the cost of public transport and driving a private vehicle
	Suggestions related to the clean air zone: use the charges to subsidise public transport or park and ride, living walls and rooftop gardens to combat air quality
	Agree with the clean air zone (Make Southampton great again, somewhere to be proud of)
	Disagreements with clean air zone charging: technology is already improving car emissions so air pollution will already improve without clean air zone charge, this just another tax,
	How would you help charities and small businesses that need to access the city centre with vans?
Clean Air Zone comments	*Agree that air quality needs to be tackled and a clean air zone could do this but buses should be treated as part of the solution not the problem*

Table 14

Public engagements, meetings and verbal feedback

115. In total there were seven separate engagement events, 4 public drop-in events, a staffed exhibition at the sustainable city expo conference, and briefings to businesses and other groups where feedback was received to support the consultation process. The range of engagements are outlined below:

Date and time	Event	Location	Number of attendees
4 September 2018 (11:30-18:30)	Public drop-in	Civic Centre	20
15 September 2018 (10:00-13:00)	Public drop-in	Shirley Library	6
19 September 2018 (16:00-19:00)	Public drop-in	Portswood Library	8
29 September 2018 (10:00-13:00)	Public drop-in	Bitterne Library	12
12 September 2018 (10:00-15:00)	Sustainable City Expo conference (exhibition at event)	NST City	20
19 September 2018	Southampton Clinical Commissioning Group's (CCG) Consult and Challenge group	N/A	N/A
27 September 2018	Breakfast briefing for businesses at Go!Southampton	N/A	N/A

Table 15

116. In total around 70 people engaged with this programme of events. The events gave people the opportunity to find out more about the local transport plan, have questions answered and thoughts discussed with officers and complete the consultation questionnaire.

117. During the course of these events some feedback was gathered and the main themes were:

- A need for big change with one project that transforms city transport, not just lots of little projects with limited impact.
- It is difficult to predict how people will travel and what transport will be like 20 years from now. (E-commerce is changing retail business, drones could play a bigger role in delivery of goods etc.)
- Online home shopping deliveries to properties on streets with residents parking/ yellow lines cause delays to buses.
- Support for the Council in efforts to promote sustainable travel for short journeys.
- The Highways England proposals for the A3024 corridor (making it easier for more vehicles to use the corridor) goes against many of the principles of the draft strategy. This needs to be considered.
- Keep public up to date on these plans.
- Southampton needs a Park and Ride system. They work well in other cities and many have them. (The site could be near Junction 8.)
- Support proposals for a Mass Rapid Transit System.
- Support expressed for bringing in metro lines, trams, or trolleybuses etc. This is a good idea that would help make it easier to get around city, potentially reduce emissions and change people's perceptions.
- A lot more investment is needed to transform the city and make a comprehensive and safer cycling network.
- Good progress on improving public spaces and cycling networks have been made already (e.g. the QEII Mile, Guildhall Square, and the Boardwalk National Cycle Network route to St Denys).
- Should invest in safe segregated cycle routes, away from the road and pedestrian pavements.
- Make wide pavements shared use paths.
- People should be allowed to cycle on pavements as long as they are considerate of other users – take away the no cycling prohibitions everywhere.
- Cycling routes are too disjointed.
- Places to improve and maintain cycling routes to make them safe: Bullar road; A3024, The Avenue, Spring Crescent, Lawn Road, Dukes Road, Hill Lane, Bitterne, University, Woodmill Bridge, Portswood road, Hedge End.
- Keep cycling routes well maintained.
- Improve signs and maps for cyclists to know which way to go.
- Need to educate and enforce against cycling dangerously (e.g. without lights after dark or cycling fast on pavements).
- Allow and enable cyclists to turn right where buses can.
- Widen roads to allow buses to stop without holding up traffic.
- Support for "dualling" of Northam Road railway overbridge.
- Support expressed for liveable city centre proposals.
- Support idea of a better bus/rail interchange (locations include the south side of Central Station and Albion Place/ Castle Way).
- Improve the signage, information and maps available for people to understand the bus service and find their way.
- Bus real time information screens are not always working correctly.
- Smaller buses should be used at off-peak times.
- Run buses later into the evening.
- Improve bus service in general to make it more attractive than driving.
- Make public transport cheaper. (E.g. make it affordable for a family to get the bus, perhaps make it free for children and cheap for 16-25 year olds to get the bus.)
- Quality of bus services in the city is very good.
- Need to invest in continuous bus lanes.
- Please don't increase the hours of operation of bus lanes.

- Plusbus is a brilliant product and needs to be better promoted.
- Bus services are slow, inconvenient, unreliable and infrequent.
- Bus routes need to be improved – connecting across the city, to amenities like hospitals and to more places in the city, not just the main areas. (E.g. Harefield, Merry Oak, Itchen.)
- Make travelling by public transport easier and more practical for people with disabilities. (E.g. improving bus stops).
- Need to integrate different transport systems together better, including ticketing products.
- Bus operators should accept each other's tickets.
- Traffic wardens need to enforce the Residents Parking Areas (e.g. near university).
- Do something about the traffic and congestion from the school run. (E.g. encourage more parents to walk children to school, have a monitoring car outside school at pick up and drop off to deter parents parking illegally). (St Marks, Shirley and Merry Oak have school run congestion problems.)
- Maintain and improve pavements and crossings for pedestrians.
- Discourage the high number of car trips that are single occupancy car journeys.
- Port should contribute towards road improvements and maintenance.
- There are too many traffic lights in the city and they are not optimised, resulting in unnecessary delays and pollution of idling vehicles. Traffic lights need to be synchronised and adaptive to congestion and real time ROMANSE traffic control centre invested in for them to be delivering the best service.
- Maintain roads (e.g. fix potholes).
- Disagree with taking road space away from general traffic and allocating it to cyclists or buses with bus or cycle lanes as it just worsens congestion.
- Agree with a need to reduce the supply of car parking in the city centre.
- Reducing car parks by closing small car parks could just add to the congestion of the larger car parks or stop people coming into the city altogether.
- Cost of car parking in the city is far too cheap – this encourages car travel.
- More needs to be done to encourage modal shift and on a short term basis.
- More people a year travel cross-Solent on Red Funnel than cruise passengers pass through the city yet hardly gets a mention in the media (so people forget about it). Red Funnel / SCC need to market this more/make more of the importance of these vital transport connections.
- All new developments need to be designed well, with the needs of pedestrians and cyclists in mind.

118.   Many of these topics will have also been raised through other channels as a part of the consultation but in the interest of transparency they have also been summarised here.

Feedback on the consultation process

119.   Southampton City Council are committed to make the whole consultation process as transparent and fair as possible. As a part of this commitment, any feedback on the consultation process itself received during the course of the consultation is gathered together here.

120.   Overall, out of the 1413 people or organisations who took part in the consultation, 53 commented on the consultation process itself.

121.   Table 16 summarises the unique comments and suggestions given about the consultation process.

Comments on consultation process	This questionnaire is biased to give results the council wants.
	This questionnaire is poorly designed and confusing.
	The questionnaire provides too much information.
	Ensure you engage children and young people and make consultations more engaging and approachable to them.

	The council won't listen and will just do what they want to anyway, regardless of public's views.
	More publicity needed of this consultation to get more engagement, including engagement for those not online.
	The questions are too general and high level to be able to answer.
	The questions don't give a chance to show opinion of both proposed goals and method to achieve goals.
	The way questions are asked makes it difficult to show what you exactly agree or disagree with because lots of points have been put together.
	The consultation gives no chance for people to give views on the how these proposals/goals will be achieved.
	There needs to be more detailed information on the strategy (e.g. on the rapid transit system; reduction of casualties in accident hotspots, zero emission zone).
	The questionnaire is very formulaic and does not give opportunity to make significant comments.

Table 16

Conclusion

122.   Southampton City Council sought views on the proposed Connected Southampton – Transport Strategy 2040. The consultation ran for 12 weeks from 25 July 2018 to 16 October 2018.

123.   As this report has demonstrated, the consultation was extensively promoted throughout the period leading to good levels of engagement.

124.   In total there were 1413 responses to the consultation. Of this 1394 responded to the consultation questionnaire and all other submissions were made via emails, letters or in public meetings.

125.   All questionnaire results have been analysed and presented in graphs within the report. In addition all written responses to the consultation were read and comments assigned to a category based upon similar sentiment or theme and descriptions have been provided of each category within the report.

126.   In conclusion, this consultation allows Cabinet to understand the views of residents and stakeholders on the proposed local transport plan that has been consulted on. It represents the best possible summary and categorisation of all the feedback received through the consultation period. Therefore it provides a sound base alongside the other information to inform a final decision.